OCOEE PLANNING AND ZONING COMMISSION

Ocoee Commission Chambers
1 N. Bluford Avenue
Ocoee, Florida

October 8, 2024 **AGENDA** **6:30 PM**

REGULAR PLANNING AND ZONING COMMISSION MEETING

- **CALL TO ORDER**

  Invocation

  Pledge of Allegiance

  Roll Call and Determination of Quorum

- **CONSENT**

  1. Approval of Minutes from the Planning & Zoning meeting held on September 10, 2024.

- **OLD BUSINESS**

- **NEW BUSINESS**

  1. Ocoee Regional Sports Complex Large-Scale Comprehensive Plan Future Land Use Map (FLUM) Amendment from Low Density Residential (LDR) and Conservation (CON) to Commercial (COMM) and corresponding text amendment to the Future Land Use Element; Project No. CPA-2024-006. (**Zoning Manager Whitfield)**

- **MISCELLANEOUS**

  1. Project Status Report

- **ADJOURNMENT**

Notice: Any person who desires to appeal any decision at this meeting will need a record of the proceedings and for this purpose may need to ensure that a verbatim record of the proceedings is made which includes testimony and evidence upon which the appeal is based. Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office 48 hours in advance of the meeting.

MORE THAN ONE COMMISSIONER MAY PARTICIPATE OR HEAR DISCUSSIONS REGARDING A MATTER WHICH WILL COME BEFORE THE COMMISSION FOR ACTION.

OCOEE PLANNING AND ZONING COMMISSION
Ocoee Commission Chambers
1 N. Bluford Avenue
Ocoee, Florida

September 10, 2024 **MINUTES** **6:30 PM**

REGULAR PLANNING AND ZONING COMMISSION MEETING

- **CALL TO ORDER**

Chair Lomneck called the regular session to order at 6:30 PM in the Commission Chambers of City Hall. The invocation was led by **Chair Lomneck**, followed by the Pledge of Allegiance to the Flag. **Recording Clerk Justice** called the roll and declared a quorum present.

Present: Chair Lomneck, Member Keller, Member Chacon, Member Galvan, Alternate Member Butler

Absent: Vice-Chair Forges

Also present: Zoning Manager Whitfield, Concurrency & Commitment Coordinator McFarlane, Acting Assistant City Manager Rumer, Board Attorney Johnson, and Recording Clerk Justice

- **CONSENT AGENDA**

1. Minutes of the Planning and Zoning Commission Meeting held on August 13, 2024.

(6:31 pm)
Motion for Approval of the Consent Agenda: Moved by Member Keller, Seconded by Member Chacon; Motion carried 5-0, with Vice-Chair Forges absent.

- **OLD BUSINESS - None**

- **NEW BUSINESS**

1. Shoppes on the Bluff Small-Scale Comprehensive Plan Future Land Use Map Amendment & Rezoning; Project No. CPA-2024-003 & RZ-24-03-05 **(Zoning Manager Whitfield)**

Zoning Manager Whitfield presented a brief overview of the proposed project. The applicants would like to rezone the property from R-1AA (Single-Family Dwelling District) to PUD (Planned Unit Development District). The proposal is to construct two buildings totaling 23,052 SF of commercial space that would comprise uses within C-2 zoning, with primarily retail and restaurant tenants, and a list of “included” and “not included” uses. A sit-down restaurant with outdoor courtyard seating is planned, along with a connection to the West Orange Trail. To meet design criteria in consideration of the property’s proximity to the trail, the applicants propose an open-to-the-public picnic pavilion near the connection point that will

satisfy the integration and activation of the West Orange Trail. The applicant is requesting a waiver to reduce the required 10-foot building perimeter landscaping to 5-feet in certain areas to allow for increased pedestrian access and improve the aesthetics of the building.

The Board had no comments or questions.

Chair Lomneck invited the applicant team to speak.

Chris Thompson, *Z Development Services,* expressed that the applicant team held a community meeting on September 3rd to discuss residents' concerns for the proposed development. The meeting was primarily positive; the residents that attended shared their concerns for the potential uses, for example, tattoo establishments. As a result of the meeting, the applicant team is happy to exclusively exclude tattoo establishments from the project. He explained that this development is intended to be an amenity for the community and surrounding residential uses. He further advised that the applicant is happy to cap the Floor Area Ratio (FAR) so if the property were to change hands, the surrounding residents can be assured that there is a limit to what could be developed there in the future.

Chair Lomneck inquired about excluding smoke shops. **Mr. Thompson** advised that this would not be an issue.

Chair Lomneck opened the public hearing. As there were no speaker forms received, Chair Lomneck closed the public hearing.

(6:46 pm)
Motion: Move that the Planning and Zoning Commission, acting as the Local Planning Agency, recommend to the Ocoee City Commission Approval of the Shoppes on the Bluff Small-Scale Comprehensive Plan Future Land Use Map Amendment, with the condition that tattoo parlor and smoke shop uses be excluded, Project Number CPA-2024-003; Moved by Member Keller, Seconded by Member Galvan; motion carried 5-0, with Vice-Chair Forges absent.

Motion: Move that the Planning and Zoning Commission, acting as the Local Planning Agency, recommend to the Ocoee City Commission Approval of the Shoppes on the Bluff Rezoning with the condition that tattoo parlor and smoke shop uses be excluded, Project Number RZ-24-03-05; Moved by Member Keller, Seconded by Member Galvan; motion carried 5-0, with Vice-Chair Forges absent.

2. HomeTowne Studios Special Exception; Project No. 5-24-SE-032 **(Concurrency & Commitment Coordinator McFarlane)**

Concurrency & Commitment Coordinator McFarlane introduced himself to the Board and presented a brief overview of the proposed project, which encompasses a hotel on a 3.71-acre parcel that is part of the Ladybird Academy PUD, to include C-2 zoning uses. In accordance with Permitted Use Regulations Table 5-1, Section 5-8A of Article V, a Special Exception approval is required to place a hotel on property zoned C-2. The 30-foot rear

landscape buffer between the proposed hotel and the West Orange Trail will be evaluated for sufficient trail protection at the time of site plan review. At that time, potential wetlands on the property will be evaluated as well.

Chair Lomneck inquired about the Land Development Code as it relates to a hotel and extended stay use. **Acting Assistant City Manager Rumer** addressed his question.

Acting Assistant City Manager Rumer introduced applicant representative Russell Maynard of *Central Florida Engineering Consultants.*

Chair Lomneck opened the public hearing.

Kellie Beck, *2551 Sweet Viburnum Way,* spoke in opposition of the project.

Sherri Beach, *703 Marotta Loop,* spoke in opposition of the project.

Natalie Lopez, *638 Fortanini Circle,* spoke in opposition of the project.

Chris Adkins, *606 Ridgefield Avenue,* spoke in opposition of the project.

Keith Hadley, *1024 Robin Holly Street,* spoke in opposition of the project.

Lauren Gangl, *928 Robin Holly Street,* spoke in opposition of the project.

Jessica Soto, *Westyn Bay resident,* spoke in opposition of the project.

Chair Lomneck closed the public hearing.

Russell Maynard, *Central Florida Engineering Consultants,* addressed residents' concerns with respect to the extended stay aspect of the proposed hotel, noting that the location for this project is not intended to be an extended stay product. He advised that a limit of a two-week lease, for example, could be implemented.

Alternate Member Butler inquired about the provision Mr. Maynard mentioned regarding limiting lease terms to two weeks. **Acting Assistant City Manager Rumer** addressed his question.

Chair Lomneck inquired about the difference between this project and the existing former Red Roof Inn property on S.R. 50. **Acting Assistant City Manager Rumer** addressed his question. Discussion ensued.

Chair Lomneck handed the gavel to Member Keller.

(7:29 pm)

Motion: Move that the Planning and Zoning Commission, acting as the Local Planning Agency, recommend to the Ocoee City Commission Denial of the HomeTowne Studios Special Exception, Project Number 5-24-SE-032; Moved by Chair Lomneck, Seconded by Member Chacon; motion carried 4-1 with Alternate Member Butler opposed and Vice-Chair Forges absent.

Chair Lomneck commented on the future need for hotels, including those with suites, and mentioned he does not believe the proposed site is the correct location for them.

3. Temporary Moratorium Ordinance on the Processing and Consideration of Development Approvals **(Acting Assistant City Manager Rumer)**

Acting Assistant City Manager Rumer presented a brief overview of the City's efforts to update the current Comprehensive Plan and Land Development Code. There are currently several character area overlays in place and the City wants to create one complete Code to facilitate what needs to be accomplished in each area. The purpose of the temporary, six-month moratorium is to pause new submittals coming in for consideration after September; it will not stop projects that are already in the pipeline for review and discussion. This will allow the City time to focus on finalizing the Comprehensive Plan and Land Development Code.

Member Galvan requested a sidebar with Board Attorney Johnson. He also disclosed that he would abstain from voting due to his involvement in a development project impacted by the moratorium. Additionally, he requested a copy of Form 8B related to voting conflicts.

Chair Lomneck opened the public hearing.

Chris Adkins, *606 Ridgefield Avenue,* asked when the Land Development Code and Comprehensive Plan were last changed, and further inquired about associated costs and the number of special exceptions that have been approved. **Acting Assistant City Manager Rumer** addressed his questions. Discussion ensued.

Chair Lomneck closed the public hearing.

(7:43 pm)

Motion: Move that the Planning and Zoning Commission, acting as the Local Planning Agency, recommend to the Ocoee City Commission Approval of the Temporary Moratorium Ordinance on the Processing and Consideration of Development Approvals; Moved by Member Keller, Seconded by Member Chacon; motion carried 4-0 with Member Galvan abstaining and Vice-Chair Forges absent.

Chair Lomneck bespoke the need for changes to the Code and commended staff for their great communication with the Board.

- **MISCELLANEOUS**

1. Project Status Report

Acting Assistant City Manager Rumer updated the Board with the following:

- The Large-Scale Site Land Use Amendment for Regional Sports Complex will be presented in October
- Two (2) new roads are under construction in the Crown Pointe area (both were approved in 2003 as part of the Crown Pointe development)
- Two (2) additional east-west roads are being built along Ocoee-Apopka Road, both will terminate at a future Pine Street
- The Regency mixed-use center in CRA Target Area 1 has broken ground

Member Keller inquired about Clarke Road. **Acting Assistant City Manager Rumer** addressed his question.

Member Keller further inquired about April Planning Board conference, specifically the group planning board membership previously discussed. **Acting Assistant City Manager Rumer** addressed his question.

Chair Lomneck inquired about the fence around Hardee's. **Acting Assistant City Manager Rumer** addressed his question.

Chair Lomneck also inquired about the Palm Drive realignment. **Acting Assistant City Manager Rumer** addressed his question.

- **ADJOURNMENT – 7:51 PM**

ATTEST: APPROVED:

_____ _____

Miranda Justice, Recording Clerk Brad Lomneck, Chair

CITY OF OCOEE
PLANNING & ZONING COMMISSION
(Local Planning Agency)

STAFF REPORT

Meeting Date: October 8, 2024
Item #: 1

Contact Name: Anoch Whitfield, Zoning Manager **Department Director:** Michael Rumer

Subject: Ocoee Regional Sports Complex Large-Scale Comprehensive Plan Future Land Use Map (FLUM) Amendment from Low Density Residential (LDR) and Conservation (CON) to Commercial (COMM) and corresponding text amendment to the Future Land Use Element; Project No. CPA-2024-006. (**Zoning Manager Whitfield)**

BACKGROUND SUMMARY:
Owner/Applicant: The developer/owner is Jaime Douglas, MDTL Enterprise/Owner, as represented by Marcos Bastian, AECOM, the applicant. However, the proposed Ocoee Regional Sports Complex (ORSC) is a partnership project between the City and Montierre Development, PLLC. In 2022, the City partnered with Montierre Development to facilitate the development of the ORSC, a proposed 150-acre multi-use project, in an effort to generate substantial economic benefits to the residents of Ocoee and to the public in the region by creating thousands of jobs in various industries and delivering on the City's continued commitment to create attractive and connected places for residents and the public to dine, shop, work, gather, and recreate.

General Location: The subject property is within Commission District 1 and is generally located on the southeast corner of the intersection of Ocoee Apopka Road and Fullers Cross Road.

Property Size and Parcel ID No.: The subject property consists of nine (9) parcels totaling approximately 150 acres, assigned parcel identification numbers 07-22-28-0000-00-001 (the Chevron Property), 07-22-28-0000-00-023, 07-22-28-0000-00-057, 07-22-28-0000-00-041, 07-22-28-0000-00-039, 07-22-28-0000-00-043, 07-22-28-0000-00-105, 07-22-28-0000-00-060, and 07-22-28-0000-00-074.

Existing Site Conditions: The table below summarizes the existing conditions of the property.

Current Future Land Use (FLU) Map Designation	Current Zoning District	Existing Land Use	Overlays/Unique Features
Low Density Residential (117.7 acres) Conservation (32.3 acres)	PUD-LD, R-1AA and County A-1	Most of parcels are vacant, partially wooded lots; a few are occupied by single-family dwelling	Wetlands, man-made canal, and Basinger, other hydric fine sandy soils. The property is within the Lake Apopka Drainage Basin, which is within the Ocklawaha River Basin. A large portion of property contains contaminated soils and has been designated a Brownfield.

The property is surrounded by the following: jurisdictions, Future Land Use Map designations, zoning districts and existing land uses.

Direction	Jurisdiction	FLUM Designation	Zoning District	Existing Land Use
North	Ocoee & Orange County	City Commercial County Low Density Residential	City PUD-COMM & R-1A Orange County A-1	Church facility, single-family residential & Vacant

South	Orange County	County Low Density Residential	County A-1	Sports facility & vacant wooded land with wetlands
East	Ocoee & Orange County	City Low Density Residential, Conservation, & Light Industrial County Rural & Low Density Residential	City A-1, PUD-LD, I-1 & R-1AA County A-1	Various uses, including single-family residential, school, agricultural uses and vacant lands
West	Ocoee & Orange County	City Commercial & Light Industrial County Low Density Residential	City PUD-COMM, PUD-IND, & C-3 County R-CE & A-1	Various uses, including single-family residential residential, light industrial/flex warehousing, and vacant lands

Proposed Amendment: The applicant proposes two amendments to the Comprehensive Plan. The first amendment is for a Future Land Use Map (FLUM) Amendment to convert approximately 117.7 acres of Low Density Residential and 32.3 acres of Conservation designated land to 150 acres of commercial designated land. The table below summarizes the applicant's proposed Future Land Use Map Amendment and potential development on the subject property.

Proposed FLUM Designation	**Proposed Use**	**Proposed Development Program**
Commercial Maximum FAR: 3.0; approximately 19.6 Million SF	Multi-sport sports complex, hotel, indoor/outdoor entertainment, restaurant, retail, office and assembly/conference uses and associated infrastructure	The proposed text amendment will limit development of the property to 42 acres of sports fields & entertainment venues, 1.33 million SF of mixed use commercial (inclusive of hotel square footage for 1,250 hotel keys), and a maximum of 17,960 net new external daily trips. The development will be served by an amenitized, pedestrian-activated stormwater "riverwalk" and surface, podium, and garage parking. Utilities continues to be coordinated with the Ocoee Utilities Department. NOTE: The proposed text amendment states a maximum development potential of 2.46 million SF because it includes the parking facilities.

The Second Amendment is a text amendment to the Future Land Use Element (FLUE) to update the Activity Center provisions of Section XII of the FLUE and amend Objective 3 and Policy 3.1 to create a new activity center to be known as the "Northwest Activity Center at Ocoee Apopka Road and Fullers Cross Road". Proposed new Policy 3.1.1 defines the boundaries for this new Activity Center and establishes the maximum development potential, infrastructure commitments and environmental mitigation plan for the proposed new activity center. The proposed text amendment is detailed in Exhibit C of the proposed ordinance, but a summary is provided below:

- Uphold certain protective covenants and restrictions to parcel 07-22-28-0000-00-001 (the Chevron Property),
- Require that environmental and wetland mitigation plans be prepared in a form acceptable to the City, prior to the approval of any site plan for development,
- Adopt by policy the development regulations and controls for the Ocoee Regional Sports Complex via the Planned Unit Development Land Use Plan, conditions of approval, development agreement or any other related documents,
- Establish maximum intensity for the activity center via specific uses and a maximum floor area ratio of 0.4 in lieu of the 4.0 allowed within the Commercial FLU designation,

- Establish a maximum of 17,960 net new external daily trips irrespective of adjustments in the development program and
- Formalize owner/developer commitments that would run with the land in perpetuity for transportation, utilities, and other infrastructure improvements needed to accommodate the proposed development of the Northwest Activity Center.

Development of the Ocoee Regional Sports Complex within the Northwest Activity Center includes removal and disposal of the contaminated soil on the Brownfield, dedication of land to the City for a new city park and associated parking, extension of 17th Avenue to connect North Lakewood Avenue to Ocoee Apopka Road to improve east-west travel and several transportation improvements. Additionally, through the widening of Ocoee Apopka Road, connectivity with the West Orange Trail will be achieved and promoted. The entire site will be designed with the need for connected pedestrian/bicycle access and safety and the ability of emergency services to move about the project site in mind.

Consistency with Florida Statutes: The requested Comprehensive Plan Future Land Use Map amendment and text amendment are consistent with Sections 163.3177(6)(a)2.e and 2.i. and 163.3177(6)(a)4, Florida Statutes, in that the map amendment and proposed development program address (1) the need for redevelopment of blighted areas, in this case, the removal of contaminated soils, and (2) the need for job creation, capital investment and economic development to strengthen and diversify the City's economy. The proposed development is anticipated to generate over 9,800 construction-related jobs, over 5,100 permanent jobs in the retail, hospitality, restaurant, sports and entertainment, and professional office industries, as well as tourism-related jobs and economic opportunities.

Consistency with JPA Agreement: Parcels 07-22-28-0000-00-039, -041, -043, -074 and -105 were annexed into the City in June 2024 without an initial zoning classification. Thus, these five (5) parcels currently have the County's A-1 zoning classification and are designated Low Density Residential (LDR) on the Joint Planning Area (JPA) Agreement Future Land Use Map (FLUM). A prerequisite to amending the City's FLUM in the Comprehensive Plan, the FLUM of the JPA must first be amended and approved by both the City and the County. Thus, City staff shall work with the applicant to process an amendment to the JPA concurrent with the City's efforts with Orange County to change the ownership and maintenance of Ocoee Apopka Road from Orange County to City of Ocoee. Finalizing the JPA Amendment to change these parcels from Low Density Residential to Commercial will occur prior to or concurrent with the Second Reading/Public Hearing of this Large-Scale Comprehensive Plan Amendment.

Consistency with Adopted Comprehensive Plan: The proposed Future Land Use Map amendment and text amendment are consistent with the following objectives and policies of the adopted 2002 Comprehensive Plan:

Element	**Objective/Policy**
Future Land Use Element Policy 1.4 Policy 1.6 Policy 1.7 Policy 2.3 Policy 2.4 Policy 2.7 Policy 5.8 Policy 5.13 Policy 7.7 Wekiva Protection	These policies speak to: • Elimination of strip commercial uses by limiting development to intersections of arterial and non-residential collector roads, • Creation of mixed and multi-use development within activity centers, • Promotion of innovative development and strict design criteria for an attractive appearance, • Creation of usable open space, • Availability of public facilities and services prior to or concurrent with the impact of development via construction or payment of a proportionate fair share, • Allowing developments that can be efficiently provided with necessary public services in accordance with the concurrency management system, • Protection of natural wetlands and mitigation of unavoidable wetland impacts, based on consideration of wetland type, value, function, size, condition and location, and • Compliance with the Wekiva River Study Area Protection requirements.

Transportation Element Section F Policy 1.3.3 Policy 1.3.4 Policy 1.4.1 Policy 2.2.2 Policy 2.2.4 Policy 2.5.1 Policy 2.8.1 Policy 2.8.2 Policy 2.9.1	These policies speak to: • Access to and integration with the West Orange Trail, • Widening of Ocoee Apopka Road from Silver Star Road to McCormick, • Widening of Maguire Road from Story Road to Maine Street, • Ensuring transportation improvements that enhance the function of planned activity areas and coordinated transportation planning with development and future employment centers, • Provision of adequate north-south travel and maximization of lane miles to connect the north and south sides of the city, • Preservation of needed right-of-way through developer contributions, • Ensuring connectivity of the sidewalk and bicycle networks, and • Increasing the number of commercial areas, parks and recreational facilities served by bicycle/pedestrian facilities which connect to the West Orange Trail.
Conservation Element Policy 4.1 Policy 4.2 Policy 4.3 Policy 6.2 Policy 6.10	These policies speak to: • Requiring restoration or enhancement of disturbed wetlands or additional wetlands to mitigate any wetland destruction, • Requiring a 2:1 replacement of area, maintenance of proximal vocational relationship and functionality, and enforcement of alternative mitigation where there is wetland disturbance, • Requiring comprehensive mitigation measures where environmental impacts are unavoidable and • Planting of new landscaping with new development.
Recreation & Open Space Element Policy 6.1	This policy speaks to: • Prioritizing sidewalk improvements that create or improve pedestrian access/safety as well as those that connect City parks to commercial and other areas.

Access: Access will be from Ocoee Apopka Road, Fullers Cross Road and an extension of 17th Avenue from North Lakewood Avenue to Ocoee Apopka Road. Per the Traffic Impact Analysis, the proposed access points are as follows:

- Along Ocoee Apopka Road: one (1) signalized full access driveway, one (1) full access unsignalized driveway, two (2) limited access unsignalized driveways plus the new intersection of Ocoee Apopka Road and 17th Avenue Extension,
- Along Fullers Cross Road: one (1) full access signalized driveway and one (1) limited access unsignalized driveway,
- Along the 17th Avenue Extension: one (1) round-about and three (3) full access unsignalized driveways.

Transportation: As the request is for a Future Land Use Map amendment with accompanying text amendment to the Future Land Use Element to limit the development of the subject property to a maximum of 17,960 net new external trips, a Traffic Impact Analysis (TIA) was prepared based on 17,960 net new external trips comprised of the respective ITE Codes for baseball field, hotel, recreational community center, and shopping center. The TIA was prepared based on methodology developed in accordance with the approved TIA Methodology from the City's concurrency management system and in coordination with City staff. Based on the TIA, there are no roadway segments that are operating below the proposed CPA and development program will result in several roadway segments and intersections anticipated to operate below the adopted level of service standards. The TIA also evaluated possible mitigation options and listed recommendations for improvements aimed at creating capacity as well as improving intersection operations and vehicular movement. The City is currently working with Orange

County towards taking ownership of Ocoee Apopka Road from West Silver Star Road to McCormick Road. Below is a list of transportation improvements that are recommended in the TIA to be in place at project build-out in order to accommodate the proposed development:

Capacity Improvements	**Ocoee Apopka Road** Widening from two lanes to four lanes from West Silver Star Road to West Road **Maguire Road** Widening from two lanes to four lanes from Story Road to Kissimmee Avenue
Intersection Improvements	**Clarcona Ocoee Road & SR 429 NB Ramps** Dual northbound right turn lanes Signal timing adjustments **Clarcona Ocoee Road & Lakewood Avenue** Dual westbound left-turn lanes and an additional south leg receiving lane Northbound right-turn overlap phase Signal timing modification **Ocoee-Apopka Road & Fullers Cross Road** Dual eastbound left-turn lane and an additional north leg receiving lane Signal timing modification **Ocoee-Apopka Road/Maguire Road & Franklin Street** Exclusive southbound right-turn lane **SR 50 & Maguire Road** Eastbound right-turn overlap phase Dual southbound through lanes Signal timing modifications **Ocoee-Apopka Road & Ocoee Crown Point Parkway/West Road** Signal timing adjustments **Lakewood Avenue & Fullers Cross Road** Exclusive eastbound right-turn bypass lane Exclusive northbound left-turn lane Exclusive southbound right-turn bypass lane
Driveway Improvements These driveway improvements have been provided to the applicant's civil team for consideration and inclusion in the site plan design.	**Right-turn lanes needed at:** Driveway 4 Driveway 5 Driveway 6 Ocoee Apopka Road and 17th Avenue Extension **Left-turn lanes needed at:** Driveway 5 Driveway 6 Ocoee Apopka Road and 17th Avenue Extension Lakewood Avenue and 17th Avenue Extension (Northbound Left)

Per the proposed text amendment, "the owner/developer shall be responsible for improvements to transportation, utilities, or any other infrastructure associated with the project's development, as specified in the applicable Land Use Plan(s), Development Agreement(s), Conditions of Approval, or equivalent legal instruments." Consequently, the above-listed improvements will be included as transportation commitments within a new Development Agreement binding on the properties within the Northwest Activity Center at Ocoee Apopka Road and Fullers Cross Road boundary.

Utilities: The Utilities Department has indicated that, based on the proposed development program and projected demands, water and wastewater treatment capacity are available at the respective treatment plants. Points of connection to the City's system shall be assessed during the preliminary site plan review. The City continues to evaluate reclaimed water offsets needed for compliance with the City's Consumptive Use Permit (CUP) with the St. Johns River Water Management District. The closest point to reclaimed water is a 12-inch reclaimed main located

north of State Road 429 on Ocoee Apopka Road. The Utilities Department continues to work with the water/sewer/reclaimed water designer to accurately quantify utility demands and has provided to the applicant team a series of comments and conditions of approval that are to be used for the preparation of the Land Use Plan and Preliminary Site Plan.

Stormwater: The subject property is located within the Ocklawaha River Basin (which includes the Lake Apopka Drainage Basin) and the Wekiva Recharge Protection Basin, and, as such, drainage and stormwater design shall be subject to the engineering and protection criteria of each basin. To mitigate impacts from the use of fill within the 100-year FEMA floodplain, compensatory storage for drainage shall be required to accommodate approximately 8.03 acres of impacted floodplain on-site and 0.82 acres of impacted floodplain off-site (within the right-of-way). A Letter of Map Revision (LOMR) shall be sought, and no fill shall be used within the floodplain prior to the approval of FEMA and the City.

Environmental Analysis:
Wetlands and surface waters. The subject property contains wetlands, a man-made canal and Basinger Sand and other fine sands that are well-draining. The CPA proposes to convert the entire site to a Commercial FLU designation, and the proposed development program will impact approximately 32.3 acres of Conservation-designated land. The applicant conducted a UMAM evaluation on the 32.3 acres to evaluate the quality of the wetlands. The UMAM, or Uniform Mitigation Assessment Method, is the Florida Department of Environmental Protection's "standardized procedure for assessing the ecological functions provided by wetlands and other surface waters, the amount that those functions are reduced by a proposed impact, and the amount of mitigation necessary to offset that loss". The UMAM also determines "the degree of improvement in ecological value of proposed mitigation bank activities". Based on the UMAM, the 32.3 acres of Conservation area contains approximately 21.94 acres of wetlands. The UMAM Evaluation showed that the three (3) wetland areas on the site are low quality wetlands with ratings between 3 and 5 out of 10 per evaluation criteria (connectivity, water quality and vegetative community structure). Of the 21.94 acres of wetland area, approximately 9.34 acres of "total functional units" would be impacted per the UMAM.

While Policy 6.2 of the Conservation Element requires that there remains a minimum 25-foot upland buffer adjacent to wetlands and the ecological community, this policy and other policies within the Conservation Element also allow alternative wetland protection and mitigation strategies when wetland impacts are unavoidable. Specifically,

1. CON Policy 4.1(c) states "where alteration or removal of wetlands is necessary in order to allow reasonable development of property, either the restoration or enhancement of disturbed wetlands will be provided or additional wetlands will be created to mitigate any wetland destruction, within the same site or watershed, if possible."
2. CON Policy 4.3 states “where disturbance is permitted, requiring a two-for-one replacement of area, maintenance of proximal relationship and functionality, and enforcement of alternative mitigation requirements become necessary.”
3. CON Policy 6.2 states “comprehensive mitigation measures where environmental impacts are unavoidable.”

The above provisions on wetlands impacts and mitigation are also reflected in Section 7-4B(1) through (5), Part I, Article VII of the Land Development Code.

Based on the 9.34 acres of impact and the required 2:1 remediation ratio, the applicant would need to provide approximately 18.68 acres of equivalent quality wetlands area (9.34 acres of functional units loss x 2). Due to the limited availability of land that would meet the provisions of Policy 4.3, the applicant has instead opted to provide a combination of wetland replacement and a mitigation strategy pursuant to Policy 6.2. Specifically, in an effort to achieve consistency with the Comprehensive Plan and Land Development Code, the applicant has committed to (1) preserving, via dedication to the City, a 9.9-acre vacant wooded parcel which is designated Conservation on the Future Land Use Map and which contains wetlands, and (2) establishing a Monitoring and Maintenance (M&M) Plan for the restoration and maintenance of approximately 287.82 acres of conservation lands (comprised of 277.92 acres of Conservation lands owned by the City plus the 9.9-acre to-be-dedicated property).

The Public Works Department found that the M&M Plan is acceptable and has requested that a UMAM Evaluation be prepared for both the 9.9-acre to-be-dedicated property and the 277.92 acres of City-owned properties in order to

establish a baseline of the existing conditions on these properties as supporting documentation for the Monitoring & Maintenance Plan. During the DRC meeting, the applicant team concurred with this request. Furthermore, the applicant/developer has agreed to establish a perpetual funding mechanism for the conservation M&M Plan covering the 287.82 acres of conservation land.

Flora and fauna. An assessment for listed flora and fauna species was conducted at the site on March 21 and 26, 2023, and June 6 and 7, 2023. The work included both direct observations and indirect evidence, such as tracks, burrows, tree markings, and vocalizations, which indicated the presence of the species observed. Various flora and fauna species were observed on the site. The assessment found that no plant species listed as "Threatened" or "Endangered" by either the Florida Department of Agriculture and Consumer Services (DACS) or U.S. Fish and Wildlife Service (USFWS) were identified during the assessment. However, three (3) species identified on the site are listed as "commercially exploited" by DACS. These species are Cinnamon Ferm, Royal Fern, and Saw Palmetto. According to DACS, commercially exploited species may be removed for development activity but may not be harvested, transported, or sold for commercial gain. Furthermore, though there is a potential for the presence of protected fauna species (such as Gopher Tortoise, Bald Eagle, Indigo Snake, and Wood Stork), no presence of these protected species was observed during the field assessments. The environmental analysis recommends another field assessment at least 90 days prior to construction to ensure no Gopher Tortoises or their burrows are present. Bald Eagle nest identified as OR045 was not present during the June 2023 field assessment, and no other Bald Eagle nests were observed. The applicant noted that the Audubon EagleWatch determined nest OR045 to be "unknown" for the 2022 nesting season. No Wood Stork rookeries were observed. To yield a no net loss of potential Wood Stork foraging habitat, the stormwater management, and littoral shelves within the stormwater management ponds would likely produce a larger foraging habitat than will be impacted.

Schools: The proposed Amendment will eliminate student demand for school capacity as the previous residential entitlements will be replaced with this commercial development.

Public Safety: The property will be served by Ocoee emergency services.

ISSUE:
Should the Planning and Zoning Commission, acting as the Local Planning Agency (LPA), make a recommendation of approval of the proposed ordinance for a Large -Scale Comprehensive Plan Future Land Use Map Amendment to convert approximately 117.7 acres of Low Density Residential and approximately 32.3 acres of Conservation to approximately 150 acres of Commercial future land use designation and for a corresponding text amendment to certain provisions and policies within the Future Land Use Element for the Ocoee Regional Sports Complex?

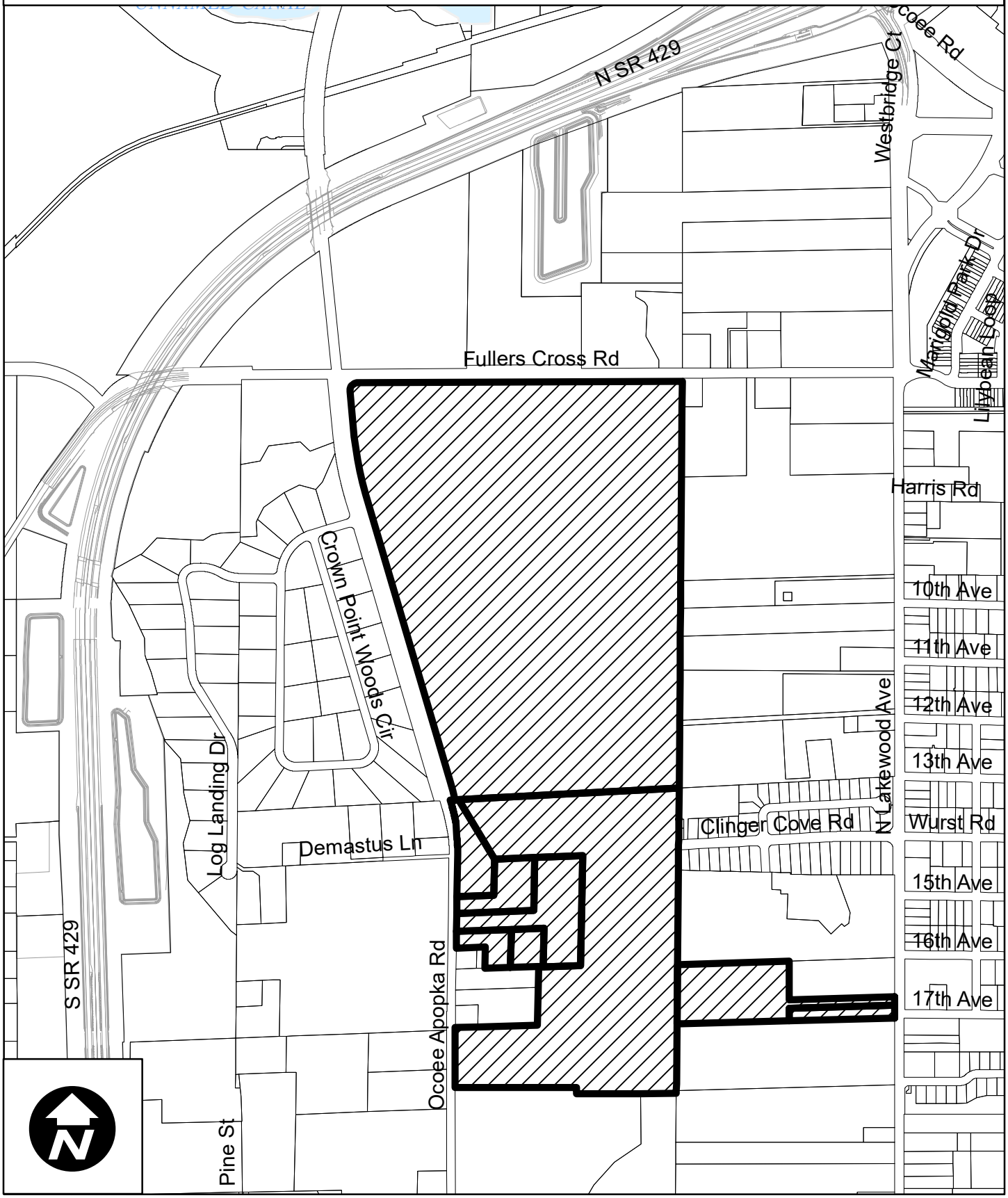
RECOMMENDATIONS:
Development Review Committee (DRC) Recommendation
The DRC considered this item at its September 23, 2024, meeting. The applicant team presented the most current information about the project. Discussion was relative to wetlands and environmental protection strategies, commitments for transportation improvements and other items to be included in a future Development Agreement, timing of when the JPA Amendment would occur, timing for the City taking ownership of Ocoee Apopka Road, and areas of the development that will remain open to the public as well as future Agreements between the owner/developer and the City for the City's use of the sports fields. Following discussion, the DRC voted unanimously to recommend approval of the proposed Large-Scale Comprehensive Plan Future Land Use Map and Text Amendment to the Future Land Use Element.

Staff Recommendation
Staff recommends that the Planning and Zoning Commission, acting as the Local Planning Agency (LPA), make a recommendation of approval of the proposed ordinance for a Large -Scale Comprehensive Plan Future Land Use Map Amendment to convert approximately 117.7 acres of Low Density Residential and approximately 32.3 acres of Conservation to approximately 150 acres of Commercial future land use designation and for a corresponding text amendment to certain provisions and policies within the Future Land Use Element for the Ocoee Regional Sports Complex.

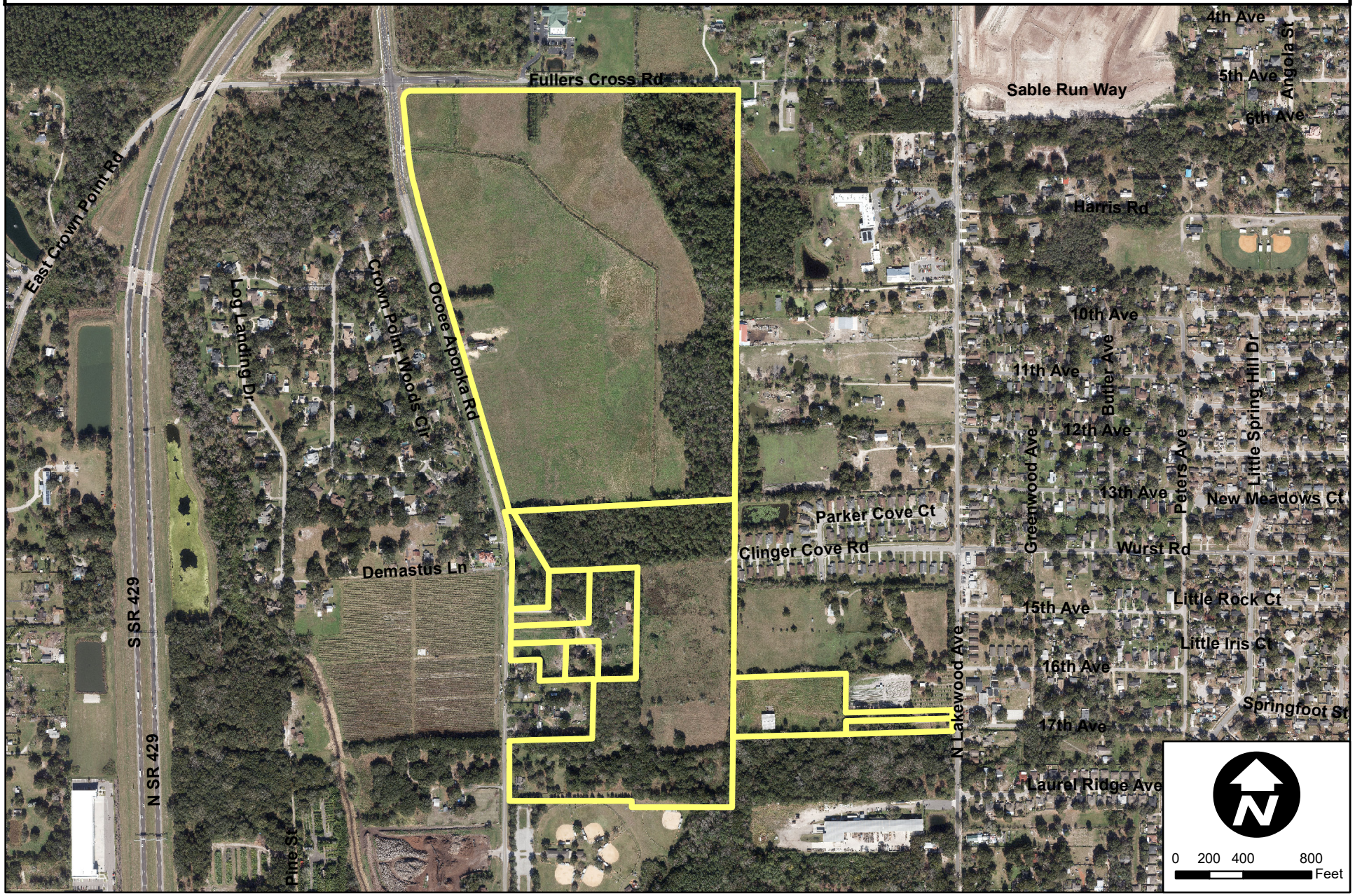
ATTACHMENTS:

1. Location Map
2. Aerial Map
3. Surrounding FLUM
4. Surrounding Zoning Map
5. LSCPA Ordinance - Ocoee Regional Sports Complex
6. 01. Application Form
7. 02a. MDTL Affidavit (AECOM Agent Authorization)
8. 02b. MONTIERRE Affidavit (AECOM Agent Authorization) - Copy
9. 03a. MDTL Articles of Incorporation
10. 03b. MDTL Annual Report
11. 04. Comp Plan Amendment_V9 (PZC Transmittal)
12. Exhibit 01. Location Map
13. Exhibit 02. Aerial Image
14. Exhibit 03. Topographic Map
15. Exhibit 04. FEMA Flood Hazard Map
16. Exhibit 05. Soils Map
17. Exhibit 06. (not used)
18. Exhibit 07. Land Use & Land Cover Map
19. Exhibit 08. Wetlands Map
20. Exhibit 09. OCPA DOR Codes Map
21. Exhibit 10. Existing Future Land Use Map
22. Exhibit 11. Proposed Future Land Use Map
23. Exhibit 12. Existing Zoning
24. Exhibit 13. Proposed Zoning Map
25. Exhibit 14. Offsite Water and Wastewater Treatment Plans
26. Exhibit 15. Proposed Development Program
27. Exhibit 16. Policies Matrix
28. Exhibit 17. OCPA Records
29. Exhibit 18a. 300' Buffer Map
30. Exhibit 18b. Surrounding Properties List
31. Exhibit 19. Environmental Assessment Report
32. Exhibit 20. Monitoring and Maintenance Plan
33. Exhibit 21. Traffic Impact Analysis
34. Exhibit 22. Geotechnical Report
35. Exhibit 23. Socio Economic Data
36. Exhibit 24. Subject Area Aerial Image
37. Exhibit 25. FEMA & Wetlands
38. Exhibit 26. Soils and Land Cover
39. Exhibit 27. Topography & Environmental Features
40. Exhibit 28. Conceptual Land Use Plan
41. Exhibit 29. Conceptual Site Plan

Ocoee Regional Sports Complex Large-Scale CPA Location Map



Ocoee Regional Sports Complex Large-Scale CPA
2022 Aerial Photography



Ocoee Regional Sports Complex Large-Scale CPA
Surrounding Future Land Use Map

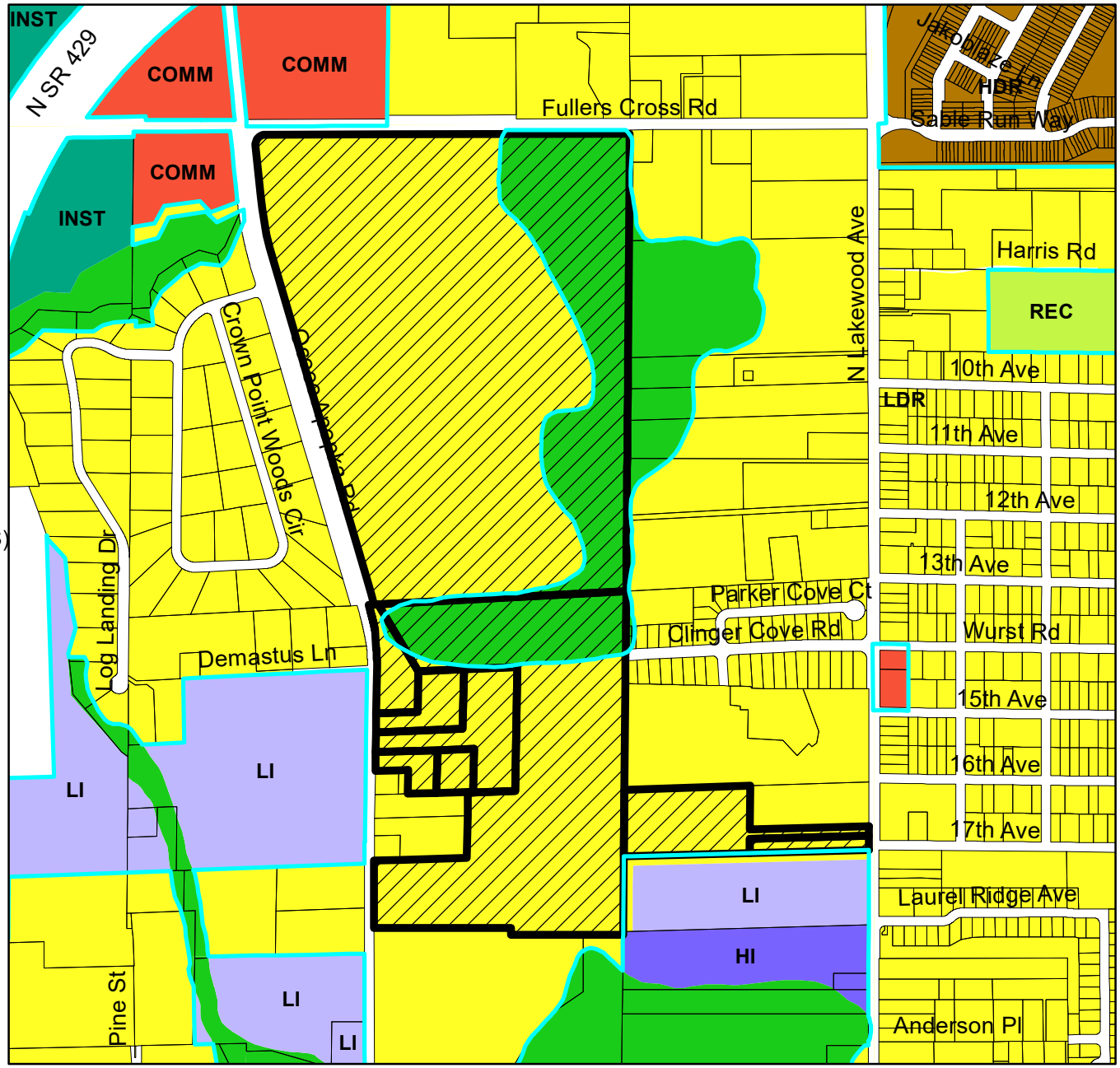
Development Services Department

0 205 410 820
Feet

Created: month year

Subject Property

Future Land Use Classification:
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Professional Offices and Services (PS)
- Commercial (COMM)
- Light Industrial (LI)
- Heavy Industrial (HI)
- Conservation/Floodplains (CONS)
- Recreation and Open Space (REC)
- Public Facilities/Institutional (INST)

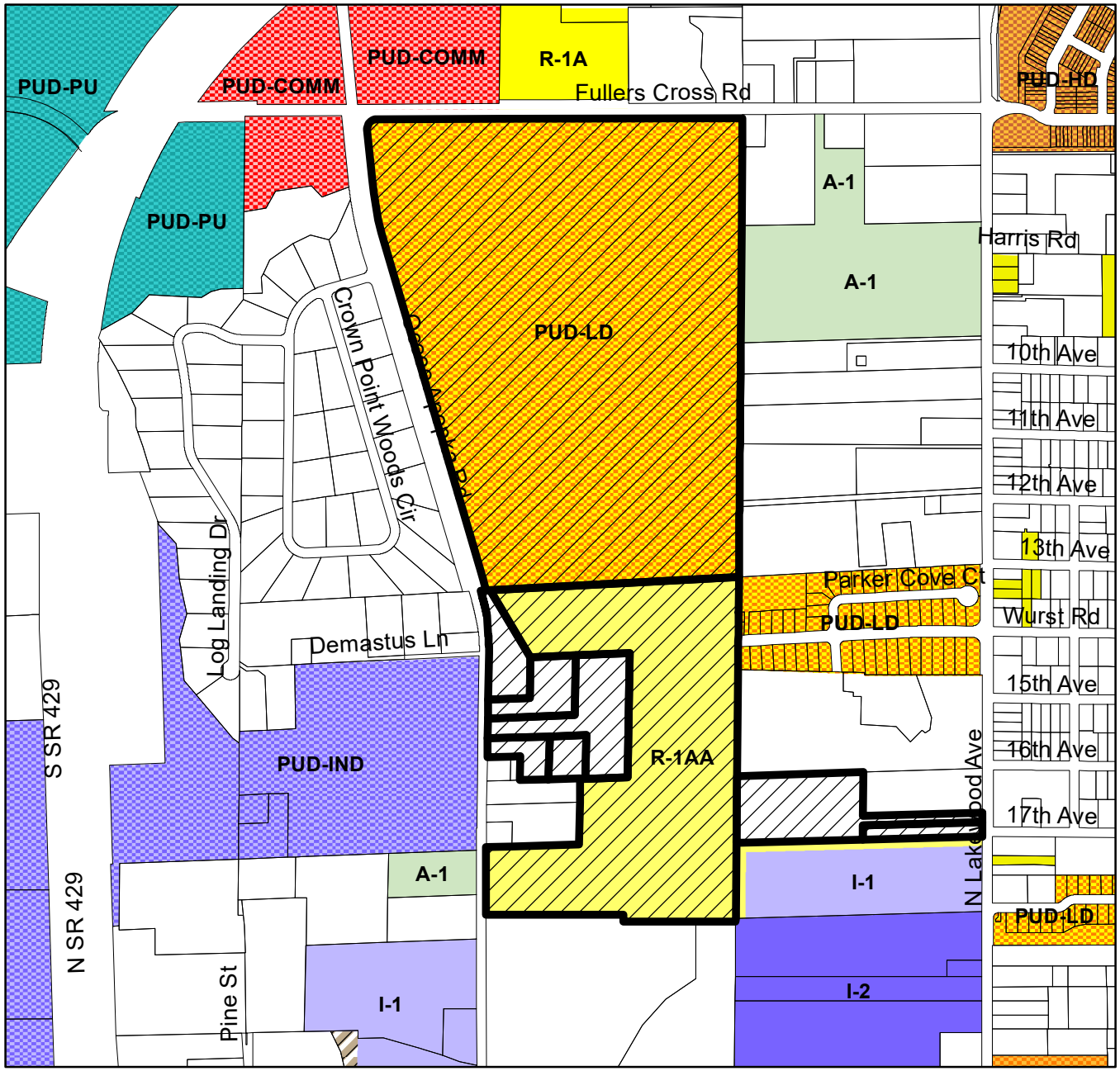


Ocoee Regional Sports Complex
Surrounding Zoning Map

Development Services
Department

0 205 410 820
Feet

Created: month year



Subject Property

Zoning Classification:

- General Agricultural (A-1)
- Suburban (A-2)
- Single-Family Dwelling (R-1AAA)
- Single-Family Dwelling (R-1AA)
- Single-Family Dwelling (R-1A)
- Single-Family Dwelling (R-1)
- One- & Two-Family Dwelling (R-2)
- Multiple-Family Dwelling (R-3)
- Mobile Home Subdivision (RT-1)
- Professional Offices & Services (P-S)
- Neighborhood Shopping (C-1)
- Community Commercial (C-2)
- General Commercial (C-3)
- Restricted Manufacturing & Warehousing (I-1)
- General Industrial (I-2)
- Commercial (PUD)
- Low Density (PUD)
- Medium Density (PUD)
- High Density (PUD)
- Public Use (PUD)
- Unclassified

ORDINANCE NO. 2024-
(Large-Scale CPA – Ocoee Regional Sports Complex)

TAX PARCEL ID: 07-22-28-0000-00-001, 07-22-28-0000-00-023, 07-22-28-0000-00-057, 07-22-28-0000-00-041, 07-22-28-0000-00-039, 07-22-28-0000-00-043, 07-22-28-0000-00-105, 07-22-28-0000-00-060, and 07-22-28-0000-00-074

CASE NO. CPA-2024-006: Ocoee Regional Sports Complex
Large-Scale Comprehensive Plan Future Land Use Map Amendment and Text Amendment

AN ORDINANCE OF THE CITY OF OCOEE, FLORIDA, AMENDING THE CITY OF OCOEE COMPREHENSIVE PLAN AS ADOPTED IN 1991, AS AMENDED; AMENDING THE FUTURE LAND USE MAP OF THE OCOEE COMPREHENSIVE PLAN TO CHANGE THE FUTURE LAND USE MAP DESIGNATION FROM LOW DENSITY RESIDENTIAL AND CONSERVATION TO COMMERCIAL FOR CERTAIN REAL PROPERTY CONTAINING APPROXIMATELY 150 ACRES GENERALLY LOCATED IN THE SOUTHEAST CORNER OF THE FULLERS CROSS ROAD AND OCOEE APOPKA ROAD INTERSECTION AND AMENDING PROVISIONS AND POLICIES WITHIN THE FUTURE LAND USE ELEMENT; PROVIDING FOR AND AUTHORIZING THE REVISION OF THE OFFICIAL CITY FUTURE LAND USE MAP; PREVAILING IN THE EVENT OF ANY INCONSISTENCY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Ocoee (the "Ocoee City Commission") has adopted the City's Comprehensive Plan (the "Ocoee Comprehensive Plan") by Ordinance No. 91-28 on September 18, 1991, pursuant to Chapter 163, Part II, Florida Statutes, the Growth Policy Act (the "Act"); and

WHEREAS, Chapter 163, Part II, Florida Statutes, sets forth procedures and requirements for a local government to adopt a comprehensive plan and amendments thereto; and

WHEREAS, the Owner (the "Applicant") of certain real properties located within the corporate limits of the City of Ocoee, Florida, assigned tax parcel identification numbers 07-22-28-0000-00-001, 07-22-28-0000-00-023, 07-22-28-0000-00-057, 07-22-28-0000-00-041, 07-22-28-0000-00-039, 07-22-28-0000-00-043, 07-22-28-0000-00-105, 07-22-28-0000-00-060, and 07-22-28-0000-00-074, more particularly described in **Exhibit "A"** and depicted in **Exhibit "B"**, has submitted an application to the Ocoee City Commission to amend the Comprehensive Plan Future Land Use Map designation of said real properties from Low Density Residential and Conservation to Commercial and to amend certain provisions and policies within the Future Land Use Element (the "Comprehensive Plan Amendment").

WHEREAS, pursuant to Section 5-9(C) of Article V of the Land Development Code of the City of Ocoee, Florida, the Development Services Director has reviewed said Comprehensive Plan Amendment application and determined that said Comprehensive Plan Amendment is consistent with the Ocoee Comprehensive Plan, as amended from time to time; and

WHEREAS, pursuant to Section 163.3174(4)(a), Florida Statutes, the City's Local Planning Agency (LPA) conducted a publicly noticed and advertised public hearing on Tuesday, October 8, 2024, to consider and make recommendation of said proposed Comprehensive Plan Amendment; and

WHEREAS, pursuant to Section 163.3184(11), Florida Statutes, on Tuesday, February 4, 2025, the Ocoee City Commission held a de novo advertised public hearing with respect to the proposed Comprehensive Plan Amendment and determined, after consideration of public comments, that the proposed Comprehensive Plan Amendment is consistent with the Ocoee Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF OCOEE, FLORIDA, AS FOLLOWS:

SECTION 1. RECITALS. The foregoing recitals are hereby ratified and confirmed as true and correct and incorporated herein by this reference.

SECTION 2. AUTHORITY. The City Commission of the City of Ocoee has the authority to adopt this Ordinance pursuant to Article VIII of the Constitution of the State of Florida and Chapters 163 and 166, Florida Statutes.

SECTION 3. COMPREHENSIVE PLAN AMENDMENT. The Future Land Use Map within the Future Land Use Element of the Ocoee Comprehensive Plan is hereby amended to change the future land use designation of the Subject Property, as particularly described in Exhibit "A" and depicted in Exhibit "B", from approximately 117.7 acres of Low Density Residential and and approximately 32.3 acres of Conservation to approximately 150 acres of Commercial and the Future Land Use Element of the Comprehensive Plan is hereby amended to read as described in Exhibit "C".

SECTION 4. COMPREHENSIVE PLAN. The City Clerk is hereby authorized and directed to revise the adopted Future Land Use Map and the Future Land Use Element of the City of Ocoee in order to incorporate the Comprehensive Plan Amendment enacted by this Ordinance.

SECTION 5. CONFLICTING ORDINANCES. This ordinance prevails in the event of any inconsistency with all ordinances or parts of ordinances in conflict herewith.

SECTION 6. SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion hereto.

SECTION 7. **EFFECTIVE DATE**. This Ordinance shall become effective thirty-one (31) days after adoption, unless challenged prior to that date pursuant to Section 163.3187(5), Florida Statutes.

PASSED AND ADOPTED this _____ day of _____, 2024.

ATTEST:

_____
Melanie Sibbitt, City Clerk

(SEAL)

APPROVED:
CITY OF OCOEE, FLORIDA

_____
Rusty Johnson, Mayor

ADVERTISED _____, 2024
READ FIRST TIME _____, 2024.
READ SECOND TIME AND ADOPTED
_____, 2024.
UNDER AGENDA ITEM NO. _____

FOR USE AND RELIANCE ONLY BY THE CITY OF OCOEE, FLORIDA; APPROVED AS TO FORM AND LEGALITY
this _____ day of _____, 2024.

FISHBACK DOMINICK

By: _____
City Attorney

EXHIBIT "A"

LEGAL DESCRIPTIONS

PARCEL ID NO.:

07-22-28-0000-00-001 (95.11 ACRES)
THE W1/2 OF NE1/4 & E1/2 OF NW1/4 LYING E OF SR 437 IN SEC 07-22-28 & (LESS PT TAKEN FOR R/W DESC AS COMM AT N1/4 CORNER OF SEC 7-22-28 TH S1-3-52W ALONG W LINE OF NE1/4 OF SEC 7-22-28 30.01 FT TO POB TH N89-50-37E 1280.94 FT TO E LINE OF W1/2 OF NE1/4 OF SEC 7-22-28 TH S0-27-1W 20 FT TH S89-50-37W 1281.16 FT TH S89-43-45W 648.52 FT TO POINT OF CURVATURE OF A CURVE CONCAVE SELY TH SWLY ALONG CURVE HAVING A RADIUS OF 50 FT CENTRAL ANGLE OF 95-9-26 ARC LENGTH OF 83.04 FT CHORD LENGTH OF 73.82 FT AND CHORD BRG OF S42-9-2W TO POINT OF TANGENCY TH S5-25-41E 266.84 FT TO POINT OF CURVATURE OF A CURVE CONCAVE NELY TH SELY ALONG CURVE HAVING A RADIUS OF 1849.9 FT CENTRAL ANGLE OF 10-47-31 ARC LENGTH OF 348.43 FT CHORD LENGTH OF 347.92 FT AND CHORD BRG OF S10-49-27E TO THE POINT OF TANGENCY TH S16-13-12E 1773.29 FT TH S15-21-49E 59.23 FT TH S13-39-3E 55.93 FT TO POINT LYING ON S LINE OF NW1/4 OF SEC 7-22-28 TH S86-56-26W ALONG S LINE 28.44 FT TO POINT ON NON-TANGENT CURVE CONCAVE SWLY TH NWLY ALONG NON-TANGENT CURVE HAVING A RADIUS OF 1941.86 FT CENTRAL ANGLE OF 3-11-30 ARC LENGTH OF 108.17 FT CHORD LENGTH OF 108.15 FT AND CHORD BRG OF N14-37-29W TO THE POINT OF TANGENCY TH N16-13-13W 16.18 FT TH N16-20-6W 500 FT TH N16-2-55W 1000 FT TH N15-27-46W 407.21 FT TH N7-33-7W 524.34 FT TH N5-25-43W 24.17 FT TH N89-43-45E 740.7 FT TO POB PER DOC 20190042931)

07-22-28-0000-00-023 (37.12 ACRES)
BEG NW COR OF SW1/4 OF SE1/4 OF SEC 7-22-28 TH RUN N86-56-10E 1310.03 FT TH S00-31-51W 1398.44 FT TH S00-31-51W 355.17 FT TH N89-35-48W 592.6 FT N01-06-44E 37.61 FT TH S87-37-29W 726.4 FT TH N00-48-40E 322 FT TH N88-29-43E 489.51 FT TH N01-04-18E 345.22 FT TH N88-06-20E 248.67 FT TH N01-04-18E 652.77 FT TH S87-43-51W 523.06 FT TH N31-10-03W 411.03 FT TO POB (LESS RD R/W) & COMM AT THE CENTER OF SEC 7 TH ALONG W LINE OF SE 1/4 TH S01-04-18W 1672.03 FT TH DEPARTING W LINE RUN S88-55-42E 5.55 FT TO POB TH N87-37-29E 726.4 FT TH S01-06-44W 37.61 FT TH S89-35-48E 592.6 FT TH S00-31-51W 57.88 FT TH S89-55-44W 590.37 FT TH N00-04-16W 37.61 FT TH S89-55-44W 726.8 FT TH N00-48-40E 33.58 FT TO POB (LESS RD R/W)

07-22-28-0000-00-057 (6.09 ACRES)
BEG SW COR NE1/4 OF SE1/4 N 349.5 FT E 663 FT S 353.9 FT W 663.8 FT TO POB & N 50 FT OF S 125 FT OF E1/2 OF NE1/4 OF SE1/4 OF SEC 07-22-28

07-22-28-0000-00-041 (2.23 ACRES)
BEG 574.86 FT S 1 DEG W FROM CENTER OF SEC RUN N 87 DEG E 219.78 FT N 1 DEG E 214.5 FT N 87 DEG E 239.66 FT TH S 1 DEG W 314.53 FT S 87 DEG W 458.80 FT N 100 FT TO POB (LESS W 30 FT RD R/W) IN SEC 07-22-28

07-22-28-0000-00-039 (2.10 ACRES)
BEG NW COR OF SE1/4 RUN S 8.71 CHS E 3.33 CHS N 3.35 CHS NWLY TO BEG & NE1/4 OF SW1/4 E OF RD SEC 07-22-28

07-22-28-0000-00-043 (5.02 ACRES)
FROM THE NW COR OF NW1/4 OF SE1/4 RUN S 1 DEG W 674.86 FT N 87 DEG E 0.98 FT FOR POB THN N 87 DEG E 458.80 FT N 1 DEG E 314.53 FT N 87 DEG E 283.06 FT S 1 DEG W 650.10 FT S 87 DEG W 221.90 FT N 1 DEG E 228.76 FT W 519.27 FT N 1 DEG E 104.17 FT TO POB (LESS W 30 FT RD R/W) IN SEC 07-22-28

07-22-28-0000-00-105 (1.18 ACRES)
(NOTE: AGRICULTURAL PORTION OF FOLLOWING DESCRIBED PROPERTY) FROM THE CENTER OF SEC RUN S 01 DEG W 779.03 FT TH N 88 DEG E 1.48 FT FOR POB TH N 88 DEG E 519.27 FT S 01 DEG W 228.76 FT S 87 DEG W 27 FT N 01 DEG W 3.91 FT S 88 DEG W 318.03 FT N 01 DEG E 125 FT S 88 DEG W 173.77 FT N 01 DEG E 100 FT TO POB IN SEC 07-22-28 (LESS RD R/W ON W)

07-22-28-0000-00-060 (1.08 ACRES)
BEG AT SE COR OF NE1/4 OF SE1/4 RUN W 656 FT N 75 FT E 656 FT S 75 FT TO POB (LESS E 30 FT FOR R/W) IN SEC 07-22-28

AND

07-22-28-0000-00-074 (1.00 ACRE)
(NOTE: HX PORTION OF FOLLOWING DESCRIBED PROPERTY) FROM THE CENTER OF SEC RUN S 01 DEG W 779.03 FT TH N 88 DEG E 1.48 FT FOR POB TH N 88 DEG E 519.27 FT S 01 DEG W 228.76 FT S 87 DEG W 27 FT N 01 DEG W 3.91 FT S 88 DEG W 318.03 FT N 01 DEG E 125 FT S 88 DEG W 173.77 FT N 01 DEG E 100 FT TO POB IN SEC 07-22-28 (LESS RD R/W ON W)

EXHIBIT "B"

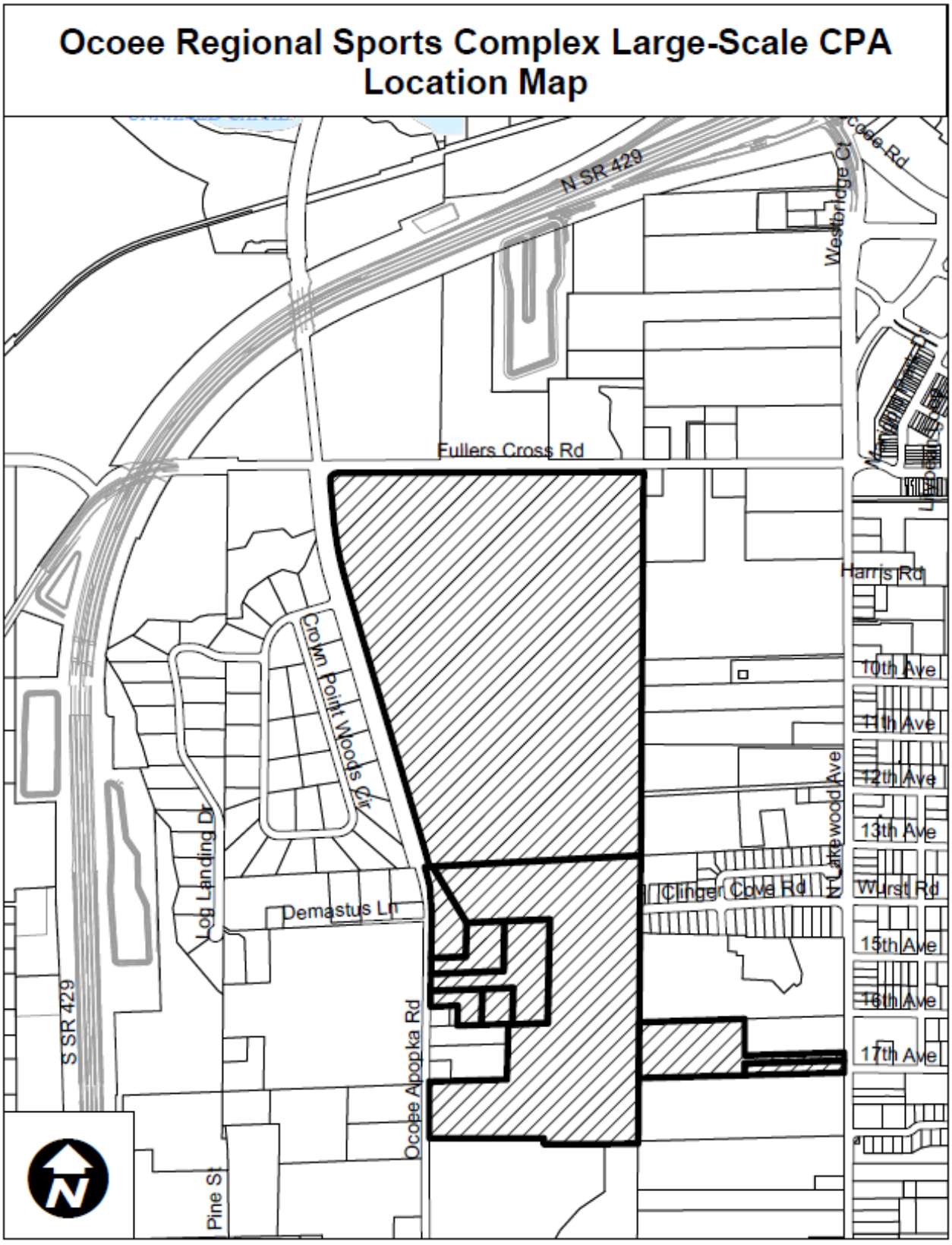

Ocoee Regional Sports Complex Large-Scale CPA
Location Map
N SR 429
Fullers Cross Rd
Westbridge Ct
Harris Rd
10th Ave
11th Ave
12th Ave
13th Ave
Wurst Rd
15th Ave
16th Ave
17th Ave
N Lakewood Ave
Clinger Cove Rd
Crown Point Woods Cir
Log Landing Dr
Demastus Ln
S SR 429
Ocoee Apopka Rd
Pine St

EXHIBIT "C"

The Future Land Use Element is hereby amended to read as follows, with strike-through representing deleted text, underline representing new text and double-underline representing relocated text.

FLUE Section XII

***

C. Activity Centers

Activity Centers are those areas within the impact zone of major intersections, or which may, by scale and development intensity, become significant economic drivers that would advance Ocoee's Comprehensive Plan goals. ~~The Activity Centers identified by the City include:~~

~~Good Homes Road Activity Center at Good Homes Road and State Road 50~~

~~West Oaks Activity Center at Clarke Road and State Road 50~~

~~Minorville Activity Center at Bluford Avenue and State Road 50~~

~~Lake Bennet Activity Center at Blackwood Avenue and State Road 50~~

~~Silver Star Activity Center at Clarke Road and Silver Star Road~~

***

~~Activity Centers are major nodes of employment within the City and include residential and support commercial land uses. In order to create successful Activity Centers, policies are within the Comprehensive Plan to direct the Activity Center plan. Mixed and/or multi land use and pedestrian as well as transit travel are emphasized in the design of these Centers.~~

~~To achieve this mixed- and/or multi-use scenario, which may to allow for ancillary and compatible uses, priorities within these Centers may obtain waivers from standard zoning and Land Development codes where a coordinated pattern of development further enhances the goals established for each Activity Center. Setback allowances and increased floor area ratios are two mechanisms that may be considered within the Activity Center plans.~~

Activity Centers are major nodes of employment within the City that may generally include a mix of residential and commercial land uses. In order to create successful Activity Centers, policies may be added to the Comprehensive Plan to direct the growth, development pattern, and form within Activity Center Areas. Mixed and/or multi-land use, pedestrian travel, and transit are emphasized in the Planning and Design of Activity Centers.

To allow for a proper coordination between primary and ancillary uses, and to achieve development patterns and built forms that advance the goals of this Comprehensive Plan, Activity Centers may include site-specific policies and may establish design standards in the Land Development Code and applicable zoning districts to guide development within their boundaries.

~~Specifically, these~~ Activity Centers should encourage ~~residential areas~~a development pattern that contain a mix of housing types and densities to the extent possible. Retail, service and recreational facilities shall also be integrated within these areas. Non-residential areas shall ~~establish~~ define the hub and ~~the~~ focus of the area. Retail and service establishments, including ~~day care centers,~~ government buildings~~,~~ and cultural centers~~,~~ ~~should~~ may also be included within the Centers. Activity Centers should be within walking or bicycling distance to ~~most~~ local residents. Sidewalks should be placed on both sides of the roadways and shall be connected to sidewalks within residential developments. All parking areas shall be heavily landscaped and setback allowances may be given for any parking located behind buildings. ~~The Future Land Use Map (Figure 2) identifies the location of the proposed Activity Centers.~~ Area-specific Activity Center policies are established under Objective 3, Policy 3.1.

***

Objective 3

The City shall adopt and implement plans and programs for Interchange Impact Areas, the Downtown Redevelopment Area, and Activity Centers as determined by the City Commission to meet the criteria established by Chapter 163, Florida Statutes to encourage Planned Unit Developments and mixed and multi-use developments (9J-5.006 (3)(b)(2) and (10), FAC).

Policy 3.1

The City may require special development plans for Interchange Impact Areas, the Downtown Redevelopment Area and Activity Centers when such plans are needed to effectively coordinate development among multiple projects.

The Activity Centers identified by the City include:

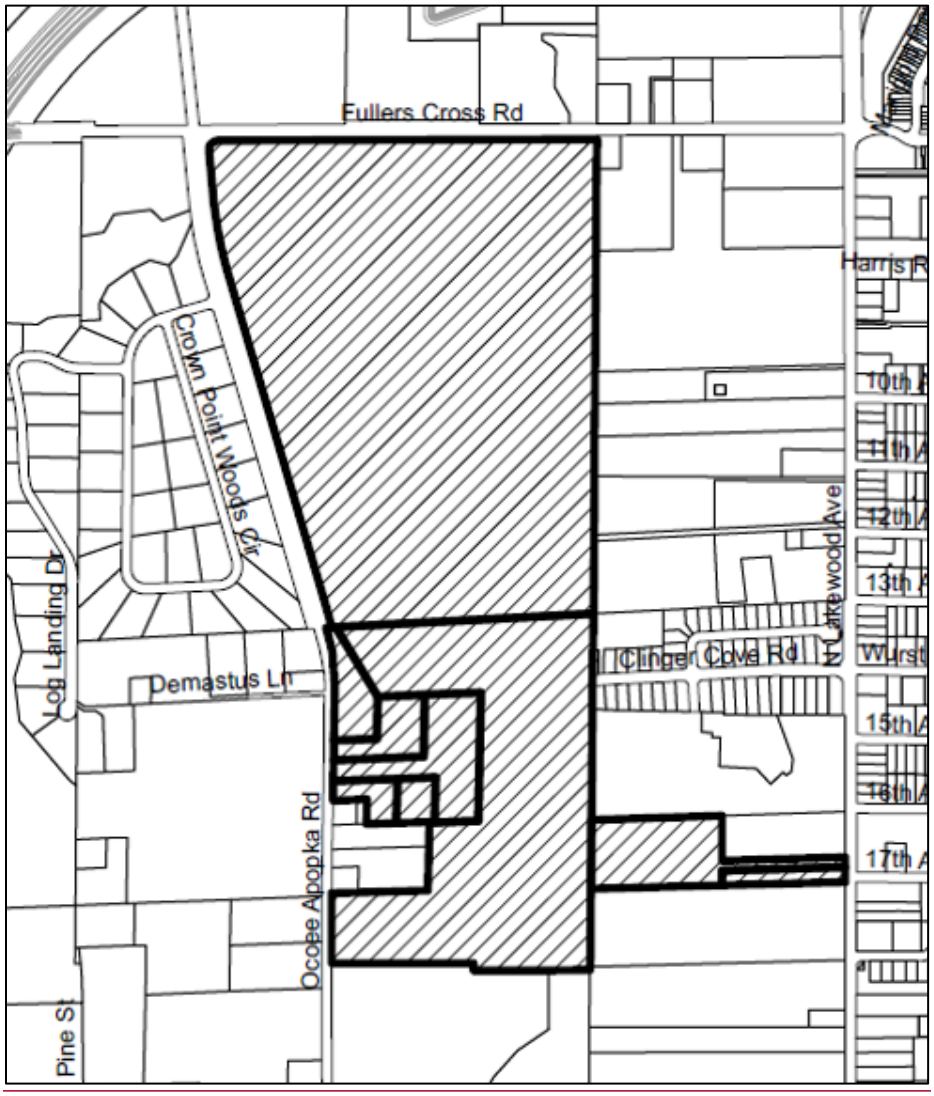
- Good Homes Road Activity Center at Good Homes Road and State Road 50
- West Oaks Activity Center at Clarke Road and State Road 50
- Minorville Activity Center at Bluford Avenue and State Road 50
- Lake Bennet Activity Center at Blackwood Avenue and State Road 50
- Silver Star Activity Center at Clarke Road and Silver Star Road
- Northwest Activity Center, at Ocoee-Apopka Road and Fullers Cross Road

Policy 3.1.1

Development of lands within the Northwest Activity Center shall comply with sub-policies (a) through (h) as established herein:

a) The Northwest Activity Center boundary shall be comprised of parcels numbers 07-22-28-0000-00-001, 07-22-28-0000-00-023, 07-22-28-0000-00-057, 07-22-28-0000-00-041, 07-22-28-0000-00-039, 07-22-28-0000-00-043, 07-22-28-0000-00-105, 07-22-28-0000-00-060, and 07-22-28-0000-00-074, totaling 150 acres generally located in the southeast

corner of the Ocoee Apopka Road and Fullers Cross Road intersection, and as depicted below.~~:~~



b) Certain protective covenants and restrictions are applied to Parcel 07-22-28-0000-00-001 (Chevron Parcel), in accordance with Special Warranty Deed # 20230735916, dated December 27, 2023. More specifically, these restrictions limit allowable land uses and utilization of groundwater on said parcel.

c) To achieve consistency with adopted policies of the Conservation Element and to mitigate approximately 21.94 acres of wetland impacts, prior to site plan approval of any lands within the Northwest Activity Center, the owner/developer shall, to the satisfaction of the City:

(1) Provide a plan, as part of the site plan review and approval, for the completion of all required environmental remediation of the Northwest Ocoee Brownfield Area, including excavation and disposal of contaminated soils and/or relocation of contaminated soils under buildings or permanent hardscape and monitoring

requirements during construction. The environmental remediation plan shall include provisions for the handling of contaminants during construction to preclude off-site contamination through soil transport, disturbance of dust, stormwater entrainment, and vehicular tracking.

(2) Establish a comprehensive stormwater and floodplain management system to treat, retain and enhance stormwater and provide for flood-carrying and flood storage capacity for the site with remediation plans, consistent with SJRWMD permit requirements.

(3) Conserve and develop a management plan covering approximately 287 acres of Conservation lands located within the limits of the City of Ocoee.

(4) Submit a mitigation plan consistent with permit(s) issued by the SJRWMD for the Northwest Activity Center that offsets the loss of low-quality wetlands on the site with conservation activities that benefit the Lake Apopka and/or Upper Ocklawaha Basin.

d) Development of the Northwest Activity Center area, including the Ocoee Regional Sports Complex (ORSC), shall comply with any applicable provisions of Florida's Wekiva Parkway Protection Act, 2004.

e) Development shall be regulated by the ORSC Planned Unit Development (PUD) Land Use Plan and related documents, as approved by the Ocoee City Commission. These may include any recorded easements, conditions of approval and development agreement(s), as deemed necessary.

f) Irrespective of any other limitations or conditions, maximum development intensity shall not exceed any of the following parameters:

1. 0.4 maximum floor-to-area Ratio (FAR). For purposes of this policy, maximum FAR shall be calculated using the Ocoee Regional Sports Complex PUD's net developable acreage.
2. Maximum 42 acres of sports fields area, with no more than 17 multi-purpose-fields.
3. Maximum 1.33 million gross leasable square feet of mixed and multi-use commercial development, including sports & recreational facilities (including indoor and outdoor venues); commercial uses (including restaurants, retail stores, indoor & outdoor entertainment), hotels, offices, and ancillary or related uses. Parking shall be provided via a combination of surface, podium and structured parking facilities. This square footage shall be in addition to the area described in sub-policy 2 as sports field area.
4. Maximum of 1,250 hotel keys.
5. Maximum of 17,960 net new external daily trips

g) Owner/developer shall be responsible for improvements to transportation, utilities, or any other infrastructure associated with the project's development, as specified in applicable Land Use Plan(s), Development Agreement(s), Conditions or Approval, or equivalent legal instruments

AMENDMENT TO THE CITY OF OCOEE COMPREHENSIVE PLAN APPLICATION

Development Services – Planning Division
1 N. Bluford Avenue | Ocoee, FL 34761
Phone: 407.905.3157

Received Date – Office Use Only

A. Applicant Information

1. Applicant's Name: Marcos Bastian
2. Applicant's Address: 150 N Orange Avenue, Suite 200 Orlando FL 32801
3. Applicant's Telephone Number: (407)284-4728
4. Applicant's Email Address: marcos.bastian@aecom.com

B. Property Owner's Information

1. Property Owner's Name: MDTL Enterprise, LLC
2. Property Owner's Address: 5669 SE Crooked Oak Ave, Hobe Sound, FL 33455
3. Property Owner's Telephone Number: (407)562-6311
4. Property Owner's Email Address: jaime@montierredevelopment.com

C. Subject Property Information

1. Location: Generally South of Fullers Cross Rd, East of Ocoee Apopka Rd
2. Acreage of Property: 150.0 Ac. (149.98 Ac)
3. Current Use: Low Density Residential, Agricultural
4. Proposed Use: Commercial
5. Existing Zoning: PUD-LD; R-1AA; Unclassified
6. Proposed Zoning: Planned Unit Development (Commercial) PUD-COMM
7. Existing Future Land Use Designation: Low Density Residential; Conservation
8. Proposed Future Land Use Designation: Commercial
9. Does the Property Owner hold title to other property in the vicinity? Yes If so, where?

   Parcel 07-22-28-0000-00-087

10. Has an amendment for the adjacent property been processed within the past two years?

    No

D. Surrounding Property Information

1. Zoning:	North:	PUD-COMM; R-1A; A-1	East:	A-1; PUD-LD; I-1/I-2
	South:	A-1; I-1/I-2	West:	PUD-COMM; R-CE; PUD-IND; A-1
2. Future Land Use:	North:	LDR; COMM	East:	LDR; CONS; HI/LI
	South:	LDR; HI/LI; CONS	West:	LDR; LI; COMM, CONS

E. Required Submittals

1. ____Completed Application Form
2. ____Flat fee and review deposit
3. ____Completed Owner's Affidavit
4. ____Completed Annexation and Initial Zoning Hold Harmless Agreement
5. ____Completed Applicant's Acknowledgment
6. ____Location Map
7. ____Legal description and boundary survey of the property
8. ____Title certification complying with 177.041, FS.[1]
9. ____A list of surrounding property owners within 300' of the subject property, excluding right-of-ways and lakes.
10. ____Supplemental information as may be required from time to time to process the application.

F. Available Facilities

1. *Water Service* -
   a. Nearest water main: 12" water main on Fullers Cross Rd. and 10" water main on Clinger Cove Rd.
   b. Anticipated water demand: Estimated 508,839 gpd (ADF)
   c. Water capacity available: TBD / Available, per discussions w/staff
2. *Sewer Service* -
   a. Nearest sewer main: A lift station will be located along Fullers Cross Rd. connecting to the City's wastewater system at the end of Clinger Cove Rd.
   b. Anticipated sewer demand: Estimated 406,245 gpd (ADF)
   c. Sewer capacity available: TBD / Available, per discussions w/staff
3. *Roads* -
   a. Nearest roadway access: East Fuller Cross Rd., Ocoee Apopka Rd.

[1] This review does not guarantee capacity availability for public facilities or roads for the project. The applicant may reserve capacity for all public facilities and roads by obtaining a Capacity Reservation Certificate.

b. Anticipated trips per day: Approx. 18k trips/day 1,300 PM peak (see TIA for detailed information)

c. Roadway capacity available: (see TIA)

4. *Fire Service* -

a. Location of nearest fire hydrant: Along Ocoee Apopka Road

b. Fire district: Approx. 2 miles from Ocoee Fire Station #38

c. Estimated fire response time: _____

d. Will any hazardous materials be stored here? No

5. *Police Service* -

a. Police service district: City of Ocoee Police Dept.

b. Estimated police response time: _____

6. *Stormwater Service:*

a. Location of stormwater retention pond: _____

b. Existing stormwater pond to be used: _____

c. New stormwater system to be built: A comprehensive stormwater system will be provided on site

d. Stormwater will be handled during DRC Review: _____

7. *Solid Waste* -

a. Nearest solid waste dump: Waste Management - Vista Landfill (5.5 miles)

b. Disposal capacity available: _____

c. How any hazardous waste will be disposed: _____

8. *Recreation* -

a. Anticipated recreation impact: _____

b. Nearest park facility: Palm Park

c. Recreation capacity available: Recreation capacity is available

AMENDMENT TO THE CITY OF OCOEE COMPREHENSIVE PLAN

G. OWNER'S AFFIDAVIT

STATE OF Florida

COUNTY OF Orange

Affiant, Jaime Douglas, who being first duly sworn on oath, deposes and says:

1. Affiant is the *(check one)* □ fee-simple owner of the property legally described in this application.

   □ *(insert title)* Manager of *(insert name of company)* MDTL Enterprise, LLC. which entity is the fee-simple owner of the property legally described in this application.

2. A true and correct legal description for the property is attached to and made a part of this affidavit.

3. The attached ownership list contains the names and mailing addresses of all owners having an interest in the property described in this application.

4. The owner desires *(specify action sought for said property)*:
   Apply for a Large Scale Comprehensive Plan Amendment, PUD Rezoning, and Large Scale Site Plan, along with any other planning processes associated with the proposed Ocoee Regional Sports Complex project.

5. The owner has appointed *(specify agent)* Marcos Bastian to act as the owner's authorized agent to represent the owner in connection with the proposed action and the property described in this application.

6. The owner agrees to be bound by the actions of the owner's authorized agent designated above.

7. Affiant affirms and certifies that Affiant, the owner's authorized agent and the owner will comply with all ordinances, regulations, and provisions of the City Code of the City of Ocoee, and that all applications, plans and documents submitted herewith are true and accurate to the best of the Affiant's, the owner's authorized agent's and the owner's knowledge and belief and further, that this affidavit and all applications, plans and documents submitted herewith shall become part of the official records of the City of Ocoee, and are not returnable.

8. That the accompanying adjacent property owners list is, to the best of their/her/his knowledge, a complete and accurate list of the owner's names and mailing addresses for all property lying within three hundred (300) feet of the perimeter of the subject parcel, as recorded on the latest official Orange County Tax Rolls.

9. That prior to the public hearing, if applicable, signs will be prominently posted on the subject parcel not less than twelve (12) days before the application will be considered by the Planning and Zoning Board or the Board of Adjustment, and will remain posted until final determination, after which time the notices are to be removed and destroyed.

_____
Affiant's Signature

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, 20____.

_____
NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification:_____.

_____
Affiant's Signature

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, 20____.

_____
NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification:_____.

_____
Affiant's Signature

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, 20____.

_____
NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification:_____.

H. Owner Acknowledgment

1. I, Jaime Douglas, acknowledge that the City of Ocoee may not defend any challenge to my proposed amendment and related development approvals, and that it may be my sole obligation to defend any and all actions and approvals which authorize the use or development of my property. Submission of this form initiates a process and does not imply approval by the City of Ocoee or any of its boards, commissions, or staff. (This authorization must be notarized.)

2. I hereby represent that I have the lawful right and authority to file this application.

3. Signature of the authorized applicant:_____
<name of applicant>

Date: _____

(This section of the Acknowledgment must be completed by the notary.)

State of: _____

County of: _____

I HEREBY CERTIFY that on this day, before me, an officer duly authorized in the State and County last aforesaid to take acknowledgments, by means of □ physical presence or □ online notarization _____and who produced_____as identification and who executed the foregoing instrument freely and voluntarily for the uses and purposes expressed therein and_____acknowledged before me under oath that _____executed the same.

WITNESS my hand and official seal in the County and State last aforesaid this_____day of _____,_____.

[NOTARIAL SEAL]

_____
Notary Public

_____
Printed Name

_____
Certificate Number: _____

My commission expires:

_____

APPLICATION FEE ACKNOWLEDGMENT

Development Services – Planning Division
1 North Bluford Avenue | Ocoee, FL 34761
Phone: 407.905.3157

Received Date – Office Use Only

A separate application fee is collected for each action sought and for non-contiguous parcels or for parcels held under separate ownership.

Development Review Fee

The Development Review Fee includes a Flat Fee and Review Costs. The Flat Fee is non-refundable and due with each application. It covers in-house City staff time related to review and processing the application, including Development Review Committee meetings, individual staff review time, clerical time, and site inspections.

Deposit

In addition to a Flat Fee, except for variances and annexations with initial zoning of one acre or less, the applicant is required to submit a $1,000 deposit as surety for payment of all charges billed for legal, engineering, recording, and other consultants working on behalf of the City, as well as advertising costs. These charges are also known as Review Costs. The balance of the deposit will be returned to the applicant upon issuance of the Certificate of Completion or final action on the application, unless it is used for reimbursement for non-payment of any review costs invoiced to the applicant.

Review Costs

Applicant shall pay such additional Development Review Fees as may be required by Article I, Section 1-12 of the Land Development Code. "Review Costs" shall mean and refer to the costs and expenses incurred by the City in connection with the review and processing of an Application, including but not limited to City Attorney's fees and costs and legal, consultant, and engineering fees and costs, and all advertising costs; provided, however, that Review Costs shall not, include (i) the cost of City staff from time dedicated to the review and processing an Application, and (ii) City Attorney, legal, consultant and engineering fees and costs incurred by the City in reviewing and processing an Application which are expressly included within the Flat Fee pursuant to the provisions of Section 1-12.C.2 hereof.

_____ _____

Applicant's Signature Date Signed

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, 20__.

_____

NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification:_____.

DocuSign Envelope ID: 1DBEBC39-0F73-4852-A5D9-4D6193A85F01

OWNER'S AFFIDAVIT

Development Services – Planning Division
1 N. Bluford Ave. | Ocoee, FL 34761
Phone: 407.905.3157

Received Date – Office Use Only

STATE OF Florida

COUNTY OF Orange

Affiant, James W Douglas, who being first duly sworn on oath, deposes and says:

1. Affiant is the *(check one)* □ fee-simple owner of the property legally described in this application.

   ☒ *(insert title)* Manager of *(insert name of company)* MDTL Enterprise, LLC which entity is the fee-simple owner of the property legally described in this application.

2. A true and correct legal description for the property is attached to and made a part of this affidavit.

3. The attached ownership list contains the names and mailing addresses of all owners having an interest in the property described in this application.

4. The owner desires *(specify action sought for said property)*:
   Approval of a Large Scale Comprehensive Plan Amendment, PUD Rezoning, and Large Scale Site Plan, along with any other planning processes associated with the proposed Ocoee Regional Sports Complex project.

5. The owner has appointed *(specify agent)* Marcos Bastian to act as the owner's authorized agent to represent the owner in connection with the proposed action and the property described in this application.

6. The owner agrees to be bound by the actions of the owner's authorized agent designated above.

7. Affiant affirms and certifies that Affiant, the owner's authorized agent and the owner will comply with all ordinances, regulations, and provisions of the City Code of the City of Ocoee, and that all applications, plans and documents submitted herewith are true and accurate to the best of the Affiant's, the owner's authorized agent's and the owner's knowledge and belief and further, that this affidavit and all applications, plans and documents submitted herewith shall become part of the official records of the City of Ocoee, and are not returnable.

DocuSigned by: Jaime Douglas 6/9/2024
73C949607F484FC...
Affiant's Signature

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, __ 20__.

NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification: _____.

Form 36

OWNER'S AFFIDAVIT

Development Services – Planning Division
1 N. Bluford Ave. | Ocoee, FL 34761
Phone: 407.905.3157

Received Date – Office Use Only

STATE OF Florida

COUNTY OF Orange

Affiant, James W Douglas, who being first duly sworn on oath, deposes and says:

1. Affiant is the *(check one)* □ fee-simple owner of the property legally described in this application.

   ☒ *(insert title)* Manager of *(insert name of company)* Montierre Development, PLLC which entity is the fee-simple owner of the property legally described in this application.

2. A true and correct legal description for the property is attached to and made a part of this affidavit.

3. The attached ownership list contains the names and mailing addresses of all owners having an interest in the property described in this application.

4. The owner desires *(specify action sought for said property)*:
   Approval of a Large Scale Comprehensive Plan Amendment, PUD Rezoning, and Large Scale Site Plan, along with any other planning processes associated with the proposed Ocoee Regional Sports Complex project.

5. The owner has appointed *(specify agent)* Marcos Bastian to act as the owner's authorized agent to represent the owner in connection with the proposed action and the property described in this application.

6. The owner agrees to be bound by the actions of the owner's authorized agent designated above.

7. Affiant affirms and certifies that Affiant, the owner's authorized agent and the owner will comply with all ordinances, regulations, and provisions of the City Code of the City of Ocoee, and that all applications, plans and documents submitted herewith are true and accurate to the best of the Affiant's, the owner's authorized agent's and the owner's knowledge and belief and further, that this affidavit and all applications, plans and documents submitted herewith shall become part of the official records of the City of Ocoee, and are not returnable.

DocuSigned by: Jaime Douglas 6/9/2024
73C949607F484FC...
Affiant's Signature

Sworn to or affirmed and signed by means of □ physical presence or □ online notarization on_____, __ 20__.

NOTARY PUBLIC
[Print, type, or stamp commissioned name of notary or clerk to the left of signature]

Affiant is □ personally known; or □ produced the following identification: _____.

Form 36

Electronic Articles of Organization
For
Florida Limited Liability Company

L23000235925
FILED 8:00 AM
May 12, 2023
Sec. Of State
rhunt

Article I

The name of the Limited Liability Company is:

MDTL ENTERPRISE LLC

Article II

The street address of the principal office of the Limited Liability Company is:

5669 SE CROOKED OAK AVE
HOBE SOUND, FL. 33455

The mailing address of the Limited Liability Company is:

5669 SE CROOKED OAK AVE
HOBE SOUND, FL. 33455

Article III

Other provisions, if any:

ANY AND ALL LAWFUL BUSINESS

Article IV

The name and Florida street address of the registered agent is:

JAMES W DOUGLAS
5537 SE HAMMOCK RESERVE TERR
HOBE SOUND, FL. 33455

Having been named as registered agent and to accept service of process for the above stated limited liability company at the place designated in this certificate, I hereby accept the appointment as registered agent and agree to act in this capacity. I further agree to comply with the provisions of all statutes relating to the proper and complete performance of my duties, and I am familiar with and accept the obligations of my position as registered agent.

Registered Agent Signature: JAMES W DOUGLAS

Article V

L23000235925
FILED 8:00 AM
May 12, 2023
Sec. Of State
rhunt

The name and address of person(s) authorized to manage LLC:

Title: MGR
JAMES W DOUGLAS
5537 SE HAMMOCK RESERVE TERR
HOBE SOUND, FL. 33455

Article VI

The effective date for this Limited Liability Company shall be:

05/12/2023

Signature of member or an authorized representative

Electronic Signature: JAMES W DOUGLAS

I am the member or authorized representative submitting these Articles of Organization and affirm that the facts stated herein are true. I am aware that false information submitted in a document to the Department of State constitutes a third degree felony as provided for in s.817.155, F.S. I understand the requirement to file an annual report between January 1st and May 1st in the calendar year following formation of the LLC and every year thereafter to maintain "active" status.

2024 FLORIDA LIMITED LIABILITY COMPANY ANNUAL REPORT

FILED
Mar 21, 2024
Secretary of State
8833038681CC

DOCUMENT# L23000235925

Entity Name: MDTL ENTERPRISE LLC

Current Principal Place of Business:

5669 SE CROOKED OAK AVE
HOBE SOUND, FL 33455

Current Mailing Address:

5669 SE CROOKED OAK AVE
HOBE SOUND, FL 33455

FEI Number: 93-1354512

Certificate of Status Desired: No

Name and Address of Current Registered Agent:

DOUGLAS, JAMES W
5537 SE HAMMOCK RESERVE TERR
HOBE SOUND, FL 33455 US

The above named entity submits this statement for the purpose of changing its registered office or registered agent, or both, in the State of Florida.

SIGNATURE:

Electronic Signature of Registered Agent — Date

Authorized Person(s) Detail :

Title	MGR
Name	DOUGLAS, JAMES W
Address	5537 SE HAMMOCK RESERVE TERR
City-State-Zip:	HOBE SOUND FL 33455

I hereby certify that the information indicated on this report or supplemental report is true and accurate and that my electronic signature shall have the same legal effect as if made under oath; that I am a managing member or manager of the limited liability company or the receiver or trustee empowered to execute this report as required by Chapter 605, Florida Statutes; and that my name appears above, or on an attachment with all other like empowered.

SIGNATURE: JAMES DOUGLAS MANAGER 03/21/2024

Electronic Signature of Signing Authorized Person(s) Detail — Date

OCOEE REGIONAL SPORTS COMPLEX
COMPREHENSIVE PLAN AMENDMENT

AECOM

Prepared by AECOM
for Montierre Development, PLLC.

CPA Submittal - September 30, 2024

(PZC Transmittal Package)

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1. Amendment Request

1.1. Overview

This Amendment proposes the development of a tournament-focused Sports Complex integrated with hotels and commercial uses within the urbanized boundaries of the City of Ocoee.

The Ocoee Regional Sports Complex (ORSC) will be a first-of-a-kind immersive experience that will not only make Ocoee the premier destination for youth sports in Central Florida, but will also create a new shopping, dining, and entertainment destination for the residents of Ocoee and neighboring communities.

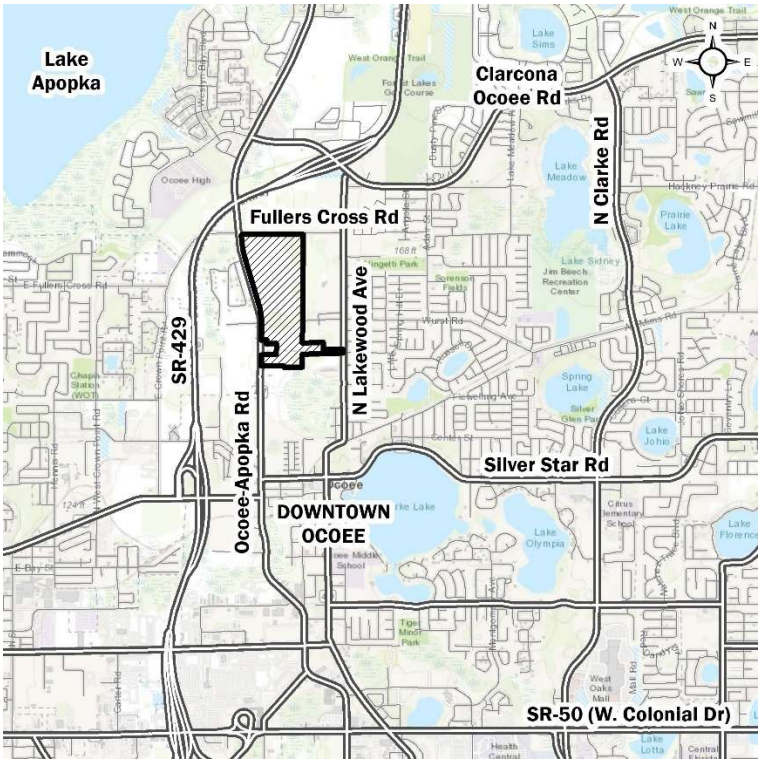


Figure 1. Location Map

Location

The subject area is located in the City of Ocoee, Orange County, Florida, totaling approximately 150 Acres.[1]

More specifically, the project is east of Ocoee-Apopka Road, south of Fullers Cross Road, west of North Lakewood Avenue, and north of a privately-owned softball facility.

Additional information about the subject area is provided in Section 2.

A detailed Area Map is provided as Exhibit 1, and an Aerial Image of the subject area is provided as Exhibit 2.

[1] OCPA parcel records list a total area of 150.91 Acres, while the surveyed boundaries provide a more accurate total of 6,532,919 sf, or 149.98 Acres.

1.2. Proposed Amendment

This request seeks a large-scale Future Land Use Map (FLUM) Amendment to convert approximately 150 acres from Low Density Residential (LDR, at 117.7 acres) and Conservation (CONS, at 32.3 acres) to Commercial (COMM); a text amendment to the Future Land Use Element to create a new Activity Center (Northwest Activity Center), and respective development guidelines.

Table 1. Amendment Overview

Existing FLU Designations	Proposed FLU Designations	Proposed Development Program	Net Change
Low Density Resid. (LDR) 117.7 Ac.; 4 Du/Ac. max. density (470 DUs max.) Conservation (CONS) 32.3 Ac.; 0.1 FAR (140,698 gross sf max.)	Commercial (COMM) 150.0 Ac.; 3.0 FAR Max. (19.6 Million gross sf max. development potential)	42 Acres of sports & entertainment uses 1.33 Million gross sf of mixed commercial uses, and an estimated 1.13 Million gross sf of parking facilities. Maximum Development limited to 18,000 AADT (per trip matrix)	Decrease of 470 dwelling units Increase of 42 Acres of sports & entertainment uses Increase of 1.33 Million gross sf of Commercial Uses Increase of 1.13 Million gross sf of Parking facilities. *See: Transportation Impact Analysis (pg.70) & Exhibit 21 for traffic & transportation discussion.*

1.3. Consistency with Existing Policies

This proposed amendment is substantially consistent with, and supported by, the Goals, Objectives, and Policies listed under the following elements of the Comprehensive Plan: Future Land Use (Objectives 1-5, 7); Transportation (Objectives 1.3, 1.4, 2.2, 2.5, 2.7); Recreation & Open Space (Objectives 1, 2, 5, 6, 8); and Conservation (Objective 1, Policies 1.4, 4.1[c])

There are, however, consistency challenges due to anticipated wetland impacts in the subject area that will have to be addressed or mitigated. These are associated with Future Land Use Element Policy 5.3, and Conservation Element Policies 2.3, 4.1, 4.2, 4.3, 6.2, and 6.10. Consistency with these policies will be achieved through the implementation of specific strategies, mitigation actions, and commitments that are outlined on *Section 4*.

An expanded policy discussion is provided in *Section 3.5 - Comprehensive Plan Policy Analysis.*

1.4. Proposed Future Land Use Map Amendment

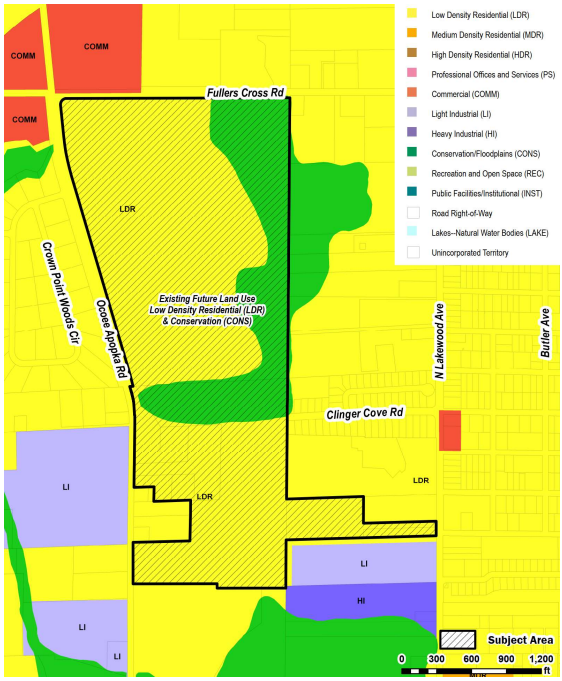


Figure 2. Existing Future Land Use Map

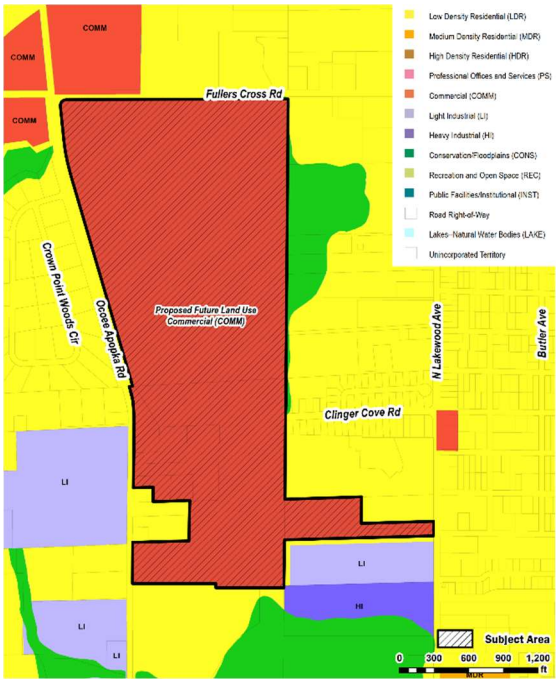


Figure 3. Proposed Future Land Use Map

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Professional Offices and Services (PS)
- Commercial (COMM)
- Light Industrial (LI)
- Heavy Industrial (HI)
- Conservation/Floodplains (CONS)
- Recreation and Open Space (REC)
- Public Facilities/Institutional (INST)
- Road Right-of-Way
- Lakes--Natural Water Bodies (LAKE)
- Unincorporated Territory

Adjacent Future Land Uses

The following existing Future Land Uses are adjacent to the subject area:

North: Low Density Residential (LDR) and Commercial (COMM).

East: Low Density Residential (LDR), Conservation (CONS), Light Industrial (LI), and Heavy Industrial (HI).

South: Low Density Residential (LDR), Light Industrial (LI), Heavy Industrial (HI), and Conservation (CONS).

West: Low Density Residential (LDR), Light Industrial (LI), Commercial (COMM), Conservation (CONS).

The existing and proposed Future Land Use Maps are provided as *Exhibit 10* and *Exhibit 11*, respectively.

1.5. Existing & Proposed Zoning

Important: Please note that this application does not include a rezoning request. The exhibit below is being provided as a reference for reviewing staff, but the zoning map amendment will be submitted in a separate PUD-Rezoning Application.

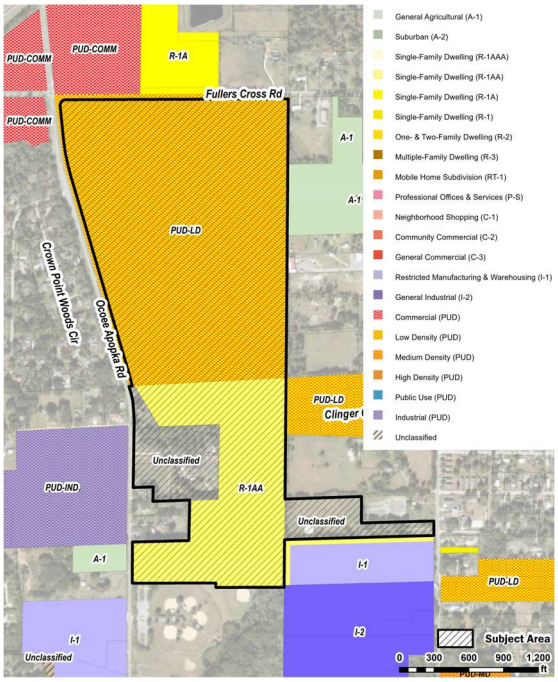


Figure 4. Existing Zoning

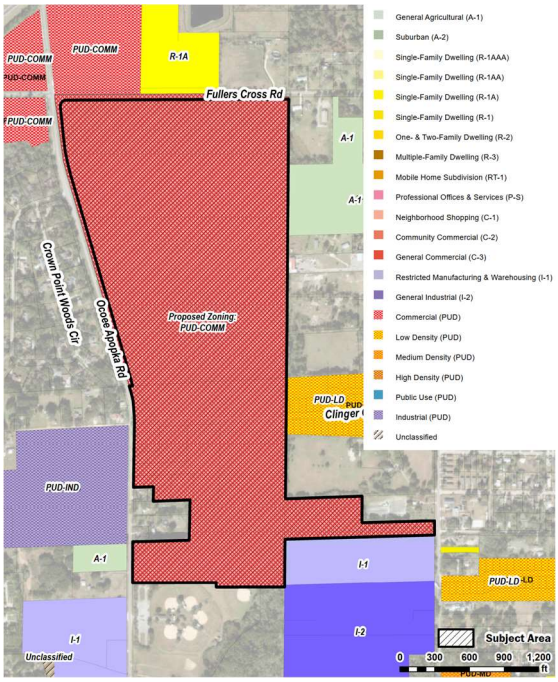


Figure 5. Proposed Zoning

- General Agricultural (A-1)
- Suburban (A-2)
- Single-Family Dwelling (R-1AAA)
- Single-Family Dwelling (R-1AA)
- Single-Family Dwelling (R-1A)
- Single-Family Dwelling (R-1)
- One- & Two-Family Dwelling (R-2)
- Multiple-Family Dwelling (R-3)
- Mobile Home Subdivision (RT-1)
- Professional Offices & Services (P-S)
- Neighborhood Shopping (C-1)
- Community Commercial (C-2)
- General Commercial (C-3)
- Restricted Manufacturing & Warehousing (I-1)
- General Industrial (I-2)
- Commercial (PUD)
- Low Density (PUD)
- Medium Density (PUD)
- High Density (PUD)
- Public Use (PUD)
- Industrial (PUD)
- Unclassified

Adjacent Zoning Districts

The following Zoning Districts are adjacent to the subject area:

North: *Commercial PUD (PUD-COMM); Single-Family Dwelling (R-1A); Citrus Rural District (A-1, Unincorporated)*

East: *Citrus Rural District (A-1, Unincorporated); General Agricultural (A-1); Low Density PUD (PUD-LD); Restricted Manufacturing & Warehousing (I-1), General Industrial (I-2).*

South: *Citrus Rural District (A-1, Unincorporated); Restricted Manufacturing & Warehousing (I-1), General Industrial (I-2).*

West: *Commercial PUD (PUD-COMM); Rural Country Estates (R-CE, Unincorporated); Industrial PUD (PUD-IND); Citrus Rural District (A-1, Unincorporated); General Agricultural (A-1)*

1.6. Proposed Future Land-Use Changes

The following changes are being proposed with this application:

Table 2. Site Data		
Overview		
Gross Area	150.0 Acres	
Conveyances / Deductions	6.2 Acres[(a)]	
Net Area	143.8 Acres (95.9 % of Gross Area)	
Stormwater & Open Space	**Required**	**Proposed**
Stormwater Management	n/a	Approx. 15.2 Acres (10.6 % of Net Dev. Acreage) (25.7% of Impervious Area)
Public Open Space[(b)]	35% Min.	Approx. 53.0 Acres Approx. 36.9 % of Net Developable Acreage [(c)]
Land Use & Zoning	**Existing**	**Proposed**
Future Land Use	Low Density Residential (LDR) 117.7 Acres Conservation (CONS) 32.3 Acres	Commercial (COMM) 150.0 Acres
Future Land Use Element Policies	As adopted in *Section XII* and *FLUE Objective 3*	See *Section* ***Error! Reference source not found.***
Zoning	PUD-LD, R-1AA and Unclassified	Planned Use Development (PUD) (Ocoee Regional Sports Complex PUD)
School Capacity	119 students [(d)]	No additional school capacity will be required [(d)]
Densities & Intensities	**Existing**	**Proposed**
Maximum Intensity (FAR)	3.0 (LDR) 0.1 (CONS)	0.4[(e)]
Maximum Density (DU/Acre)	4.0	n/a (no residential uses proposed)
Additional Regulations	Per Zoning Districts, and: Eagle Creek of Ocoee PUD - Land Use Plan, Site Plan, PSP; - Development Agreement; - Conditions of Approval.	Proposed Planned Unit Development: - Land Use Plan & Site Plan; - Development Agreement; - Conditions of Approval.
Proposed Planned Unit Development ***(to be submitted under separate application)***		
PUD Standards	See Table 4	
Development Program	See Table 3	

Notes:
(a) Estimated conveyances: 4.2 Ac. ROWs; 2.0 Ac. City Park.
(b) See Table 7 & Exhibit 31 for open space calculations.
(c) A comprehensive open space system that includes passive and active recreation, public gathering spaces, and stormwater management is included with the PUD Land Use Plan Set. See Table 7 for details.
(d) Eagle Creek of Ocoee PUD School Concurrency Mitigation Agreement OCE-16-003 (09/2017 - assumed to be expired)
(e) Actual FAR of proposed development program: 2.46M sf / 143.8 Ac = 0.393. Excluded from FAR: (6.2 Ac. Conveyances)

1.7. Proposed Text Amendment

In addition to the Future Land Use Map Amendment, this application proposes a Text Amendment to the following sections of the Future Land Use Element:

FLUE Section XII

C. Activity Centers

(strikethrough / underline formatting applied)

Activity Centers are those areas within the impact zone of major intersections, or which may, by scale and development intensity, become significant economic drivers that would advance Ocoee's Comprehensive Plan goals.

~~The Activity Centers identified by the City include:~~
~~- Good Homes Road Activity Center at Good Homes Road and State Road 50~~
~~- West Oaks Activity Center at Clarke Road and State Road 50~~
~~- Minorville Activity Center at Bluford Avenue and State Road 50~~
~~- Lake Bennet Activity Center at Blackwood Avenue and State Road 50~~
~~- Silver Star Activity Center at Clarke Road and Silver Star Road~~

[…]

~~Activity Centers are major nodes of employment within the City and include residential and support commercial land uses. In order to create successful Activity Centers, policies are within the Comprehensive Plan to direct the Activity Center plan. Mixed and/or multi land use and pedestrian as well as transit travel are emphasized in the design of these Centers.~~

~~To achieve this mixed- and/or multi-use scenario, which may to allow for ancillary and compatible uses, priorities within these Centers may obtain waivers from standard zoning and Land Development codes where a coordinated pattern of development further enhances the goals established for each Activity Center. Setback allowances and increased floor area ratios are two mechanisms that may be considered within the Activity Center plans.~~

Activity Centers are major nodes of employment within the City that may generally include a mix of residential and commercial land uses. In order to create successful Activity Centers, policies may be added to the Comprehensive Plan to direct the growth, development pattern, and form within Activity Center Areas. Mixed and/or multi-land use, pedestrian travel, and transit are emphasized in the Planning and Design of Activity Centers.

To allow for a proper coordination between primary and ancillary uses, and to achieve development patterns and built forms that advance the goals of this Comprehensive Plan, Activity Centers may include site-specific policies and may establish design standards in the Land Development Code and applicable zoning districts to guide development within their boundaries.

~~Specifically, these~~ Activity Centers should encourage a development pattern ~~residential areas~~ that contains a mix of housing types and densities to the extent possible. Retail, service and recreational facilities shall also be integrated within these areas. Non-residential areas shall define ~~establish~~ the hub and ~~the~~ focus of the area. Retail and service establishments, including day care centers, government buildings, and cultural centers may ~~should~~ also be included within ~~the~~ Centers. Activity Centers should be within walking or bicycling distance to local ~~most~~ residents.

Sidewalks should be placed on both sides of the roadways and shall be connected to sidewalks within residential developments. All parking areas shall be heavily landscaped and setback allowances may be given for any parking located behind buildings. ~~The Future Land Use Map (Figure 2) identifies the location of the proposed Activity Centers~~. The location of proposed Activity Centers will be identified in the Future Land Use Map.

Area-specific Activity Center policies are included under FLUE Objective 3, Policy 3.1.

In 2022, the City of Ocoee partnered with Montierre to facilitate the development of the Ocoee Regional Sports Complex: a 150-Acre multi-use project which, upon completion, will generate substantial economic benefits to the residents of Ocoee and to the general public in the region. This project will become a regional destination, and local hub for approximately 4,940 households / 14,703 residents located within a 1-Mile radius from its boundaries, and therefore it has been recognized as the "Northwest Activity Center".

The Northwest Activity Center policies are listed under Future Land Use Policy 3.1.1:

[…]

Objective 3: The City shall adopt and implement plans and programs for Interchange Impact Areas, the Downtown Redevelopment Area, and Activity Centers, as determined by the City Commission to meet the criteria established by Chapter 163, Florida Statutes to encourage Planned Unit Developments and mixed and multi-use developments.

Policy 3.1: The City may require special development plans for Interchange Impact Areas, the Downtown Redevelopment Area and Activity Centers when such plans are needed to effectively coordinate development among multiple projects.

The City of Ocoee hereby establishes the following Activity Centers:

- Good Homes Road Activity Center, at Good Homes Road and State Road 50.
- West Oaks Activity Center, at Clarke Road and State Road 50.
- Minorville Activity Center, at Bluford Avenue and State Road 50.
- Lake Bennet Activity Center, at Blackwood Avenue and State Road 50.
- Silver Star Activity Center, at Clarke Road and Silver Star Road.
- Northwest Activity Center, at Ocoee-Apopka Road and Fullers Cross Road.

Policy 3.1.1: The following policies (a) through (1.7 shall apply to the Northwest Activity Center:

a) The Northwest Activity Center boundary shall be comprised of parcels 07-22-28-0000-00-001; 07-22-28-0000-00-023; 07-22-28-0000-00-057; 07-22-28-0000-00-041; 07-22-28-0000-00-039; 07-22-28-0000-00-043; 07-22-28-0000-00-105; 07-22-28-0000-00-060; and 07-22-28-0000-00-074.

b) Certain protective covenants and restrictions are applied to Parcel 07-22-28-0000-00-001 (Chevron Parcel), in accordance with Special Warranty Deed # 20230735916, dated December 27, 2023. More specifically, these restrictions limit allowable land uses and utilization of groundwater on said parcel.

c) To achieve consistency with adopted policies of the Conservation Element and to mitigate approximately 21.94 acres of wetland impacts, prior to site plan approval of any lands within the Northwest Activity Center, the owner/developer shall, to the satisfaction of the City:

(1) Provide a plan, as part of the site plan review and approval, for the completion of all required environmental remediation of the Northwest Ocoee Brownfield Area, including excavation and disposal of contaminated soils and/or relocation of contaminated soils under buildings or permanent hardscape, and monitoring requirements during construction. The environmental remediation plan shall include provisions for the handling of contaminants during construction to preclude off-site contamination through soil transport, disturbance of dust, stormwater entrainment, and vehicular tracking.

(2) Establish a comprehensive stormwater and floodplain management system to treat, retain and enhance stormwater and provide for flood-carrying and flood storage capacity for the site with remediation plans, consistent with SJRWMD permit requirements.

(3) Conserve and develop a management plan covering approximately 287.82 acres of Conservation lands located within the limits of the City of Ocoee.

(4) Submit a mitigation plan consistent with permit(s) issued by the SJRWMD for the Northwest Activity Center that offsets the loss of low-quality wetlands on the site with conservation activities that benefit the Lake Apopka and/or Upper Ocklawaha Basin.

d) Development of the ORSC shall comply with any applicable provisions of Florida's Wekiva Parkway Protection Act, 2004.

e) Development shall be regulated by the ORSC Planned Unit Development (PUD) Land Use Plan and related documents, as approved by the Ocoee City Commission. These may include any recorded easements, conditions of approval and development agreement(s), as deemed necessary.

f) Irrespective of any other limitations or conditions, maximum development intensity shall not exceed any of the following parameters:

0.4 maximum floor-to-area Ratio (FAR). For purposes of this policy, maximum FAR shall be calculated using the PUD's net developable acreage.

Maximum 42 Acres of sports fields area, with no more than 17 multi-purpose-fields.

Maximum 1.33 million gross leasable square feet of mixed and multi-use commercial development, including sports & recreational facilities (including indoor and outdoor venues); commercial uses (including restaurants, retail stores, indoor & outdoor entertainment), hotels, offices, and ancillary or related uses. Parking shall be provided via surface, podium and structured parking facilities. This square footage shall be in addition to the area described as the sports field area.

Maximum of 1,250 hotel keys.

Maximum of 17,960 net new external daily trips.

g) Owner/developer shall be responsible for improvements to transportation, utilities, or any other infrastructure associated with the project's development, as specified in applicable Land Use Plan(s), Development Agreement(s), Conditions or Approval, or equivalent legal instruments.

1.8. Development Agreements

During the land acquisition process which preceded this application, Montierre Development, PLLC (Montierre) and the City of Ocoee entered into multiple agreements, which included, among others: (a) Memorandum of Understanding; (b) Purchase and Sale Agreement, and; (c) Development Agreement.

None of these, however, are directly tied to the land. During the review and approval process, an additional development agreement will be crafted to define the terms and conditions that will guide the ORSC development. Once approved, this instrument will be included with the PUD documents and will "run with the land".

1.9. Additional Development Standards

Additional development parameters will be managed through separate instruments that include a ***Planned Unit Development (PUD) Rezoning*** and a ***Large-Scale Site Plan***. While both documents will be submitted as separate applications, Tables (3) through (7), below, are included as references for staff.

Development Program

Table 3. Proposed Development Program

Use Description	Proposed Development Program (gross area)
Sports Fields[(a)]	42 Acres / 17 Multi-Purpose Fields
Retail ***(excl. restaurants)***	130,000 sf
Restaurants	130,000 sf
Entertainment	50,000 sf
Offices	10,000 sf
Hotels	810,000 sf / 1,114 keys
Assembly / Conference	20,000 sf
Indoor Sports	150,000 sf
Outdoor Entertainment	30,000 sf
Parking	920,000 sf (structured) / 210,000 sf (surface)
Parking Required/Provided	4110 spaces required / 4277 spaces provided
Total:	2,460,000 sf (excluding sports fields and surface parking)

Notes:
(a) May include sports fields, play courts, batting cages, spectator seating areas, training facilities, and other ancillary uses.

PUD Standards

Table 4. Proposed PUD Standards	
Description	**Proposed Standard**
Max. Intensity (FAR)	0.4
Max. Density (DU/Acre)	n/a – No residential uses allowed
Min. Open Space	35% of Net Developable Acreage
Max. Building Coverage	30% of Net Developable Acreage
Max. Impervious Surface	50% of Net Developable Acreage
PUD Perimeter Setback	25' Min. 10' Min. Landscaping Buffer for adjacent properties
Internal Setbacks	20' front / 7.5' all other (structures with 1-3 stories) 25' front / 10' all other (structures with 4 stories of more)
Min. Building Separation	15'
Parking Requirements	See Table 5. Parking Requirements
Maximum Height[(b)]	
Retail	3 stories
Restaurants	3 stories
Entertainment	3 stories
Offices	5 stories
Hotels	10 stories
Parking Structures	6 stories / 7 levels
Other / unlisted	per Zoning Manager determination
Notes: *(b) Excluding mechanical areas / mechanical floors.*	

Parking Requirements

Table 5. Parking Requirements	
Use Description	**Required Parking**
Sports Fields	1 space for each 3 seats
Retail	1 space for each 200 gross sf
Restaurants [(a)]	1 space for each 4 fixed seats, plus; 1 parking space for each 75 gross sf of patron use where fix-seat calculation is not applicable.
Entertainment [(a)]	1 space for each 4 fixed seats, plus; 1 parking space for each 250 gross sf of patron use where fix-seat calculation is not applicable.
Indoor Sports	1 space for each 275 gross sf
Offices	1 space for each 250 gross sf
Hotels	1 space for each hotel key, plus; 1 space for each 3 employees (1 employee for every 4 keys)
Assembly / Conference	1 space for each 3 seats
Other / unlisted	per Zoning Manager determination
Notes: *(a) Kitchen, services, and restroom square footages are excluded from parking calculation requirements.*	

Pervious / Impervious Area Calculations

Figure 6. Pervious / Impervious Areas Diagram

- Buildings
- Sports Fields
- Hardscaping
- Landscaping
- Stormwater Areas / Water Features
- Dry Stormwater Areas
- Parking & Vehicular Circulation
- ROW Conveyances

The illustration above shows the conceptual site plan classified according to the type of development expected in each area. The acreage are summarized below, and a large-format exhibit is included as *Exhibit 30 - Pervious / Impervious Areas* Plan.

Table 6. Pervious / Impervious Areas			***Gross Area: 150.0 Ac. / Net Area: 143.8 Ac.***	
Area Description	**Impervious**	**% of Net**	**Pervious**	**% of Net**
Building Footprints	17.0 Ac.	11.8%		
Sports Fields			39.6 Ac.	27.5 %
Structures (w/ Sports Fields)	2.3 Ac.	1.6 %		
Hardscaping Areas	26.5 Ac.	18.4 %		
Landscaping Areas			29.9 Ac.	20.8 %
Water Features			11.0 Ac.	7.6 %
Dry Stormwater Areas			4.2 Ac.	2.9 %
Parking & Circulation	13.3 Ac.	9.2%		
Total	**59.1 Ac.**	**41.1%**	**84.7Ac.**	**58.9 %**
Notes: *Excluded from calculation: 4.2 Ac. ROW conveyance & 2.0 Ac. City Park conveyance*				

A large-scale exhibit with the Pervious / Impervious Calculations is available as Exhibit 30.

Public Open Space Area Calculations

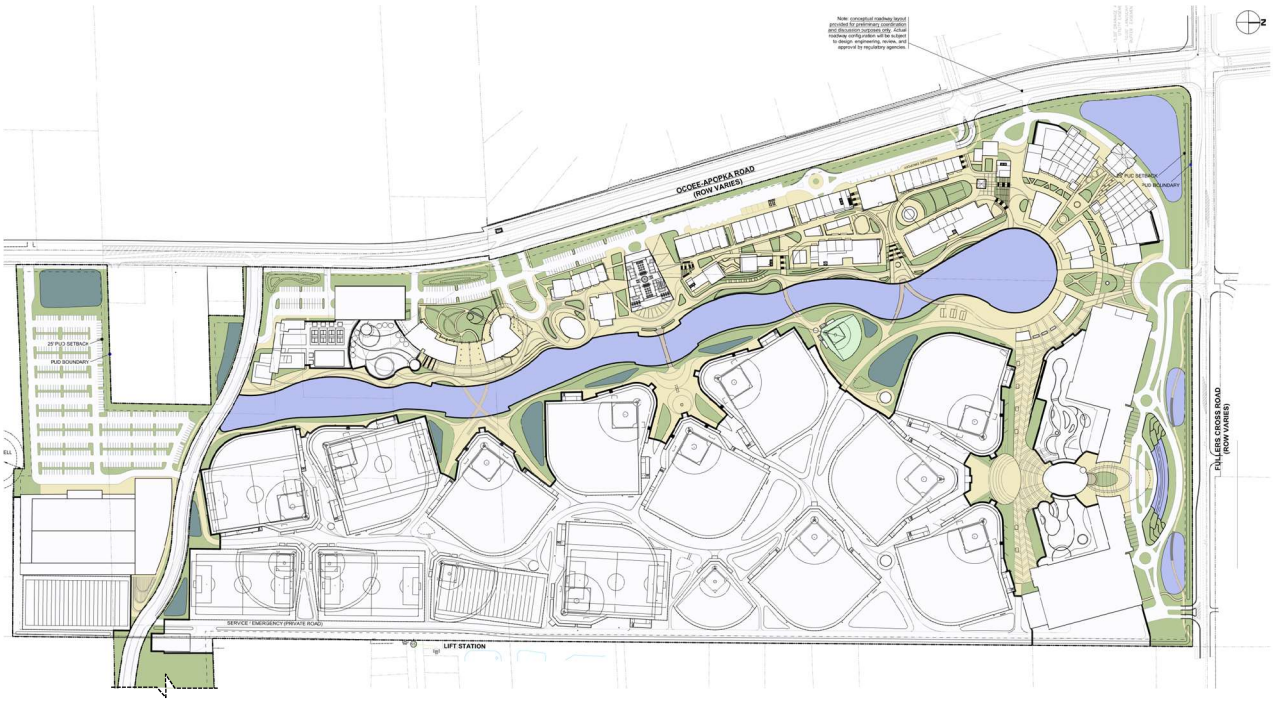


Figure 7. Public Open Space Areas Diagram

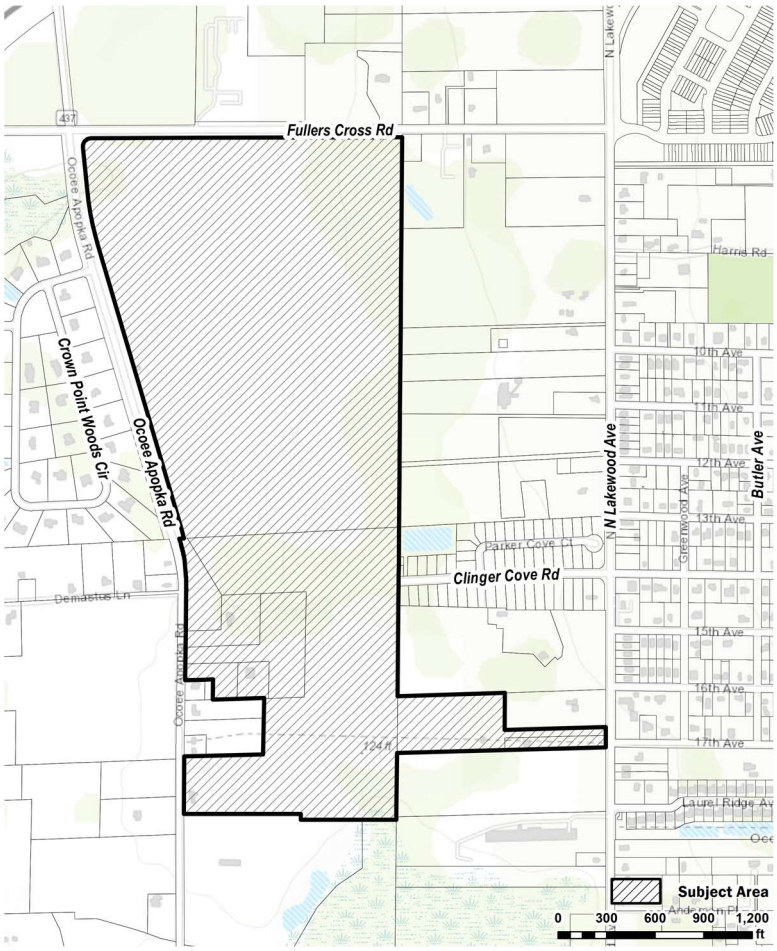
The diagram above illustrates the integrated system of publicly accessible open spaces provided with the project. The system encompasses a mix of programmed plazas and gathering spaces, along with other hardscape and landscape areas, amenitized water features, and dry stormwater areas. Excluded from the calculation are any restricted-access areas (such as guest amenities) and the controlled access perimeter around the sports fields, even though the latter will be accessible to the general public most of the time.

A detailed listing of these areas is included below, and a large-scale exhibit with the Public Open Space Areas Plan is available as Exhibit 30:

Table 7. Public Open Space Areas			***Gross Area: 150.0 Ac. / Net Area: 143.8 Ac.***	
Area Description	**Excluded from OS Calculation**	**% of Net**	**Public Open Space**	**% of Net**
Building Footprints	17.0 Ac.	11.8 %		
Sports Fields	39.3 Ac.	27.3 %	0.3 Ac.	0.2 %
Structures (w/ Sports Fields)	2.3 Ac.	1.6 %		
Hardscaping Areas	7.7 Ac.	5.3 %	18.8 Ac	13.1 %
Landscaping Areas	9.0 Ac.	6.2 %	20.9 Ac.	14.5 %
Water Features			11.0 Ac.	7.6 %
Dry Stormwater Areas	2.2 Ac	1.5 %	2.0 Ac	1.4 %
Parking & Circulation	13.3 Ac.	9.2 %		
Total	**90.8 Ac.**	**63.1%**	**53.0 Ac.**	**36.9 %**
Notes: *Excluded from calculation: 4.2 Ac. ROW conveyance & 2.0 Ac. City Park conveyance*				

2. Background Information

2.1. Area Overview



The proposed Northwest Activity Center is comprised of 9 parcels and approximately 150 Acres, being generally located east of Ocoee-Apopka Road, south of Fullers Cross Road, west of North Lakewood Avenue, and north of a privately-owned softball facility.

An aerial image of the subject area and its surroundings is included in *Exhibit 2*.

Figure 8. *Area Map*

All parcels are in Section 7, Township 22, Range 28, described in the Orange County Property Appraiser (OCPA) records as:

- 2290 Fullers Cross Road; Parcel 07-22-28-0000-00-001 ("the Chevron Parcel"); owner: Montierre Development PLLC; 95.1 acres
- 951 Ocoee-Apopka Road; Parcel 07-22-28-0000-00-023 (the "Rodgers Adjacent Property", or the "Haunted House" Property); owner: Montierre Development PLLC; 37.1 acres[2]
- 1104 N Lakewood Avenue; Parcel 07-22-28-0000-00-057; owner: MDTL Enterprise, LLC; 6.1 acres

[2] OCPA Records Discrepancy Note: See page 18 for additional details.

- 1113 Ocoee-Apopka Road; Parcel 07-22-28-0000-00-041; owner: MDTL Enterprise, LLC; 2.2 acres
- 1305 Ocoee-Apopka Road; Parcel 07-22-28-0000-00-039; owner: MDTL Enterprise, LLC; 2.1 acres
- 1059 Ocoee-Apopka Road; Parcel 07-22-28-0000-00-043; owner: MDTL Enterprise, LLC ; 5.0 acres
- Ocoee-Apopka Road; Parcel 07-22-28-0000-00-105; owner: MDTL Enterprise, LLC; 1.2 acres
- 1102 N Lakewood Avenue; Parcel 07-22-28-0000-00-060; owner: MDTL Enterprise, LLC; 1.1 acres
- 1053 Ocoee-Apopka Road; Parcel 07-22-28-0000-00-074; owner: MDTL Enterprise, LLC; 1.0 acre

The OCPA records for the subject area parcels are included in *Exhibit 17*, while surveys and legal descriptions are included in *Exhibit 36*.

OCPA Acreage Discrepancy

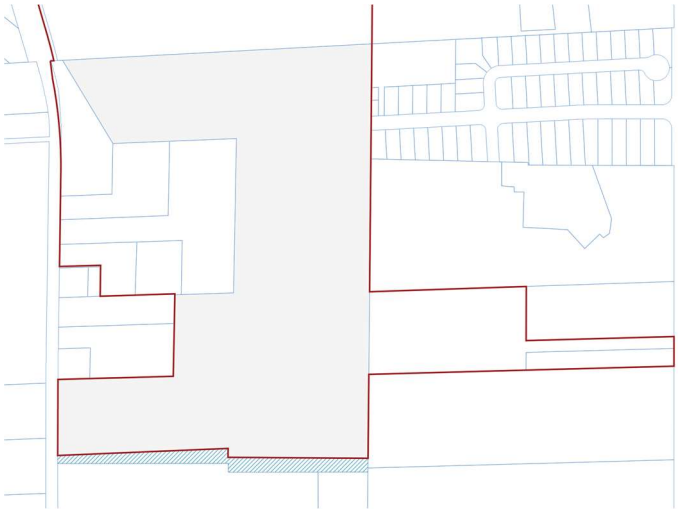


Figure 9. Parcel 07-22-28-0000-00-023 (shaded in gray), OCPA parcel data (blue outlines), and surveyed boundaries (red outline). The geometry discrepancy is shown as a hatched area.

If should be noted that area surveys have revealed a geometric discrepancy between the OCPA records and the actual legal descriptions.

The OCPA Records list the acreage for property 07-22-28-0000-00-023 as 37.1 Acres. However, the surveyed parcel shows 1,546,320 sf, or 35.50 Acres. The discrepancy seems to happen along the southern boundary of the property.

The area in question is highlighted with a blue hatch on the left (Figure 9).

2.2. Existing Context

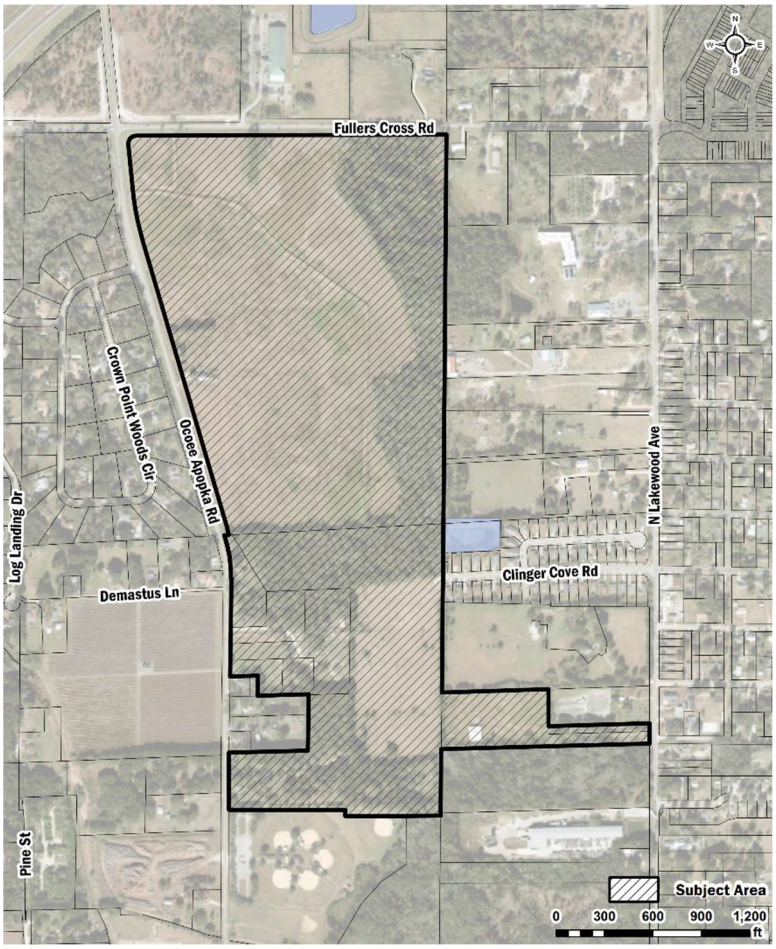


Figure 10. Aerial Image.

The overall context around the subject area is low-density suburban residential, interspersed with active and inactive agricultural land, single-family subdivisions, and a gridded, traditional residential fabric east of North Lakewood Avenue. Within its boundaries, the subject area contains several structures - including occupied and vacant/abandoned residences - which are accessible via Ocoee-Apopka Road or North Lakewood Avenue.

The northern portion of the subject area (Chevron Parcel) is characterized by inactive agricultural land, previously utilized for citrus groves and other crops, along with forested wetlands.

The central and southern portions of the subject area also contain improved pasture areas, and forested areas with smaller, isolated wetlands.

This parcel has been designated as a brownfield due to the presence of arsenic in the upper soil layers from prior agricultural operations.

Vehicle access to the project is currently available along the two-lane Fuller Cross Road to the north and the two-lane Ocoee-Apopka Road to the west. A small section of the subject area also borders the two-lane North Lakewood Avenue to the east.

To the north of the subject area, there are: a site being developed as a multifamily residential, a church, and open space.

West of the subject area includes a single-family subdivision and land owned by the City of Ocoee, which is currently programmed for institutional use.

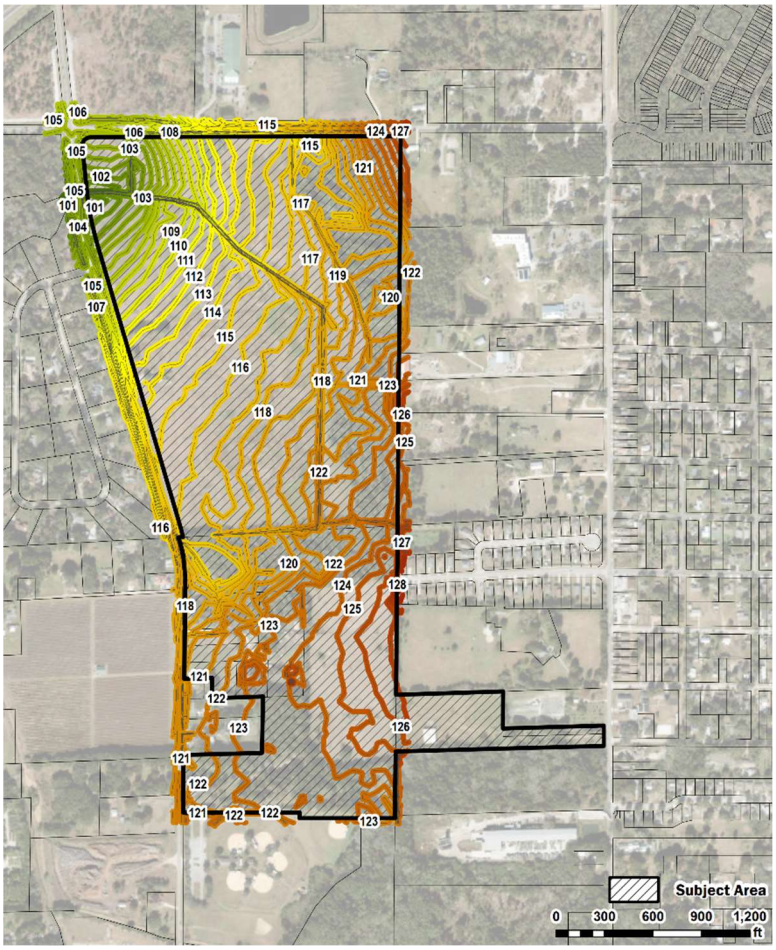
A logistics park with seven buildings and approximately 486,000 sf of light industrial/warehouse space is currently under construction along Ocoee-Apopka Road, also west of the subject area.

The privately-owned West Orange Girls Club is located south of the subject area, consisting of a park space with six softball fields. Also to the south of the subject area, there are small commercial uses: a recycling center, single-family homes, undeveloped open space, and wooded areas.

East of the subject area includes a scrap metal operation and other miscellaneous small businesses, churches, a pre-K through 12th grade school, and single-family homes.

Pedestrian and bicycle infrastructure adjacent to the subject area is limited: A north-south sidewalk extends along the western edge of the Ocoee-Apopka Road ROW, connecting the NW corner of the subject area to West Road, approximately 3,200 ft north. This sidewalk ends before Damascus Lane, 2800 ft. south of Fullers Cross Road.

2.3. Topography



The subject area contains approximately 32 feet of elevation change from south and east to northwest. The lowest elevation is approximately 95 feet (NAVD88), while the highest is approximately 128 feet (NAVD88).

A manmade canal bisects the northern half of the subject area, draining to the northwest under Ocoee-Apopka Road. The discharge location of the canal is the lowest point on the site.

Except for this canal, there are no other unique topographic features.

A Topographic Map is included in *Exhibit 3*, and a detailed topographic survey is provided as *Exhibit 27*.

Figure 11. *Topographic Map*

2.4. FEMA Flood Hazard Mapping (Floodplain Zones)

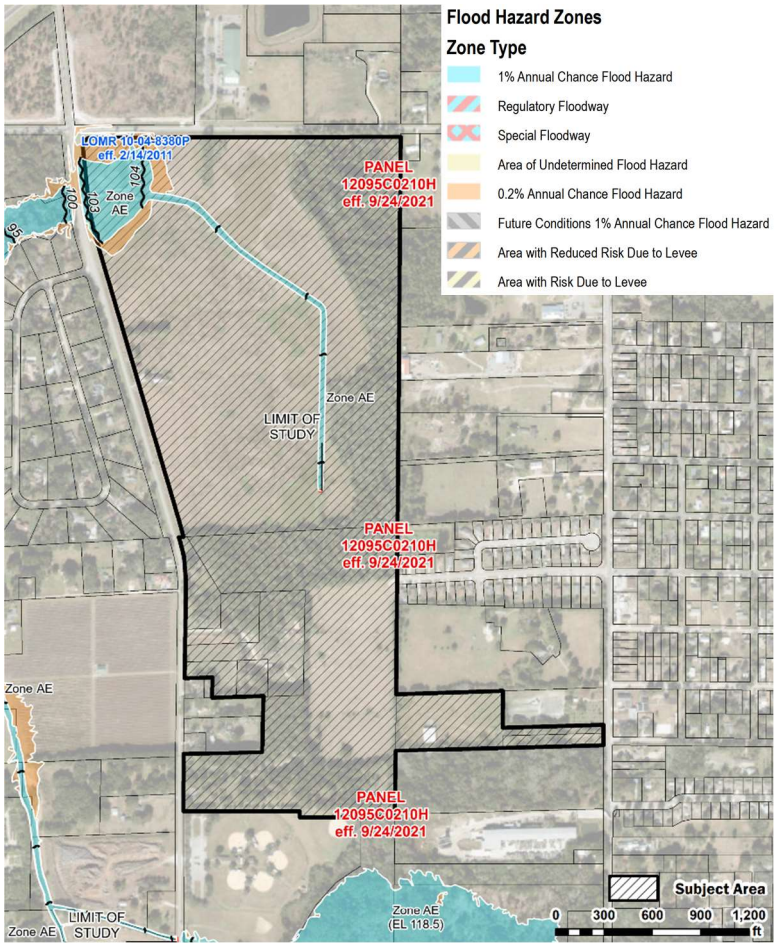


Figure 12. Flood Hazard Zones Map

Approximately 8.03 Acres in the subject area's northwest corner are located within the 100-Year flood plain (AE zone), with another 3.17 Acres located within the 500-year flood plain (Zone X)

The manmade canal running through the center of the subject area is also zoned AE and is connected to the NW floodplain area.

The floodplain boundaries were established by LOMR 10-04-8380P, with the effective date of 02/14/2011.

A manmade canal (identified as SW4) is also present, with approximately 0.38 Acres. This canal is not shown on FEMA panels, as it is located beyond the LOMR boundaries. See Figure 17 for location and acreage.

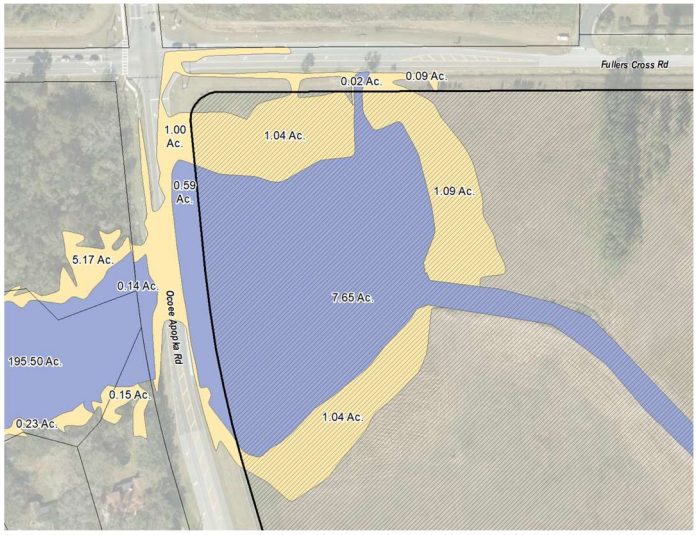


Figure 13. Flood Zone Acreages Detail

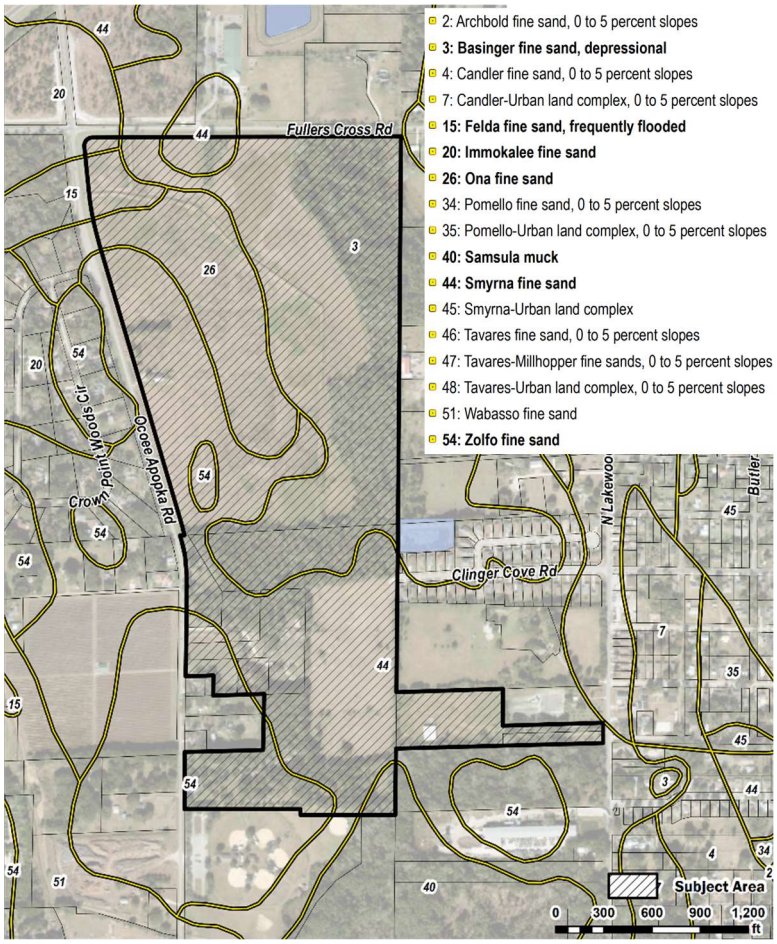
The Federal Emergency Management Agency (FEMA) Flood Hazard Zones Map is provided in *Exhibit 4*.

The inset image on the left shows a summary of the FEMA Hazard Zone Acreages.

AE Zone within the project boundaries: 8.03 Acres (7.65 + 0.38 *SW4; not shown*)

AE Zone within ROW: 0.75 Acres

2.5. Soils

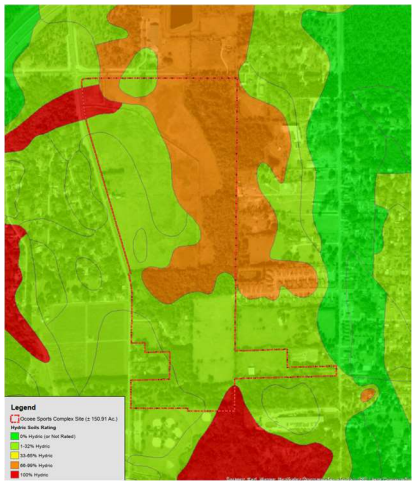


According to the Soil Survey of Orange County, Florida, prepared by the U.S. Department of Agriculture (USDA) and the Natural Resources Conservation Service (NRCS), seven (7) soil types occur within the subject area boundaries, as follows:

- *Basinger fine sand, frequently ponded, 0 to 1 percent slopes (#3)*
- *Felda fine sand, 0 to 2 percent slopes, frequently flooded (#15)*
- *Immokalee fine sand (#20)*
- *Ona fine sand, 0 to 2 percent slopes (#26)*
- *Samsula muck, frequently ponded, 0 to 1 percent slopes (#40)*
- *Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes (#44)*
- *Zolfo fine sand, 0 to 2 percent slopes (#54)*

Figure 14. *Soils Map*

Hydric Soils



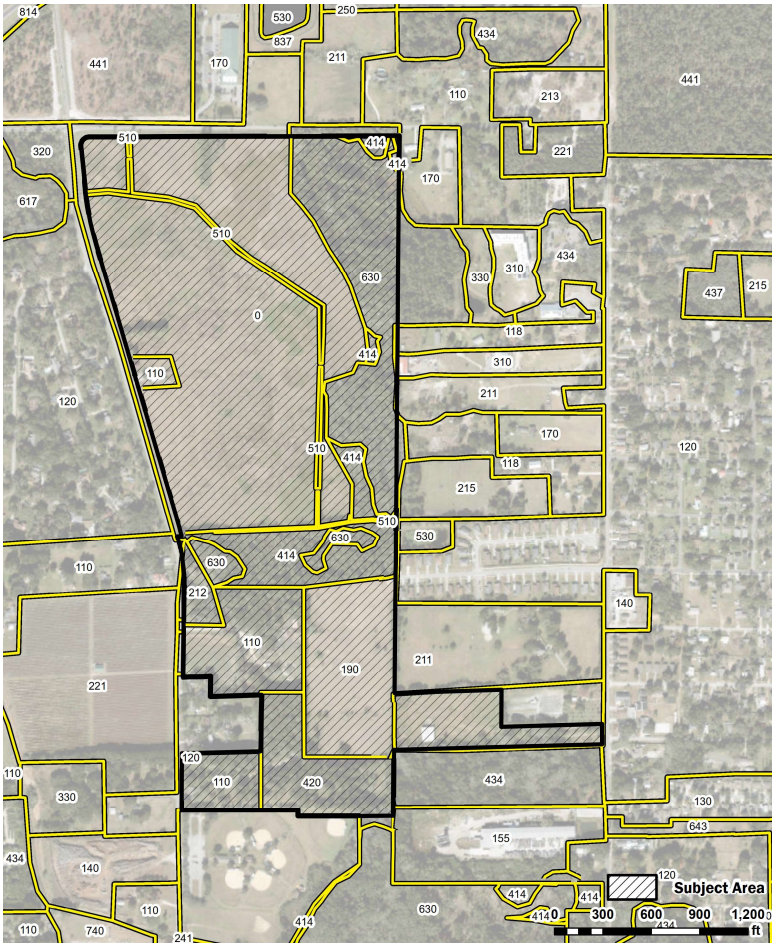
Hydric soils generally consist of Basinger fine sand, frequently ponded, Felda fine sand, and Samsula muck, although pockets of hydric soils can occur within all the listed soil types. Wetlands on the site are predominantly associated with the Basinger fine sand, frequently ponded soil type.

The subject area does not include Type "A" Hydrologic Soils Group soils.

A detailed description of the soil types is included in Exhibit 19 - Environmental Assessment Report, *and a Hydric Soils Rating Map is included as Figure 4A, in the same report.*

Figure 15. *Hydric Soils Rating*

2.6. Existing Land Cover



The subject area currently supports six (6) land use types/vegetative communities within its boundaries. These were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999).

The upland land use types/vegetative communities on the site are classified as Residential, Low Density (110), Open Land (190), Improved Pastures (211), Pine-Mesic Oak (414) and Upland Hardwood Forests (420).

The surface water/wetland land use types/vegetative communities on the site are classified, respectively, as Streams and Waterways (510) and Wetland Forested Mixed (630).

The vegetation and land use types are further described in *Exhibit 19.*

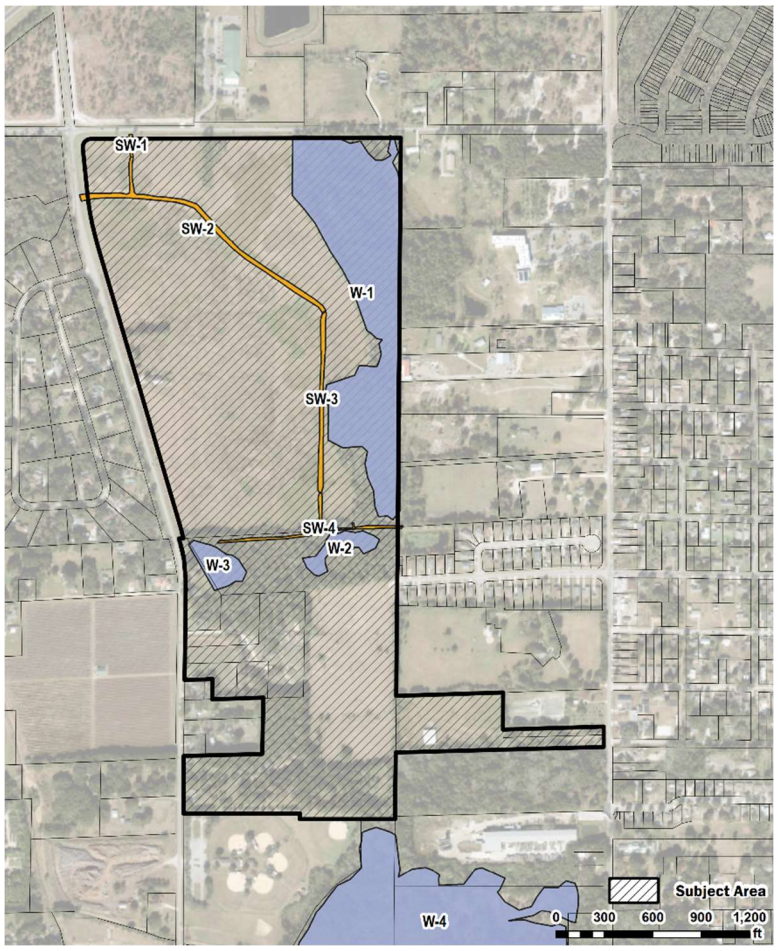
Figure 16. *Land Use / Land Cover Map*

Due to the history of agriculture use, there are no sensitive natural habitats such as longleaf pine, sand hill, sand pine and/or xeric oak scrub present on the site.

No plant species listed as “Threatened” or “Endangered” by either U.S. Fish and Wildlife Service (USFWS) or the Florida Department of Agriculture and Consumer Services (FDACS) were identified on the subject area during the 2023 initial assessment.

A detailed Environmental Report is provided as Exhibit 19.

2.7. Wetlands



The subject area contains three identified wetlands, totaling 21.94 acres.

These wetlands and surface waters are located within the Southern Ocklawaha River basin. Boundaries have been delineated in accordance with state and federal wetland jurisdictional methodologies and are subject to final confirmation by state and federal regulatory agencies.

The wetlands are present in the forested areas, adjacent to the northeastern boundary and in the central and southern portions. Surface waters are present in the form of manmade canals and ditches. The wetlands occur in a brownfield designated area (Northwest Ocoee Brownfield Area), which was designated due to historical contamination by agricultural byproducts and agricultural products testing.

Figure 17. Wetlands and Surface Water Bodies Map

The wetlands are of lower quality due to the presence of exotic species, drainage ditches that have altered the local hydrology, and a history of agricultural use and contamination. The subject area's wetlands and surface waters are not associated with waters regulated under Section 10 of the *Rivers and Harbors Act*.

The proposed plan requires impacts to the wetlands occurring on the site due to the configuration of proposed uses, drainage infrastructure, and cleanup/capping of soils exposed to contamination. The proposed impacts and mitigation are discussed in greater detail in *Section 4* of this document. The Wetlands and Surface Waters Map is included in *Exhibit 8*, and a survey of the wetland areas is included in *Exhibit 27 - Topography & Environmental Features.*

There are several manmade ditch/canal segments within the site, generally draining from the southeastern margins of wetlands, and discharging under Ocoee-Apopka Road. Segment S-1 collects drainage from Fullers Cross Road and other offsite areas and discharges into the canal under Ocoee-Apopka Road.

Similarly to the wetlands, the development plan requires impacts to these surface waters. However, the proposed master stormwater system will address drainage and retention requirements for on-site and offsite water sources and will improve the existing drainage conditions of the site and surrounding areas.

2.8. OCPA Property Use Codes (DOR Codes)

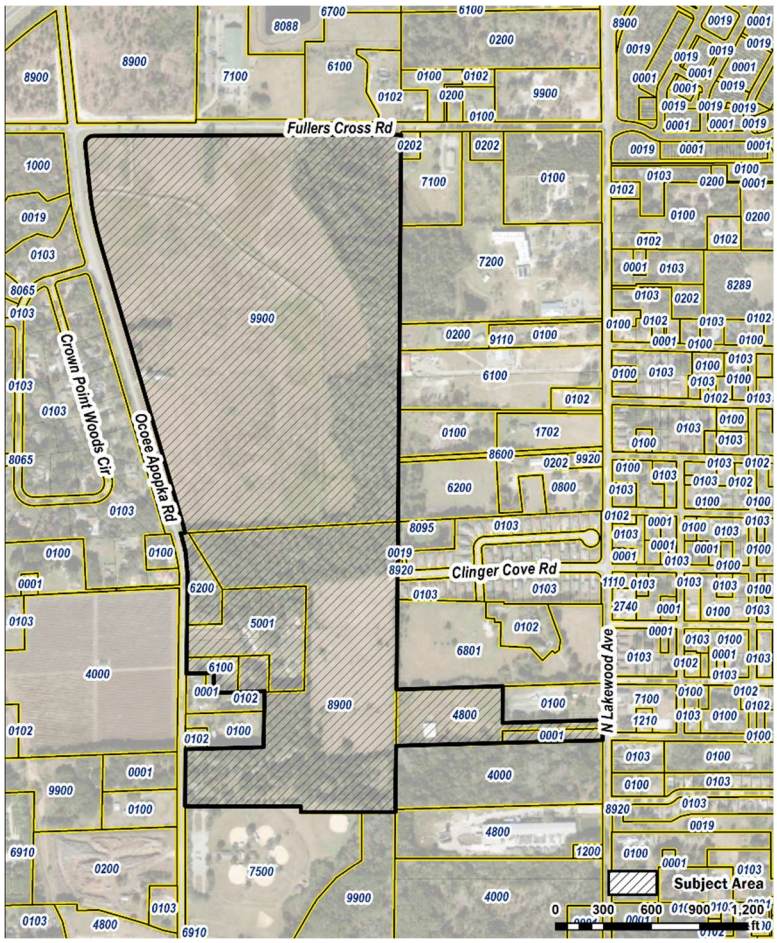


*Figure 18. OCPA Property Use Codes Map. The DOR codes associated with the subject area are highlighted in **bold**.*

0000 - Vacant Residential
0001 - Residential
0019 - Residential Vacant H.O.A
0100 - Single Family
0102 - Single Family Class II
0103 - Single Family Class III
0200 - Manufactured Home
0202 - Manufactured Home
0800 - Multifamily
1000 - Commercial Vacant Land
1101 - Condo-Retail
1200 - Store/Office/Res Class I
1210 - Store/Office/Res Class II
1702 - Office Modular
2740 - Auto Repair Garage
4000 - Industrial Vacant Land
4800 - Industrial Warehouse I
5001 - Ag Operations Site
6100 - Ag Grazing / Improved Pasture
6200 - Ag Grazing / Semi-Improved Pasture
6700 - Ag Misc Animals
6801 - Ag Horse Farm
6910 - Ag Field Nursery
7100 - Institutional - Religious
7200 - Institutional - Private School
7500 - Institutional - Charitable
8065 - County Stormwater/Retention
8095 - Municipal Stormwater/Retention
8289 - Municipal Forest Park Recreation
8600 - County (Misc. Buildings)
8610 - County Multi Use Facility
8620 - County Utility - Gas, Electric
8700 - State (Misc. Buildings)
8710 - State Multi-Use Facility
8900 - Municipal (Other)
8920 - Municipal Utility - Gas, Electric
9110 - Private Communication Tower
9400 - Private Right-Of-Way
9900 - Non-Agricultural Acreage
9920 - Private Utility

Most of the subject area is characterized by active and inactive agricultural uses, with single-family parcels distributed along the Ocoee-Apopka Road frontage. These smaller properties have been removed from larger agricultural tracts throughout the decades for a variety of reasons, which include: homesteading and other taxing advantages, family transactions, or partial land sales.

The two largest parcels in the subject area are known as the "Chevron property" and the "Haunted House / Rogers Adjacent" property. The former has been classified as "Non-Agricultural Acreage" since it was purchased by the Chevron Land and Development Company in 2001, while the latter has been classified as a "municipal use" since 2006 when it was conveyed to the City of Ocoee.

Finally, the eastern 7.1 Acres of the subject area - known as the "Lott Properties" - are classified by the property appraiser as industrial and residential. These two parcels will eventually allow an additional east-west connection to be established between Ocoee-Apopka Road and North Lakewood Avenue.

2.9. Existing Future Land Use

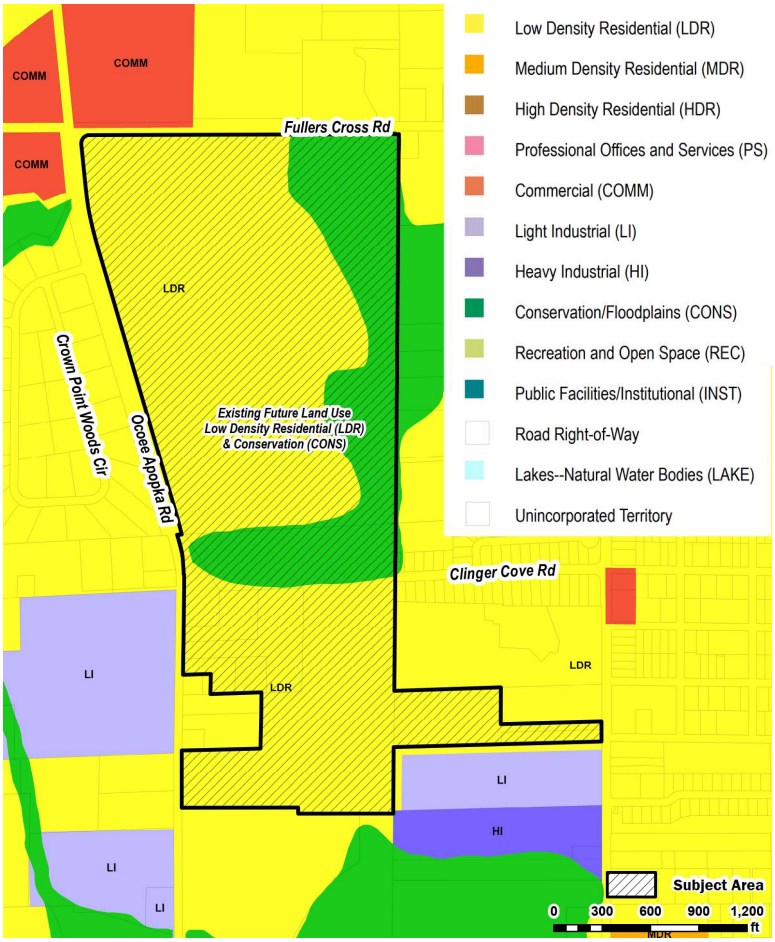


Figure 19. Existing Future Land Use Map

The subject area's Future Land Use Map includes Low Density Residential (LDR) and Conservation (CONS). Surrounding future land uses are predominantly Low Density Residential (LDR), with smaller portions of Light and Heavy Industrial (LI / HI), Commercial (COMM), and Conservation (CONS).

Adjacent Future Land Uses

North: *Low Density Residential (LDR) and Commercial (COMM).*

East: *Low Density Residential (LDR), Light Industrial (LI), Heavy Industrial (HI), and Conservation (CONS).*

South: *Low Density Residential (LDR), Light Industrial (LI), Heavy Industrial (HI), and Conservation (CONS).*

West: *Low Density Residential (LDR), Light Industrial (LI), Commercial (COMM), and Conservation (CONS).*

The entire subject area is located within the Orange County/City of Ocoee Joint Planning Agreement (JPA) Boundary.

The area's Existing Future Land Use Map is presented as *Exhibit 10*.

2.10. Existing Zoning

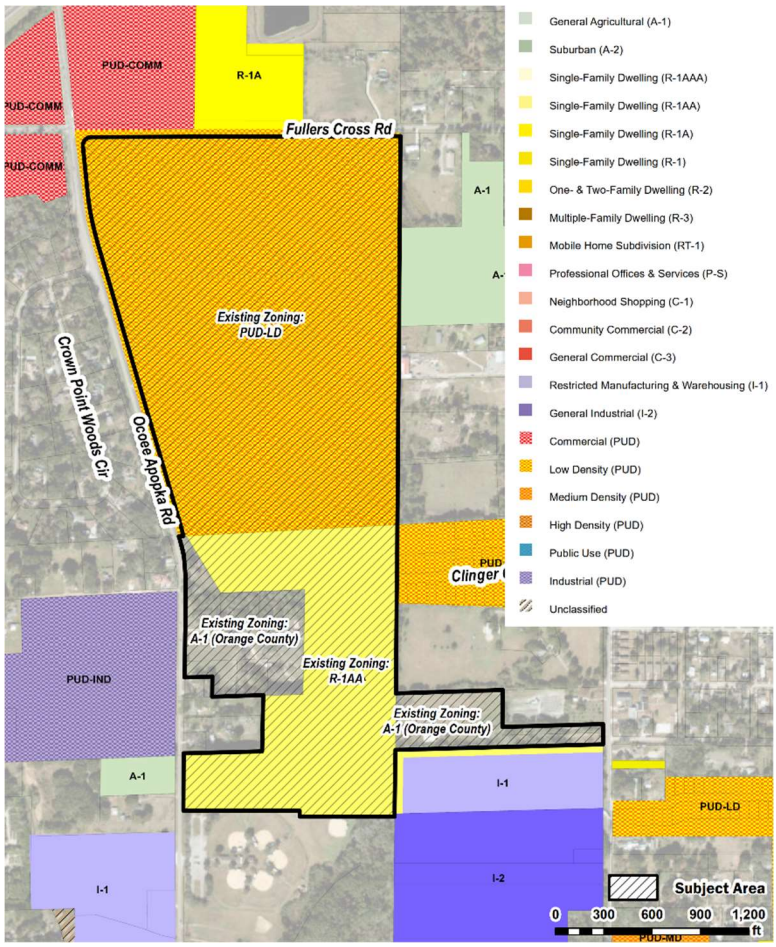


Figure 20. Existing Zoning Map

The current zoning for the northern portion of the subject area *(Chevron Property)* is PUD-LD. This zoning designation was adopted with the 2011 approval of the *"Eagle Creek of Ocoee"* PUD, which was not platted or built.

The southern half of the subject area contains unincorporated agricultural and single-family parcels in addition to the 37-Acre R-1AA parcel formerly owned by the City of Ocoee.

Adjacent Zoning

North: *Commercial PUD (PUD-COMM); Single-Family Dwelling (R-1A); Citrus Rural District (A-1, Unincorporated)*

East: *Citrus Rural District (A-1, Unincorporated); General Agricultural (A-1); Low Density PUD (PUD-LD); Restricted Manufacturing & Warehousing (I-1), General Industrial (I-2).*

South: *Citrus Rural District (A-1, Unincorporated); Restricted Manufacturing & Warehousing (I-1), General Industrial (I-2).*

West: *Commercial PUD (PUD-COMM); Rural Country Estates (R-CE, Unincorporated); Industrial PUD (PUD-IND); Citrus Rural District (A-1, Unincorporated); General Agricultural (A-1)*

The Subject Area's Existing Zoning Map is provided as *Exhibit 12*, and the *2024 Annexation Requests* are discussed on page 40 of this document.

2.11. Environmental Assessment

Between March and June of 2023, the project site was assessed for ecological components, including wetlands and potential for occurrence of listed wildlife and plant species. The resulting report outlines the following components:

a) general review of subject area topography;

b) review of soil types mapped within the subject area boundaries;

c) evaluation of land use types/vegetative communities present;

d) delineation of any on-site wetland/surface water communities;

e) field review for occurrence of protected flora and fauna; and,

f) an overview of potential development constraints.

Since items (a) though (d) have already been discussed in other sections of this document, the following pages will summarize the remaining findings of the Report.

Flora and Fauna Assessment

An assessment for listed floral and faunal species was conducted at the site on March 21 & 26, 2023 and June 6 & 7, 2023. This work included both direct observations and assessments of indirect evidence, such as tracks, burrows, tree markings and vocalizations which indicated the presence of species observed.

The assessment focused on species that are listed by the *FWC's Official Lists - Florida's Endangered and Threatened Species (December 2022)* and listed species that have the potential to occur in Orange County. (See: Exhibit 19 - Environmental Assessment Report, *Table 1*)

No plant species listed as "Threatened" or "Endangered" by either the Florida Department of Agriculture and Consumer Services (FDACS) or U.S. Fish and Wildlife Service (USFWS) were identified on the site during the assessments.

However, three (3) species identified on the site are listed as commercially exploited by the FDACS. The harvesting of these species: Cinnamon Fern (*Osmundastrum cinnamomeum*), Royal Fern (*Osmunda regalis var. spectabilis*), and Saw Palmetto (*Serenoa repens*) for commercial gain is prohibited. The FDACS protection of listed plant species centers on preventing the illegal collection, transport, and sale of the listed plants. The FDACS will issue permits for collection purposes. There are no regulations that prohibit the destruction of state-listed flora species as a result of proposed development activities.

Wildlife Identified on the Subject Area

The following is a list of those wildlife species identified during the field assessments:

Table 8. Species identified on the Subject Area

Class	Species	Scientific Name
Reptiles and Amphibians		
	Black Racer	*Coluber constrictor*
	Brown Anole	*Anolis sagrei*
	Green Anole	*Anolis carolinensis*
	Green Tree Frog	*Hyla cinerea*
	Six-Lined Racerunner	*Cnemidophorus sexlineatus sexlineatus*
	Southern Cricket Frog	*Acris gryllus*
	Southern Leopard Frog	*Lithobates sphenocephalus*
Birds		
	American Crow	*Corvus brachyrhynchos*
	Black Vulture	*Coragyps atratus*
	Blue Jay	*Cyanocitta cristata*
	Eastern Towhee	*Pipilo erythrophthalmus*
	Great Egret	*Ardea alba*
	Loggerhead Shrike	*Lanius ludovicianus*
	Northern Bobwhite	*Colinus virginianus*
	Northern Mockingbird	*Mimus polyglottos*
	Northern Cardinal	*Cardinalis cardinalis*
	Pileated Woodpecker	*Dryocopus pileatus*
	Red-Bellied Woodpecker	*Melanerpes carolinus*
	Red-Tailed Hawk	*Buteo jamaicensis*
	Red-Shouldered Hawk	*Buteo platypterus*
	Turkey Vulture	*Cathartes aura*
Mammals		
	Eastern Cottontail	*Sylvilagus floridanus*
	Eastern Gray Squirrel	*Sciurus carolinensis*
	Feral Pig	*Sus scrofa*
	Nine-Banded Armadillo	*Dasypus novemcinctus*
	North American Raccoon	*Procyon lotor*
	Opossum	*Didelphis virginiana*

None of the wildlife species listed above are identified in the FWC's *Official Lists - Florida's Endangered and Threatened Species*.

Protected Species

The following pages provide a brief outline of protected species with the potential to occur on the site or the area around the site as they may relate to site development. However, no presence of protected species was observed during the field assessments.

Table 9. Protected Species Summary

Species	Scientific Name	USFWS Federal-Listing	FWC State-Listing	Other Protections
Bald Eagle	*Haliaeetus leucocephalus*			*State protected by F.A.C. 68A-16.002. Federally protected by the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)*
Everglade Snail Kite	*Rostrhamus sociabilis*	Endangered		
Florida Scrub-Jay	*Aphelocoma coerulescens*	Threatened		
Gopher Tortoise	*Gopherus polyphemus*		Threatened	
Indigo Snake	*Drymarchon couperi)*	Threatened		
Sand Skink	*Neoseps reynoldsi*	Threatened		
Wood Stork	*Mycteria americana*	Threatened	Threatened	

Gopher Tortoise *(Gopherus polyphemus)*

State Listed as "Threatened" by FWC

Currently, the Gopher Tortoise is classified as a "Category 2 Candidate Species" by the USFWS, and as of September 2007 and is classified as "Threatened" by FWC.

The basis of the "Threatened" classification is due to habitat loss and destruction of burrows. Gopher Tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures, and abandoned orange groves. Several other protected species known to occur in Orange County have a possibility of occurring in the subject area, as they are gopher tortoise commensal species. These species include the Eastern Indigo Snake (*Drymarchon corais couperi*), Florida Mouse (*Podomys floridanus*) and the Gopher Frog (*Rana capito*). However, none of these species were observed during the field assessments.

The subject site was surveyed for the existence of Gopher Tortoises through pedestrian and vehicular transects. The survey covered approximately 90% of the suitable habitat present within the subject area. While no burrows were observed, a future survey should be completed at least 90 days prior to construction to ensure that no burrows or tortoises are located on the site.

Bald Eagle *(Haliaeetus leucocephalus)*

State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

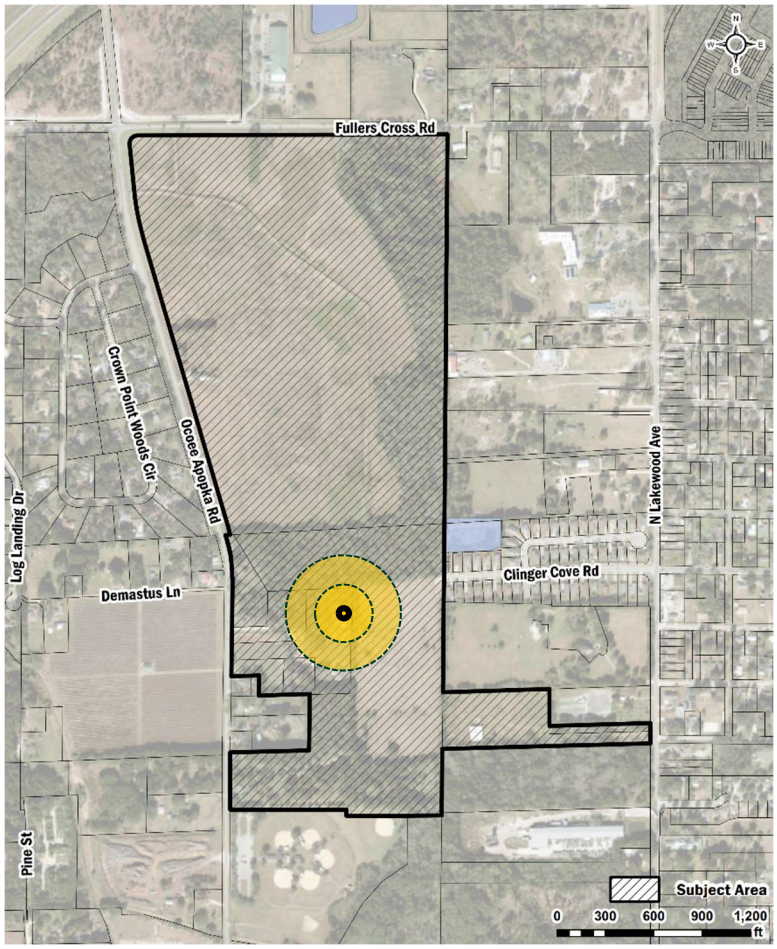


Figure 21. *Bald Eagle's Nest #OR045*

In addition to the field evaluation for listed species, a review of FFWCC's and Audubon's Eagle Watch Program databases was performed for recorded Bald Eagle nests within 660 feet of the subject site.

The database included a record for one (1) Bald Eagle nest (identified by the FFWCC as OR045), located on the south-central portion of the subject area *(Figure 21)*.

In June of 2023, attempts were made to locate the nest, but it was no longer present at its recorded location, and it has been determined to be lost. Some coordination with FFWCC and/or USFWS may be required to confirm the status of nest OR045 and/or to remove it from FFWCC's records.

In addition, no Bald Eagles or other nests were observed within the nest territory at that time. It should be noted that Audubon EagleWatch determined nest OR045 to be "unknown" for the 2022 nesting season (Oct 2021 – May 2022).

Therefore, it is not anticipated that any protective measures or permitting action will be required by the USFWS with regards to nest OR045. Thus, no developmental constraints are expected for the subject area with respect to Bald Eagle nests, unless a new nest is found.

Indigo Snake *(Drymarchon couperi)*

Federally Listed as "Threatened" by USFWS

The Indigo Snake is a federally threatened species. The basis for this listing was a result of dramatic population declines caused by over-collecting for the domestic and international pet trade, as well as mortality caused by rattlesnake collectors who gassed gopher tortoise burrows to collect snakes. Since its listing, habitat loss and fragmentation by residential and commercial expansion have become much more significant threats to the Eastern Indigo Snake.

This species is widely distributed throughout Central and South Florida, and primarily occurs in sandhill habitat in northern Florida and southern Georgia.

No evidence of Eastern Indigo Snakes was observed during the wildlife surveys. Utilizing the 2013 USFWS's Consultation Key for the Eastern Indigo Snake, the project will not result in the removal of more than 25 acres of Xeric Habitat (scrub, sandhill, or scrubby pine flatwoods) or more than 25 active or inactive gopher tortoise burrows. Therefore, a key determination would result in a finding of "not likely to adversely affect."

During the ERP, State 404 or USACOE Dredge and Fill permit review process, the USFWS may determine that an Indigo Snake survey is required during the review of the project. It should also be noted that Eastern Indigo Snake mitigation may be purchased in lieu of conducting the survey. A FDEP 404 or USACOE permit may also require following the Service's Standard Protection Measures for the Eastern Indigo Snake.

As long as the above mentioned "Standard Protection Measures" are adhered to, the development activities associated with the subject site would result in a key determination of "not likely to adversely affect" the eastern Indigo Snake. In addition, a FWC Conservation Permit to relocate Gopher Tortoises will also contain permit conditions relating to the safety of Indigo Snakes.

Wood Stork *(Mycteria americana)* – Core Foraging Area

State & Federally listed as "Threatened" by FWC & USFWS

Wood storks are large, long-legged wading birds of freshwater and estuarine wetlands, primarily nesting in cypress or mangrove swamps. The Wood Stork is listed as "Threatened" by the USFWS. The subject area is located within a *Wood Stork Nesting Colony Core Foraging Area*. Wood Storks typically nest colonially in medium to tall trees that occur in stands located either in swamps or on islands surrounded by relatively broad expanses of open water.

Successful breeding sites are those that have limited human disturbance and low exposure to land-based predators. Because of their specialized feeding behavior, Wood Storks forage most effectively in shallow-water areas with highly concentrated prey. Typical foraging sites for the Wood Stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow-seasonally flooded roadside or agricultural ditches and narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between 5 and 15 inches (5 and 38 cm).

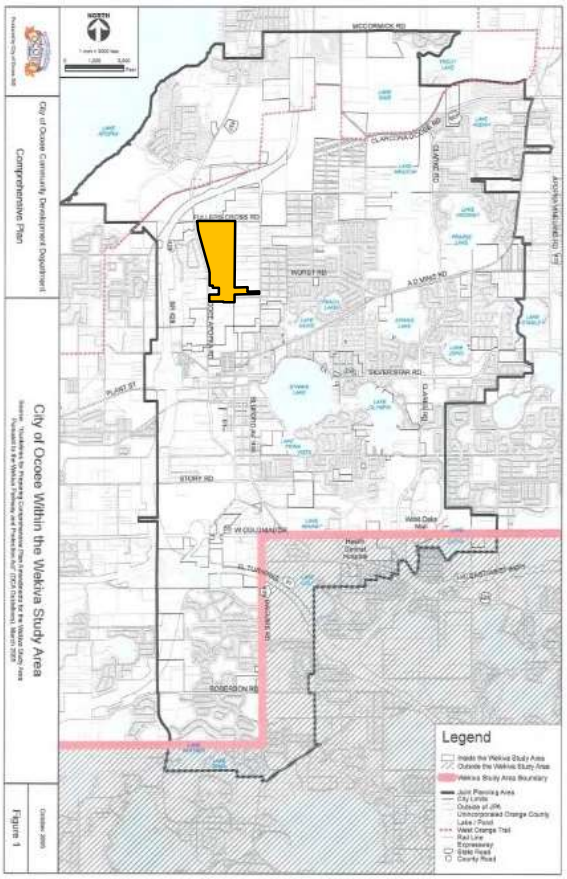
The U.S. Fish and Wildlife Service (Service) has identified core foraging area (CFA) around all known Wood Stork nesting colonies that is important for reproductive success. In Central Florida, CFAs include suitable foraging habitat (SFH) within a 15-mile radius of the nest colony; CFAs in North Florida include SFH within a 13-mile radius of a colony. The Service believes loss of suitable foraging wetlands within these CFAs may reduce foraging opportunities for the Wood Stork.

Based on review of available databases, there is no record of a Wood Stork rookery on the subject area or within close proximity. The USFWS require that any impacts to on-site ditches and/or wetlands, which would eliminate a portion of the Wood Stork foraging habitat, be either mitigated through approved mitigation plans or recreated elsewhere on-site so that there would be no net loss of Wood Stork foraging habitat. Most of these potential foraging habitats can be eliminated as potential foraging habitat due to a closed canopy, but most of the subject area ditches contain potential foraging habitat. The construction of the stormwater management system and the littoral

shelves within the stormwater management ponds would likely produce a larger area of potential Wood Stork foraging habitat than will be impacted. No species-specific survey is anticipated if the design is such that the Wood Stork foraging habitat is the same acreage in pre vs. post development.

However, the USFWS and/or another agency make the final determination as to if a species-specific survey is required. It should be noted that wetland impact mitigation usually can serve as Wood Stork foraging mitigation as well.

2.12. Wekiva Study Area



Florida's Wekiva Parkway and Protection Act was signed into law in 2004, with the intent of assuring the protection of surface water and groundwater resources from impacts that may increase nutrient loading and lower water flow.[3]

The Act required local comprehensive plans within the *Wekiva Study Area* to adopt policies and strategies to enhance stormwater management, water supply, and to protect the most effective recharge areas, karst features, and sensitive natural habitats.

Properties located within the *Wekiva River Protection Area* may also be subject to additional regulations and guidelines that aim to manage land use, development, and environmental impacts, to ensure the continued health and integrity of the Wekiva river and its ecosystem.

The subject area is not located within the Wekiva River Protection Area, but it is located within the Wekiva Study Area (WSA).

Figure 22. *Wekiva Study Area Boundary Map.*

Ocoee's *Guide to the Wekiva Study Area Protection Requirements*[4] was prepared to help users understand the *Wekiva Parkway & Protection Act*, and its relationship to Ocoee's adopted Goals, Objectives and Policies. The guide provides maps, descriptions of responsibilities, and limitations of development in the Wekiva Study Area.

The study outlined three main criteria to determine if additional protections were warranted, which are adopted in the Future Land Use element, as follows:[5]

[3] F.S. ss. 369.314-369.324
[4] The *Guide to the Wekiva Study Area Protection Requirements* is available online, at: https://www.ocoee.org/DocumentCenter/View/571
[5] Future Land Use Element, Policy 1.2.1

a) *An analysis of soils to determine the presence and location of most effective recharge area, as defined by the U.S. Soil Conservation Service Type "A" Hydrologic Soils Group.*

b) *An analysis to determine the presence and location of karst features. This analysis may include but is not limited to the use of geophysical surveys such as microgravity and ground penetrating radar, and may be supplemented with documented locations of sinkholes, light detection and ranging surveys and aerial photographs.*

c) *An analysis to determine the presence and location of sensitive natural habitats including Longleaf Pine, Sand Hill, Sand Pine, and Xeric Oak Scrub.*

The subject area does not fall within areas mapped as "Most Effective Recharge Areas/Soil Conservation Service Type 'A' Soils".[6] There are also no mapped karst features - such as sinkholes or springs - or closed topographic depressions known to occur on the subject area or its surroundings,[7] and as previously mentioned in *Section 2.6*, there are no sensitive natural habitats such as longleaf pine, sand hill, sand pine and/or xeric oak scrub present on the site due to its history of agricultural use.

2.13. Existing Entitlements & Prior Planning

The roots of Florida's citrus industry can be traced back to the early Spanish explorers who introduced novelty trees to the region during the 16th century. However, it was not until the 19th century that citrus operations truly took off, spurred in large part by advancements in transportation.

Prior to the construction of railroads, citrus growers faced significant challenges in transporting perishable crops to market, relying primarily on slow and unreliable methods. This logistical process was revolutionized with the establishment of reliable routes that connected Central Florida's producers to resale markets in the Atlantic and Gulf Coasts.

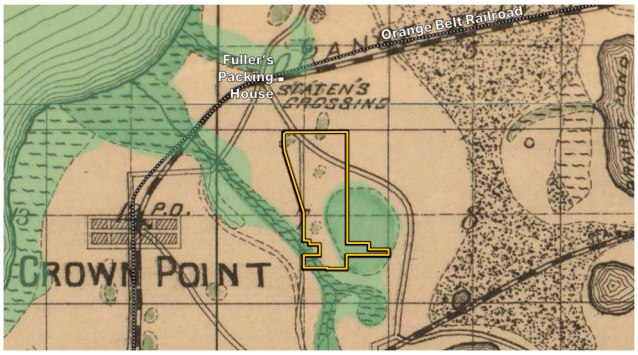


Figure 23. *1890 Map of Orange County, by J.O. Fries (Library of Congress)*

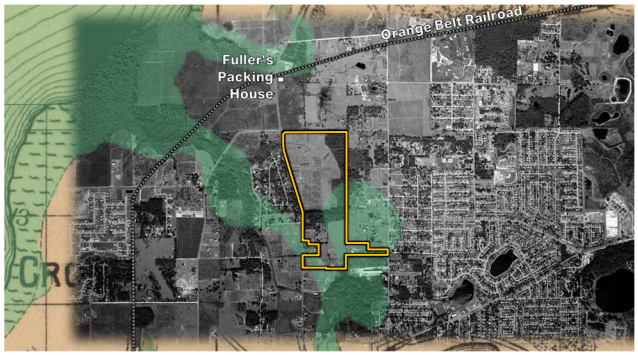


Figure 24. *1994 Aerial Image (FDOT)*

A century of agricultural operations has drastically changed Florida's landscape, fragmenting many of its natural landscapes and permanently changing its ecosystems. The left image above illustrates a small section of J.O. Fries' Map of Orange County (1890)[8] The areas highlighted in green were described as *"Bay and Low Hammock Swamps"* draining to Lake Apopka. The 1994

[6] Guide to the Wekiva Study Area Protection Requirements, Figure 2.
[7] Guide to the Wekiva Study Area Protection Requirements, Figure 3.
[8] https://www.loc.gov/item/2012592407/

Aerial image on the right shows the area changes due to agricultural production and urban development, with the abandoned railroad repurposed as part of West Orange trail system.

The Staten railroad station location is also shown on the left, having been renamed in the early 1900s after John T. Fuller's newly established Packing House. According to anecdotal accounts, the Packing House was destroyed by a fire in the late 1960s.

The Chevron Property (07-22-28-0000-00-001)

Figure 25. Chevron Property, 1969

Figure 26. Chevron Property, 1994

Until 2001, this parcel was owned by the Grafton Family, and a 1997 survey listed a total of 97.93 Acres.[9] This area was eventually reduced to 95.1 Acres, after multiple conveyances were provided for Rights-of-Way along Ocoee-Apopka Road and Fullers Cross Road to accommodate future road widening needs.

Farming operations were partitioned, with citrus and other specialty crops on the southwest quadrant, with hay - or perhaps other crops – located in areas near the drainage ditch and the forested areas. As the images above illustrate, a substantial amount of clearing happened in the three decades preceding the land sale to Chevron.

In February of 1998, the parcel was annexed into the City of Ocoee.[10] The annexation agreement established three conveyances to the City as follows: (a) a right-of-way conveyance to create a 100' ROW along Ocoee-Apopka Road; (b) a 20' ROW conveyance along Fullers Cross Road (to be measured as a 50-foot width from the centerline of the road); and (c) a 50-foot drainage easement along the northern boundary of the property, adjacent to the widened Fullers Cross ROW.

In December of 2001, the property was sold to the *Chevron Corporation (Chevron USA, Inc.)*, which in turn transferred the title to the *Chevron Land and Development Company (CL&D)* in 2005. This

[9] Orange County Comptroller, Book 5412, Page 1372. Exhibit A
[10] Ordinance 98-03 (Case # AR-7-07-07)

subsidiary was created to *"acquire property and facilitate their use in conjunction with remedial programs monitored by Chevron Environmental Services (CES). CL&D goal is to ultimately dispose or make other economic use of acquired properties"*.[11]

In 2005, an access easement was recorded to allow the *Chevron Environmental Management Company (EMC)* to install observation wells and monitoring equipment, and to perform any work deemed necessary to advance the environmental remediation efforts. This easement was terminated in 2023.

In 2006, the Chevron Land and Development Company initiated a rezoning application, which became known as *Eagle Creek of Ocoee PUD*. The rezoning was approved in October of 2008,[12] allowing the development of 293 detached and attached single-family units. A preliminary subdivision plan was approved in 2011, with a proposed development program of 245 units.

In October of 1998 the City and Chevron entered into a Development Agreement regarding the Eagle Creek of Ocoee.[13] This agreement stipulated that Chevron would convey to the City additional portions of Right-of-Way. In January of 2019, the ROW conveyances were completed.

Altogether, the easements provided by the Chevron Property over the years total approximately 2.8 Acres. It is our understanding that impact-fee credits have been provided in exchange for these easements, but the amount and status of such credits are yet to be determined.

CD&L School Concurrency Mitigation Agreement[14]

In June of 2017, Chevron entered into a School Concurrency Mitigation Agreement with the School Board of Orange County to provide the necessary proportionate-share mitigation funds to accommodate the PUD's residential needs, totaling $455,627.98. This sum would be applied towards impact fee credits upon payment. The payment would also allow the Agreement to serve as a *Capacity Encumbrance Letter (CEL)*.

In order to fund the newly added capacity, Chevron was also required to post three equal *Capacity Reservation Fee* payments, as follows:

a) $664,384.00, due prior to plat approval;

b) $664,384.00, due 12 months from the School Capacity Reservation Certificate (SCRC) issuance, and;

c) $664,384.00, due 24 months from the SCRC issuance.

Paragraph 10 of agreement provided that it would *"terminate, and the Applicant [would] forfeit any administrative fees paid, as well as any capacity encumbered or reserved"*, unless a site plan was approved by the applicable local government (City of Ocoee) within 180 days from DRC approval, or if a building permit was not issued within 3 years of a recorded plat.

Since the project was never platted or built, it is our understanding that the agreement has since expired. It is unclear from the available documentation if any payments were made, and additional

[11] https://search.sunbiz.org/Inquiry/CorporationSearch/ConvertTiffToPDF?storagePath=COR%5C2002%5C0225%5C80981238.tif&documentNumber=F02000000936
[12] Ordinance 2008-17 (RZ-06-08-05)
[13] Ordinance 98-04, and Eagle Creek PSP dated 11/29/2011 (Cond. of Approval #52)
[14] OCE-16-003, approved 6/13/17; Orange County Comptroller Document # 2170523657

consultation with OCPS and the City will be required to determine if the applicant - as the current owner of the land - is eligible to receive any applicable reimbursements or credits.

The "Haunted House" Property (07-22-28-0000-00-023)

The 37-Acre parcel known as "The Haunted House Parcel" or "The Rodger's Adjacent Property" was conveyed to the City of Ocoee by the Rogers family and annexed in 2007 with the intent of creating a municipal softball park. Ultimately, the park was not developed due to insufficient funding, and in December of 2023 the parcel was conveyed to Montierre according to terms defined in the Development Agreement, discussed below:

Montierre Acquisitions & Development Agreement

On December 6, 2022, the City Commission approved a **Memorandum of Understanding (MOU)** with Montierre to facilitate the development of the Ocoee Regional Sports Complex.

This MOU provided that: (a) the City would enter into a contract with Chevron Land and Development Company to purchase the 95-Acre Chevron Property (the Chevron Contract); (b) the Chevron Contract would then be transferred to Montierre; (c) upon Montierre's closing on the Chevron contract, the City would convey to Montierre the 37-Acre "Rogers Adjacent Property" property; and (d) the City would enter into a Development Agreement with Montierre to address future development of the properties, and to outline the terms of compensation for the City, in exchange for the conveyed property.

On May 18, 2023, a **Development Agreement** between the City and Montierre was approved. It included the following terms and conditions:

- Anticipated purchase of the Chevron Property (PID 07-22-28-0000-001) for approximately $4.2 Million, with remediation obligations transferred to Montierre, and legal indemnification to the seller for any environmental claims.[15]
- Montierre will perform any necessary environmental remediation for the development of the property and would release the City from any prior obligations related to the Chevron Contract.
- Montierre will proceed with the acquisition and annexation of the group of parcels known as the "Rodgers properties".[16]
- Upon Completion of the purchases listed above, the City will convey to Montierre the 37.1 Acre Parcels known as the "Rodgers Adjacent Property", with an anticipated appraisal value of $8 Million or less.[17]
- Montierre will, at its sole expense, develop the Ocoee Regional Sports Complex project.
- The City will receive $20 for each night of hotel bookings, and $5 for each garage parking space rented out within the project, for a period of 30 years from the project's completion date.

[15] The Chevron purchase was completed on 12/14,2023, and recorded on 12/27/2023 - Orange County Comptroller Document #20230735916.
[16] See pg. 36
[17] The "Rodgers Adjacent Property" (07-22-28-0000-00-023), also referred to as "the Haunted House property" was conveyed to Montierre in December of 2023 for a nominal sum of $1, but with a recorded value of $5.6 Million, according to OCPA records.

- Montierre will be responsible for improvements to Ocoee-Apopka Road, with the City providing transportation impact fee credits for such improvements.
- Montierre will make certain improvements to existing ballfields within the City.
- The City will – at no charge – have limited use rights to some of the ORSC fields during off-peak periods.
- The City will cooperate with Montierre to pursue Tourist Tax Funds (TTF) to assist the development of the project.
- The City will provide to Montierre a property tax abatement for a period not to exceed 5 years, from the conveyance of the Rodgers Adjacent Property.

It should be noted that the Development Agreement is between the City of Ocoee and the project developer, and as such, it is not tied to specific parcels, nor does it run with the land.

Brownfield Designation

On October 18th, 2023, the City Commission adopted *Resolution 2023-08*, creating the **Ocoee Northwest Brownfield Area**, *"with the purpose of environmental remediation, rehabilitation, and economic development"*. The brownfield boundaries include only the "Chevron" and the "Rodgers Adjacent" parcels.

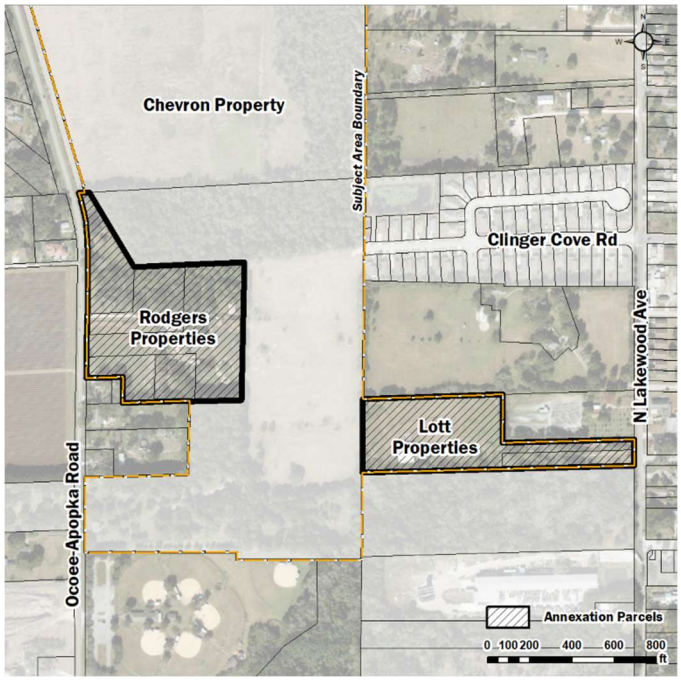
First Amendment to Purchase and Sale Agreement and Development Agreement

Following the approval of the Purchase and Sale Agreement and the Development Agreement by the City Commission in May of 2023, and the Brownfield Designation, the City Manager and City Attorney were authorized to take additional steps to execute a Brownfield Site Rehabilitation Program (BSRA). This would allow the developer to benefit from certain incentives and regulatory benefits.

Due to the time required to fully execute the BSRA, and in order to expedite the Chevron Property closing process, all parties agreed in December of 2023 to amend both the Purchase and Sale Agreement and the Development Agreement, with additional language to:

- Clarify that the BSRA would no longer be required prior to closing.
- Clarify the type, duration, and terms of the Environmental Indemnification Insurance to be purchased by Montierre prior to the closing of the Chevron Sale.
- Provide specific information regarding Montierre's financial obligations to the City of Ocoee.

2024 Annexation Requests



In March of 2024, Montierre initiated multiple annexation requests to incorporate seven parcels into the ORSC project.

The two groups of parcels are known as "The Rodgers Properties" and "The Lott Properties", located in unincorporated Orange County, with A-1 (Citrus Rural District) zoning.

The annexation applications were submitted on March 29, 2024.

Figure 27. Annexation Parcels

On April 9, 2024, the Ocoee Planning and Zoning Board unanimously recommended the approval of the annexation requests. There were no comments or questions from board members or the public.

The annexations were also approved unanimously by the City commission, with a first reading on May 7, 2024, and a second reading on May 21, 2024. As of this writing, all parcels have been incorporated into the City Boundaries, and are under the ownership of MDTL Enterprise, LLC.

3. Supporting Data and Analysis

3.1. Project Introduction & Justification

This Large-Scale Comprehensive Plan Amendment proposes the development of a Regional Sports Complex within the City of Ocoee. The **Ocoee Regional Sports Complex (ORSC)** will be a first-of-a-kind immersive environment that will not only be a nationwide destination for youth sports but will also become a premier entertainment destination for the residents of Ocoee and neighboring communities.

Figure 28. ORSC Illustrative Site Plan

Project Mission

Through a unique blend of sports science and wellness, the Ocoee Regional Sports Complex ignites the passion of future athletes through a transformative athletic journey, creating memories and opportunities for players, coaches, families, and the community. At the ORSC, cutting-edge technology, personalized experiences, and holistic growth converge to create a place that redefines standards in youth sports, enabling players to cherish and participate in the game for years to come.

Playing in youth sports is a childhood rite of passage. The feeling of building camaraderie with one's team, learning life lessons from coaches, and stepping on the field to have a moment to shine. It all seems so important and exciting. And yet, it has become a very disappointing experience: long car rides, mediocre fields, uninspiring ceremonies. The entire event can often feel more like a chore, or an obligation, than a definitive, life-changing journey.

The Ocoee Regional Sports Complex will change that through a truly transformative model, where every game feels like an audition for the pros. At the ORSC, game day isn't a one-off event, but a multi-day destination where each player gets the VIP treatment from the moment they arrive, until they step on the platform for the awards ceremony. It's the *grandeur* of the big leagues-style showmanship, tailored to youth sports.

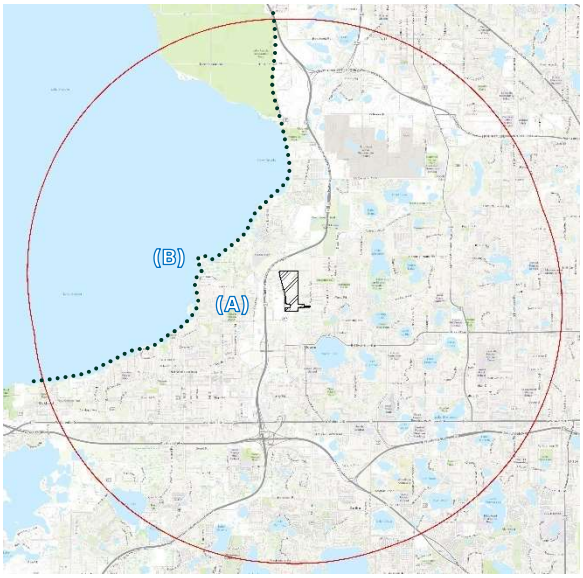
The Ocoee Regional Sports Complex creates an environment that showcases the power of sports and family. The ORSC environment surpasses all other youth sports events, becoming a premier location that showcases sports technology, while emphasizing the importance of a holistic well-being through a unique, transformative experience.

The ORSC vision is to create a haven where every family member is engaged, with a special appreciation for sports, science, and wellness. The ORSC guests indulge themselves in a variety of experiential offerings that are designed to extend beyond the games, and to cater to diverse interests. The goal is to make sure every member of the family feels like an MVP, and to foster family bonding through youth sports, entertainment, and nature.

The Ocoee Regional Sports Complex ORSC provides high-end entertainment destinations, museum-quality exhibits, world-class stores, and refined dining options. There are also specially designed areas for neurodiverse play, and safe spaces for the little ones, in addition to nature trails, and a variety of spas and wellness.

The ORSC experience is not just about unlocking the athlete in all of us, but initiating a journey that transcends the boundaries of gameplay, inspiring a lifelong passion for sports and collaboration.

3.2. Local Demographic and Socio-Economic Analyses



Sections 3.2 and 3.3 introduce the socio-economic data and analyses that were prepared for this application. Both sections are based on a 5-Mile Buffer Study Area,[18] using various sources from the United States Census Bureau.[19]

Subject Area
Demographic and Socio-Economic Study Area:

Area A: 66.81 Square Miles (42,763 Acres)
Area B: 24.17 Square Miles (15,479 Acres)

Total: 91.0 Square Miles (58,242 Acres)

Figure 29. *Demographic and Socio-Economic Study Area Map*

According to data from the 2020 Census,[20] the Study Area has a total population of 178,854, with 1965.4 persons per square mile, or 2,667 persons per square mile once the undeveloped area of Lake Apopka (B) is excluded.

[18] Note: for purposes of this section, the 5-Mile Analysis Buffer will be referred to as the *"Study Area"*. This should not be confused with the Ocoee Regional Sports Complex project boundary, referred to as *"Subject Area"* throughout the document.
[19] Various datasets were utilized for this section, including the 2020 Decennial Census (https://www.census.gov/programs-surveys/decennial-census/decade/2020/2020-census-main.html); the 2017-2021 American Community Survey (https://www.census.gov/programs-surveys/acs), and the 2021 Longitudinal Employer-Household Dynamics (LEHD) (https://lehd.ces.census.gov & https://onthemap.ces.census.gov. When available, Census summary tables were retrieved using ESRI's ArcGIS Business Analyst.
[20] Refer to Exhibit 23 for data sources and summary tables.

The developed portion of the Study Area (A) has an average gross density of 1.49 DU/Ac, with an average household size of 2.92 persons. There are 63,714 housing units in the study area, with an estimated housing vacancy rate of 4.3% (3.9% for rental units / 5.1% for owned units).

The racial makeup of the study area is 45.5% White, 14.4% African American, 0.9% Native American, 4.0% Asian, 0.1% Pacific Islander, 18.4% from other races, and 16.6% from two or more races. Hispanic or Latino of any race were 38.1% of the population.

The gender distribution is 48.2% Male, 51.8% Female.

In 2020, there were 4,465 households, out of which 23.6% included children under the age of 18, 54.4% were married couples living together, 22.6% were female-led households not shared with a partner. 38.4% of all households were made up of individuals, and 5.2% had a person 65 years or older living alone.

The median household income in the Study Area is estimated to be $69,983, with a per-capita income of $33,807. The median net worth is $142,937, and the estimated poverty rate is 15.1%[21]

Population Distribution by Age

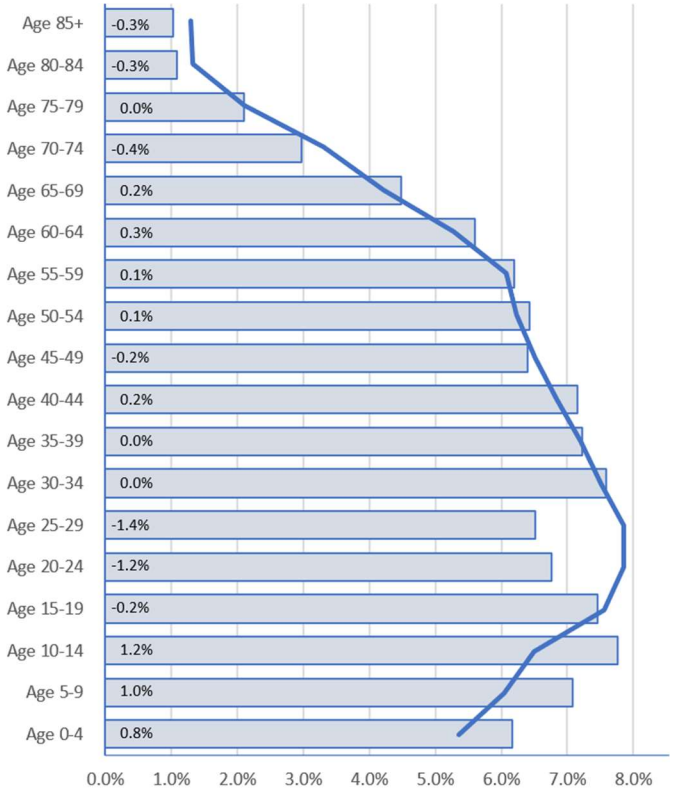


Figure 30. Population Distribution by Age. Source: US Census Bureau, 2020.

Figure 30 shows the population distribution in 5-year cohorts. The bars represent the study area dataset, compared to Orange County's population (blue line).

The median age of the study area is 36.6 years.

The study area's population distribution presents slightly larger shares than the County for the 0-14 age groups, and a noticeable gap in the 20-29 year-old cohorts (-1.2 & -1.4%, respectively).

One possible driver for such deficit could be young adults choosing to reside in places that are either: more convenient, less expensive, or closer to employment. This is, however, only an assumption.

[21] ACS Population Summary, Poverty rate is the share of the population with income to poverty level <1.0. For comparison, Orange County's poverty level is estimated at 13.9%.

Education Attainment (Adults, 25+)

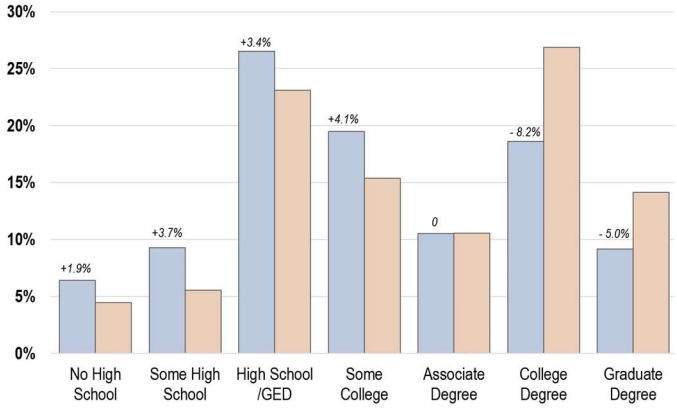


Figure 31 shows education attainment levels for adults (25 or older) within the study area (blue), compared to Orange County (orange).

This graph displays a slightly higher concentration of adults without a college degree in the study area (~3% average), and a significant underrepresentation of adults with undergraduate and graduate degrees (-8.2% and -5%, respectively)

Study Area
Orange County

Figure 31. *Educational Attainment for Adults. Source: US Census Bureau, 2020.*

Commute Time

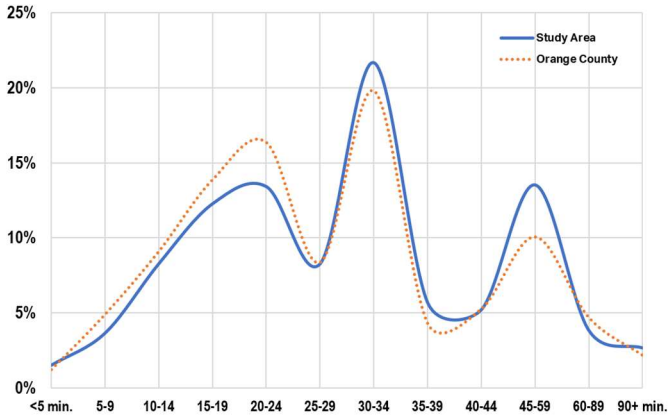


Figure 32 shows the commute times for the Study Area (blue) vs. Orange County (orange). As the graph suggests, the population in the study area has slightly longer commutes, when compared to Orange County.

The average travel time for the study area is 32 minutes, against 30.5 minutes countywide.

Study Area
Orange County

Figure 32. *Commute Time. Source: US Census Bureau, 2021.*

Commute Behavior

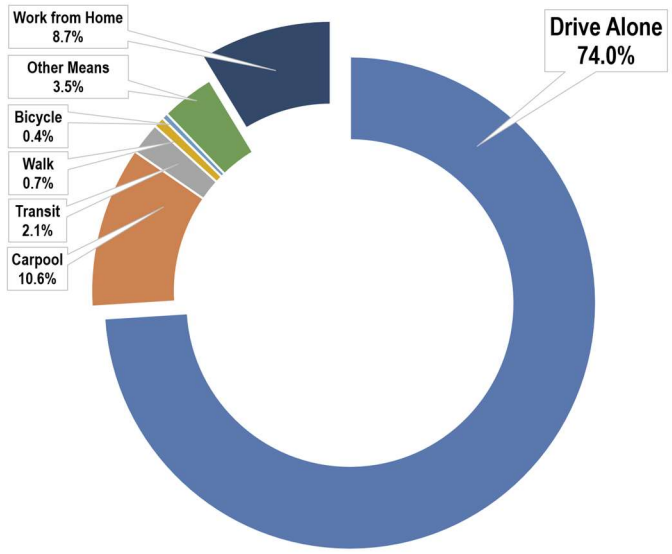


Figure 33 summarizes the commute behavior in the study area, where:

- Nearly 85% of all workers drive to work; 74% drive alone.

- Only 2 out of 100 use public transit, and 1 out of 100 bikes of walks to work.

Figure 33. *Commute Behavior. Source: US Census Bureau, 2021.*

Retail and Restaurants Spending

According to data from the Bureau of Labor Statistics and the U.S. Census Bureau, the average annual retail spending (excluding restaurants) within the study area was 21,486.62. This is approximately 8.0% lower than the national average, and 3.1% lower than Orange County's average.

The average annual spending in restaurants was $3,766.43, which is 5.8% lower than the national average, and 3.9% lower than Orange County's.

All data sources for this section are included in *Exhibit 23- Socio Economic Data.*

3.3. Local Employment Analysis

Employment Distribution

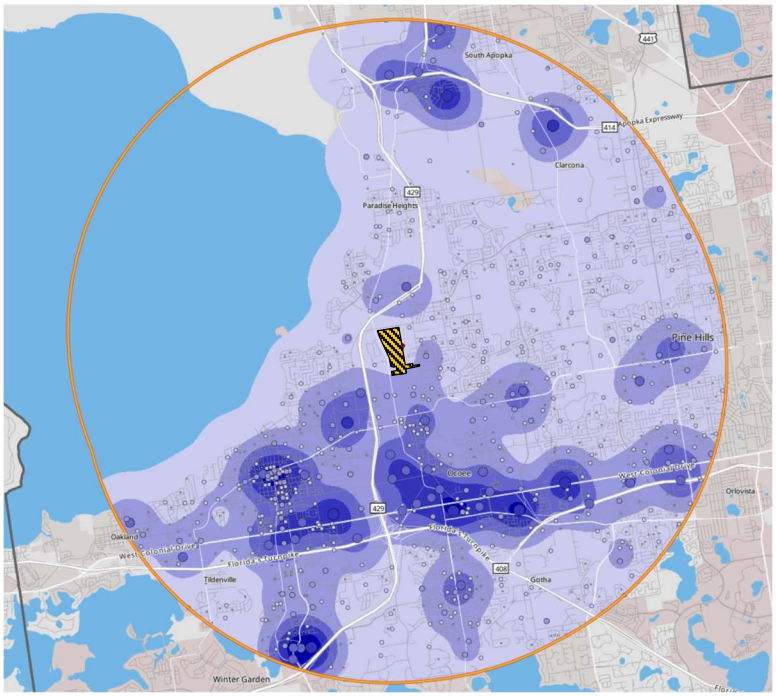


Figure 34. Employment distribution within the study area. Source: United States Census Bureau.

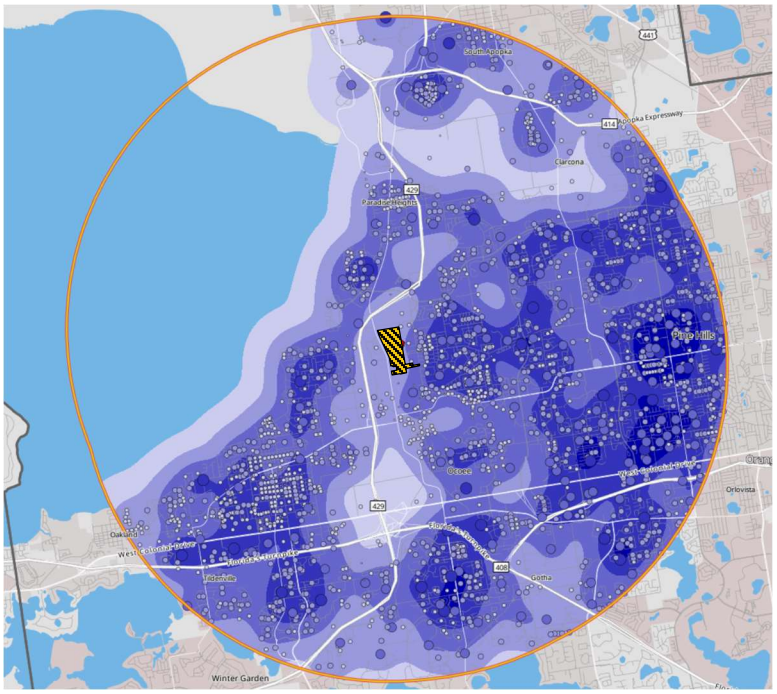
According to 2021 Data from the US Census Bureau, there are 44,256 jobs within 5 Miles from the subject area. Most of these are concentrated along the West Colonial Drive corridor and the historic center of Winter Garden, with approximately 58% being distributed in Health Care, Construction, Retail (including Restaurants), and Hospitality.

The latter three categories represent nearly one-third of all jobs in the study area.

Table 10. Job Counts by NAICS Industry Sector (2021)	Jobs	Share
Retail Trade	**7,857**	**17.8%**
Health Care and Social Assistance	**6,736**	**15.2%**
Construction	**6,166**	**13.9%**
Accommodation and Food Services	**4,598**	**10.4%**
Administration & Support, Waste Management and Remediation	4,091	9.2%
Wholesale Trade	2,291	5.2%
Agriculture, Forestry, Fishing, and Hunting	1,970	4.5%
Professional, Scientific, and Technical Services	1,924	4.3%
Other Services (Excl. Public Administration)	1,666	3.8%
Manufacturing	1,398	3.2%
Transportation and Warehousing	1,064	2.4%
Finance and Insurance	966	2.2%
Public Administration	736	1.7%
Educational Services	702	1.6%
Real Estate, Rental and Leasing	675	1.5%
Information	573	1.3%
Arts, Entertainment, and Recreation	440	1.0%
Management of Companies and Enterprises	243	0.5%
Utilities	160	0.4%
Mining, Quarrying, and Oil & Gas Extraction	-	0.0%
Total	**44,256**	**100.0%**

It should also be noted that there are only 183 jobs reported within a 1500-foot buffer from the subject area, most being concentrated into the Education, Manufacturing, Wholesale Trade, and Administrative Support Sectors.

Workforce Distribution



2021 records from the US Census Bureau show 77,987 workers within the study area.

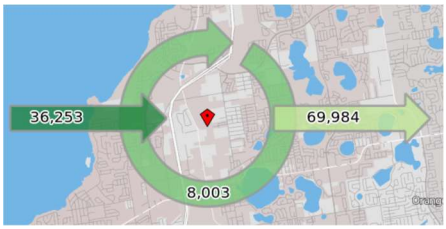
With a few exceptions, this distribution correlates directly with the location of residential land uses in the area. (The exception being the historic center of Winder Garden, where a mix of residential and non-residential uses exists).

Figure 35. Workforce distribution within the study area. Source: United States Census Bureau.

Together, these two maps illustrate a spatial mismatch between employment and residential locations, typical of post-war suburban development throughout the United States.

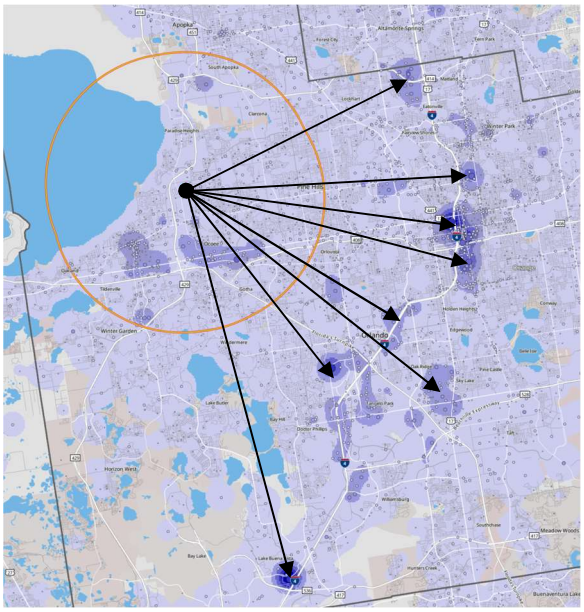
Table 11. Job Counts by NAICS Industry Sector (2021)	Jobs	Share
Health Care and Social Assistance	**10,286**	**13.2%**
Accommodation and Food Services	**9,373**	**12.0%**
Retail Trade	**8,740**	**11.2%**
Administration & Support, Waste Management and Remediation	7,515	9.6%
Construction	5,169	6.6%
Professional, Scientific, and Technical Services	5,122	6.6%
Arts, Entertainment, and Recreation	4,734	6.1%
Educational Services	4,674	6.0%
Transportation and Warehousing	3,162	4.1%
Manufacturing	3,121	4.0%
Finance and Insurance	3,038	3.9%
Wholesale Trade	2,749	3.5%
Public Administration	2,729	3.5%
Other Services (excluding Public Administration)	2,022	2.6%
Real Estate and Rental and Leasing	1,631	2.1%
Management of Companies and Enterprises	1,568	2.0%
Information	1,356	1.7%
Agriculture, Forestry, Fishing and Hunting	733	0.9%
Utilities	258	0.3%
Mining, Quarrying, and Oil and Gas Extraction	7	0.0%
Total	**77,987**	**100.0%**

Inflow/Outflow Analysis



The inflow / outflow analysis of the study area shows that approximately 81% of the total jobs are fulfilled by workers who live elsewhere, while 90% of the area residents work outside of the 5-mile buffer.

Figure 36. Inflow/Outflow Totals (left)



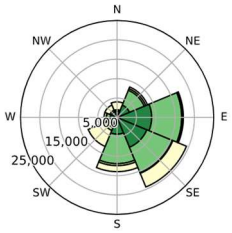
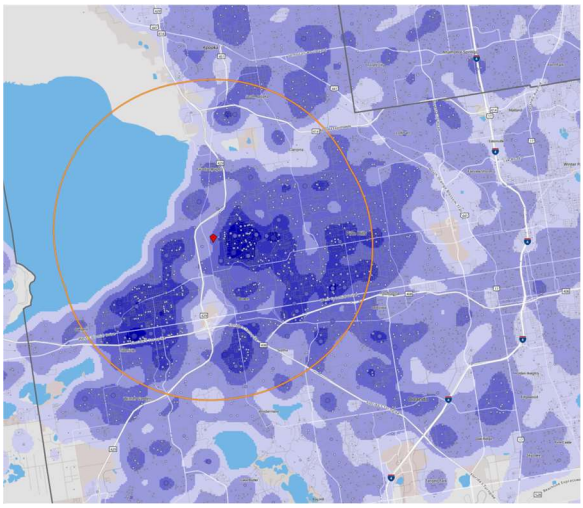


Figure 37. Outflow Distance & Direction Graph

The prevailing commute pattern of area residents is distributed along a SE quadrant that follows the I-4 corridor, extending from Maitland to Lake Buena Vista. A higher concentration of jobs is noticeable near Downtown Orlando, the I-Drive tourist corridor, and the Disney area.

Figure 38. Outflow Distribution Map (left)



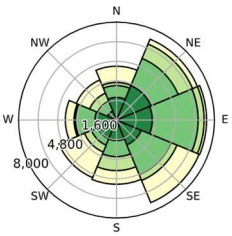


Figure 39. Inflow Distance & Direction Graph

The inflow travel pattern to the study area is significantly more scattered, and not as easily discernible. The only visible trend is that most jobs are taken by residents located east of the study area, with longer commutes along the Colonial/408 corridor.

Figure 40. Inflow Distribution Map (left)

3.4. Employment Generation Estimates

The Ocoee Regional Sports Complex is expected to generate substantial public benefits for the City of Ocoee and surrounding communities. One such benefit is the creation of direct and indirect jobs associated with:

a) the project's development and construction, along with increased expenditures in roadway construction and infrastructure improvements;

b) permanent jobs created by the Sports Complex and its operations: (e.g. shops, restaurants, hotels, entertainment, grounds maintenance), and;

c) added local expenditures from increased tourism activity.

Regional input-output models are generally accepted as the best method to quantify the full range of economic impacts resulting from projects such as this. Unfortunately, these complex models require equally detailed inputs, which are not knowable at this time, and that will not become available before this application is filed.

Therefore, in an effort to provide preliminary estimates that may be useful to the various reviewing teams, this document contains preliminary estimates that are based on general assumptions and comparable case studies. As the ORSC project continues to be refined, and more detailed information becomes available, updated estimates will be promptly shared with staff.

Part 1 – Short-Term Construction-Related Employment (3 to 5 years)

In large land development projects, a first source of employment is supported by the increase in local expenditures during the project construction. These increase as the pace of work accelerates, reaching a sustained level after 6 to 12 months from initial mobilization. As the project nears completion, the majority of these jobs will taper-off or cease to exist, but a small percentage might remain for an additional period of time, supported by longer-term infrastructure improvements.

In most input-output models, jobs are categorized as:

- **Direct Jobs** that are supported by the construction process, such as: field workers and trade professionals; managers and supervisors; architects, engineers and other EAC professionals, as well as heavy machinery operators.
- **Supplier Jobs** that are associated with the complex supply-chain of that supports the building industry: raw materials, such as cement, steel, lumber; transportation; warehousing; equipment manufacturing; professional support services, such as accounting, banking, and insurance; as well as utilities and infrastructure contractors.
- **Induced Jobs** are those generated by increases in local economic activity. When workers receive income from direct or indirect employment, they tend to spend a portion of that income on local goods and services. This spending, in turn, creates demand for additional goods and services, leading to further economic activity and job creation.

Both Supplier and Induced Jobs are classified as **Indirect Jobs**.

Data from the *Economic Policy Institute*[22] estimates that for every $1 Million dollars in construction expenditures, 16.4 jobs are created, with the following distribution:

Table 12. Construction-Related Employment Generation

Direct Jobs	Supplier Jobs	Induced Jobs	Total Indirect Jobs	Total Jobs
5.5	4.8	6.1	10.9	16.4

For the estimates above, the employment multiplier is 2.98, meaning that for every new job in the construction industry, approximately two other indirect jobs are created.

The ORSC is estimated to generate approximately $600 Million dollars in demand for construction services, including $540 Million in direct (project) expenditures, and $60 Million in infrastructure-related improvements. Using these figures, the project is expected to support 9,840 construction-related jobs, as follows:

Table 13. Construction-Related Employment

Direct Jobs	Supplier Jobs	Induced Jobs	Total Indirect Jobs	Total Jobs
3,300	2,880	3,660	6,540	9,840

As already stated, the total number of short-term jobs will be distributed across a three-to-five-year construction timeframe, although it is conceivable that a small portion of these short-term jobs may become permanent when, for instance, a business that was opened during construction grows roots, becoming part of the local economy.

Part 2 – Permanent employment

Permanent jobs are created as the various components of the project become operational, with full employment realized once the project is completed. As of this writing, the estimated opening for the ORSC project is the first half of 2027.

Occupancy-based employment estimates use average square-footage ratios per employee. Unfortunately, there is a significant variance between data sources, with more aggressive figures provided by industry-specific sources, while data published by independent sources or government agencies will lean towards more conservative ranges.

The table below has been prepared with data published by Nelson (2004), ITE (1997), and the US Department of Energy (2022).

Table 14. Employment Generation Ratios

Use Group	Employee / 1,000 sf	*(for each)* Direct Job	Supplier Jobs	Induced Jobs	Total Indirect Jobs	Total Jobs
Retail (General)	3.5	1	0.307	0.426	0.734	1.734
Retail (Specialty)	4	1	0.579	0.576	1.155	2.155
Restaurants	4.5	1	0.496	0.468	0.964	1.964
Hospitality (Standard)	0.75 (per key)	1	0.782	0.628	1.410	2.410
Hospitality (Luxury)	1.0 (per key)	1	0.782	0.628	1.410	2.410
Indoor Sports	2	1	0.525	0.552	1.076	2.076
Entertainment	2.4	1	0.597	0.490	1.087	2.087
Offices	3.2	1	0.519	0.884	1.403	2.403

[22] https://www.epi.org/publication/updated-employment-multipliers-for-the-u-s-economy (2019)

Using the ratios listed above, the ORSC is expected to support approximately 5,200 jobs in total, split between 2,400 direct, and 2,800 indirect jobs:

Table 15. ORSC Employment Generation Estimates

Use Group	Employee /1k sf	Development Program (ksf)	Direct Jobs	Supplier Jobs	Induced Jobs	Total Indirect Jobs	Total Jobs
Retail (General)	3.5	30	105	32	44	76	181
Retail (Specialty)	4	100	400	231	230	461	861
Restaurants	4.5	130	585	290	273	563	1148
Hospitality (Standard)	0.75 /key	850 keys	638	498	400	898	1536
Hospitality (Luxury)	1 /key	264 keys	264	206	165	371	635
Indoor Sports	2	150	300	157	165	322	622
Entertainment	2.4	30	72	42	35	77	149
Offices	3.2	10	32	16	28	44	76
Total	**-**	**-**	**2,396**	**1,472**	**1,340**	**2,812**	**5,208**

Part 3 – Tourism-Generated Employment

In additional to the two employment sources discussed above, successful destinations generate employment from added tourism demand. These impacts may happen at a local, regional, national, or even at a global scale.

The economic impact of tourism destinations depends on four primary factors: (a) the nature of the facility or destination; (b) the number of visitors; (c) the average spending per visitor; and (d) the rate of spending that is recirculated in the local economy.[23]

In absence of a complete Input-Output Model, the following analysis has relied on comparable data from two recent studies: Central Florida's *Economic Impact of Tourism (2022)*,[24] and the *Economic Impact of Visitors in New York (2023)*.[25]

The Central Florida Model estimated that the region benefits annually from tourism at a rate of $87.6 Billion, from $55.5 Billion in direct visitor spending, which in turn generates 275,000 and 174,500 direct and indirect jobs, respectively: a 1.65 employment multiplier.

According to the same study, every $1 Million in visitor spending supports approximately 4.95 direct jobs and 3.15 additional indirect jobs, or 8.1 total jobs.

The New York case provided slightly higher generation rates, with 8.65 jobs per Million-dollar spent (6.2 direct / 2.44 indirect jobs). This study also included a categorization of expenditures and impacts by industry sector, along with detailed analyses of impacts in the state's tax base and labor incomes.

Extrapolating from both studies and using an annual spending figure of $350 Million from ORSC visitors, it is estimated that project would have an impact of approximately $546 Million per year in the local economy (1.56 multiplier).

[23] Archer (1973); Horvath & Franklin (1999)
[24] https://www.cfhla.org/economic-impact-of-tourism, commissioned by the Central Florida Hotel & Lodging Association, Visit Orlando, Orlando North, and Experience Kissimmee.
[25] https://esd.ny.gov/sites/default/files/New-York-City-2022-NYS-Tourism-Economic-Impact.pdf, commissioned by the State of New York

Table 16. Estimated Tourism-Generated Impacts					Modeled Expenditure: $350M
Expenditure Sector	**Share (%)**	**Direct Jobs**	**Supplier Jobs**	**Induced Jobs**	**Total Jobs**
Food & Beverage	17%	459	13	24	496
Lodging	19%	532	4	4	539
Recreation and Entertainment	7%	174	8	7	190
Ground Transportation	11%	259	33	13	306
Retail Trade	9%	180	9	56	244
Business Services	6%	-	135	37	171
Air Transport	5%	148	1	1	150
Finance, Insurance and Real Estate	9%	72	108	87	267
Education and Health Care	3%	-	1	79	80
Personal Services	1%	-	10	24	34
Wholesale Trade	3%	-	37	35	72
Manufacturing	3%	-	43	36	80
Agriculture, Fishing, Mining	1%	-	12	5	18
Communications	2%	-	38	22	60
Construction and Utilities	2%	-	36	17	53
Government	3%	-	14	71	86
Total	**100%**	**1,824**	**503**	**519**	**2,846**

According to these estimates, the ORSC project would generate **5.21 direct, and 2.92 indirect jobs for each $1 Million** in visitor spending, or a combined total of **8.13 Jobs / $1Million**.

It should be noted, however, that the project's total impact cannot be calculated by simply adding the total estimates from each of the analyses presented in this section. In fact, there is a substantial overlap between the total employment numbers provided in Table 15 and Table 16.

This relationship can be better illustrated with a supply-demand analogy, where the jobs created by the ORSC project are supported by an additional demand for goods and services that is created by increased tourism. Or reversing the logic: the demand (for tourism spending) that is created by the ORSC jobs needs to be supported by an increased supply (of tourists).

3.5. Comprehensive Plan Policy Analysis

This application has identified nearly 90 Comprehensive Plan references that directly or indirectly relate to the proposed ORSC project. Those have been categorized into 11 common themes, which will be used to streamline the policy analysis and minimize repetition.

The table below provides a matrix summarizing elements and themes. Each theme will be presented in greater detail in this section, while a complete matrix is included in *Exhibit 16- Policies Matrix.*

Element	Section/ Objective	ECONOMIC DEVELOPMENT	DEVELOPMENT CHARACTER	SPECIAL PLANNING AREAS	SPRAWL CONTROL	MIXE USE	INFILL & REDEVELOPMENT	COMPATIBILITY	FACILITIES & SERVICES	ENVIRONMENTAL PROTECTION	OPEN SPACE & RECREATION	INTERGOVERNAMENTAL COORDINATION
Future Land Use	Introduction	■	■	■		■	■		■			■
	Objective 1		■	■	■	■	■	■		■		
	Objective 2		■		■		■	■	■			■
	Objective 3		■	■	■	■	■	■	■			
	Objective 4		■	■			■					
	Objective 5		■					■		■		■
	Objective 7		■				■	■	■		■	
	Objective 9		■					■				
	Sec. XIV									■	■	■
Transportation	Section F	■	■					■	■		■	■
	Section F		■					■				
	Objective 1.3	■		■			■		■			■
	Objective 1.4			■			■		■			
	Objective 2.1								■			
	Objective 2.2						■		■			
	Objective 2.5	■		■			■		■			
	Objective 2.7	■		■			■	■	■			■
	Objective 2.9		■				■		■		■	
Conservation	Objective 1			■	■	■	■					
	Objective 2									■		
	Objective 4									■		
	Objective 6									■		■
	Objective 8									■	■	
Recreation & Open Space	Objective 1	■							■		■	
	Objective 2								■		■	
	Objective 5								■		■	
	Objective 6								■		■	
	Objective 8	■					■		■		■	
Intergovernmental Coordination	Objective 1	■	■		■		■	■	■		■	■
	Objective 3								■			■

Economic Development

Ocoee is a vibrant community that is poised for continuing growth. While its economy has been historically rooted in agriculture and residential development, new strategic initiatives will propel it towards greater prosperity and resilience.

Agriculture still represents a part of Ocoee's heritage, but the city recognizes that it must continue to diversify its economic base, encouraging growth in other sectors such as healthcare, technology, retail, hospitality, and professional services. This diversification, when paired with increased support for local businesses, promotes the creation of a diverse urban fabric that drives innovation and job creation.

The continuing revitalization of major commercial corridors will enhance Ocoee's attractiveness for shopping, dining, and entertainment, while improvements in infrastructure and incentives for mixed-use development can breathe new life into undervеloped areas, attracting visitors and stimulating local economic activity.

Ocoee's proximity to Orlando's world-class destinations also creates unique potential in tourism. The development of family-oriented entertainment, outdoor recreation, and cultural attractions will allow it to capture a larger share of the regional market, while preserving the city's small-town character and its rich heritage.

Collaboration with private sector partners unlocks new opportunities, while public-private partnerships for infrastructure projects, mixed-use developments, and redevelopment initiatives can leverage local resources and expertise to drive economic growth while sharing risks and rewards.

The 2008 economic recession disproportionately impacted suburban communities, with a freefall of housing prices and local tax revenues. In 2008 the Ocoee CRA commissioned AECOM to develop the Target Areas Special Development Plan, which proposed to *"create a future for the Ocoee CRA that will include centers of vibrant, urban, mixed use development that ensure enhanced pedestrian and automobile connectivity, flexible land uses, a diverse economic base, a mix of housing types, a shared responsibility of infrastructure financing, open space as a public amenity, and a better development form"*.[26]

In 2013, Ocoee also partnered with its neighbors to sponsor the Tri-Cities Study[27] and develop a shared vision to direct economic growth. This project analyzed the current regional market to determine its strengths and weaknesses, identified target industries, assessed the study area from a site selector's point of view, and proposed goals and strategies to ensure success. The study also assisted the Tri-Cities partners with potential options for business parks, as well as marketing and branding. While depreciating home prices and a stagnated economy are no longer a concern in 2024, many of the findings of both studies remain relevant today.

Ocoee's Comprehensive Plan does not feature a stand-alone Economic Development Element. Instead, many of its economic development goals are embedded into other elements. Section XI of the Future Land Use Element, for instance, briefly describes the city's economic base, and outlines benefits associated with infill & redevelopment. This section also introduces the

[26] AECOM (2010): https://www.ocoeecra.com/DocumentCenter/View/12370/Target-Areas-Special-Development-Plan-PDF
[27] Angelou Economics (2013): https://www.ocoeecra.com/DocumentCenter/View/12368/Tri-Cities-SR-Final-Report-PDF

establishment of Special Overlay Areas and Activity Centers as possible tools to promote economic development.[28]

Additional references to economic development are found in the Transportation Element, including policies to coordinate the provision of infrastructure to accommodate growth:[29] Objective 2.5 and associated policies, for instance, call for enhancement in North-South Connectivity,[30] while Objective 2.7 directs the city to ensure that adequare right-of-way is available to acommodate required transportation improvements.[31]

The Ocoee Regional Sports Center development agreement includes commitments for transportation upgrades, along with other local improvements.

As discussed on *Section 3.4*, the ORSC project will strengthen Ocoee's competitiveness with a significant number of direct jobs added to the Retail, Hospitality, Food & Services, and the Entertainment Sectors. Short-term jobs will also be created by new investments in infrastructure, while other direct and indirect jobs in the community will be supported through growth in Ocoee's tourism sector.

Mixed-Use Development

Mixed-use development promotes the coexistence of compatible land uses within neighborhoods or districts. This strategy is widely recognized as a powerful economic development catalyst, especially in small cities, where space efficiency and economic diversity are paramount. Integrating uses within a single area enriches communities, promotes sustainable growth, and enhances quality of life.

Within Ocoee's context, mixed-use can be a critical tool for revitalization, capitalizing on existing local infrastructure. By consolidating land uses, the urban fabric can be optimized, making efficient use of existing resources and limited space. When paired with densification strategies, mixed-use not only promotes urban infill but also reduces sprawl, preserving green spaces and agricultural land on the city's periphery.

Mixed-use development also stimulates economic growth by diversifying revenue streams and attracting investment. The presence of commercial establishments, such as shops, restaurants, and offices, creates employment opportunities and increases tax revenues. Well-designed mixed-use districts become destinations that expand consumer spending, supporting the viability of small businesses and enhancing the local economy.

Ocoee's Comprehensive Plan contains multiple policy references related to mixed-use development, most being in the Future Land Use Element. And even though the city's future land use map has no specific mixed-use designation, the Plan promotes the *"successful integration and blending of these distinct uses in order to create a functioning, multi-faceted type of development. Integration is defined as the combination of distinct uses on a single site where impacts from different uses are mitigated through site design techniques, and where different uses are expected to benefit from the close proximity of complementary uses"*.[32]

[28] Future Land Use Element; Section XI (pp. 1-28 – 1-33)
[29] Transportation Element; Objective 1.3 & Policy 1.3.4
[30] Transportation Element; Objective 2.5 & Policy 2.5.1
[31] Transportation Element; Objective 2.7 & Policy 2.7.1
[32] Future Land Use Element; Section VII (pg. 1-17)

The City envisions the implementation of mixed-use districts through PUDs, such as the one being proposed. Additional mixed-use support is provided through the designation of Activity Centers.[33]

Policy 1.4 of the Future Land Use Element states that *"the City shall allow mixed and multi-uses"* in special planning areas, and PUDs,[34] while Policy 1.6 aims to control strip commercial through land regulations.[35]

The integration of Residential uses into the subject area has been restricted due to pre-existing environmental and legal constraints.[36] However, the ORSC proposes a mix of non-residential uses that is compatible and complementary to the existing neighborhood fabric. The subject area surroundings are characterized by a high-concentration of residential uses, but with a near-absence of commercial destinations. These "high-low areas" are prime targets for commercial mixed-use infill projects.

When properly designed, the insertion of non-residential uses in *high-low* areas capitalizes on existing neighborhoods to minimize local trips and promotes pedestrian cross-shopping behavior. The ORSC promotes a "park-once" experience that minimizes single-purpose trips and enhances walkability between destinations. This concept is further backed by FLUE Policy 1.7, which aims to facilitate innovative development.[37]

Objective 3 of the Future Land Use Element directs the City to adopt and implement development programs to support Activity Centers, Redevelopment Areas, and mixed-use development to meet Florida's statutory requirements,[38] while FLUE Policy 3.2 specifically targets the implementation of land use regulations to allow mixed/multi use development.[39]

Finally, FLUE Policy 3.4 specifies the development of mixed-use zoning provision within the Land Development Code that *"shall provide for the implementation of new mixed/multi uses within a variety of higher intensity land use categories"*.[40]

In addition to the references above, support for mixed-use development is found on Policy 1.4 of the Conservation Element, which states that *"The City shall encourage the use of innovative development forms, such as planned unit developments, multi-use centers, and others to reduce the need to travel. Incentives such as density bonuses and transfers of development rights shall be used to encourage these forms."*

While the ORSC success does not depend on TDRs or density bonuses, it does require creative partnerships, with support from staff and elected officials to overcome site-specific constraints that will be discussed in other sections of this application.

In addition to mixed-use development, Ocoee's Comprehensive Plan addresses other closely related subjects relevant in this application's context. These are: *Infill, Redevelopment, and Sprawl Control*, which will be discussed in the next section.

[33] Future Land Use Element; Section VII (pg. 1-17)
[34] Future Land Use Element; Policy 1.4 (pg.1-35)
[35] Future Land Use Element; Policy 1.6 (pg.1-35)
[36] Special Warranty Deed (12/27/2005) Instr.# 20050874910
[37] Future Land Use Element; Policy 1.7 (pg.1-35)
[38] Future Land Use Element; Objective 3 (pg. 1-39)
[39] Future Land Use Element; Policy 3.2 (pg.1-40)
[40] Future Land Use Element. Policy 3.4 (pg.1-40)

Infill, Redevelopment, and Sprawl Control

Section 163.2511 of the Florida Statutes recognizes Infill and redevelopment as important components to promote and sustain a healthy urban fabric. It states that *"regional entities and local governments should provide incentives to promote urban infill and redevelopment. Existing programs and incentives should be integrated to the extent possible to promote urban infill and redevelopment and to achieve the goals of the state urban policy"*.[41]

As discussed in the previous section, infill and mixed-use are complementary strategies that seek the efficient utilization of urban infrastructure and services, increasing economic resilience, indirectly contributing to the conservation of the natural environment through the establishment of a more compact development pattern.

In addition to the 7 mixed-use policy citations already introduced, 19 other relevant references were identified. These are distributed through the Future Land Use, Transportation, Recreation and Open Spaces, and Intergovernmental Coordination elements of the Comprehensive Plan, and will be discussed in this section.

Section XI of the Future Land Use element introduces Infill as *"a development alternative that is advantageous to local governments for a number of reasons, including, but not limited to a means of reducing infrastructure investment, improving tax bases, and often restoring the vitality to declining neighborhoods"*.[42] Although the subject area and much of the surrounding vacant land is rural or underdeveloped, it is has been surrounded by residential development during the last decades. It has remained in its current state due to site-specific challenges. However, proximity to the City's Historic Center and accessibility to Ocoee's regional transportation network will ensure its place as a major Activity Center.

FLUE Objective 2 seeks to discourage sprawl through the appropriate provision of services and infrastructure, while policy 2.4 proposes the regulation of land use patterns through the Concurrency Management System.[43]

Policy 2.6 encourages infill development to maximize efficient utilization of facilities and services and suggests the use of regulatory and economic incentives to promote the city's goal of curbing sprawl.

Additional provisions in Policy 2.8 expand on the topic:

> *"The City shall encourage development when and where appropriate facilities and services to support it are available (based on the levels of services standards adopted concurrent with this Comprehensive Plan), thereby discouraging urban sprawl, and ensuring that concurrency is met. The following policy statements demonstrate how compliance shall be implemented:*
> *[...]*
> *- Through appropriate land development regulations and provision of effective urban services, the City shall promote infill development within the municipal boundaries.*
> *[...]*
> *- The land development regulations shall reflect the policy of controlling urban sprawl."* [44]

[41] S. 163.2511 F.S. 2023
[42] Future Land Use Element; Section XI (C) (pg. 1-29)
[43] Future Land Use Element; Obj. 2 (pg. 1-37) & Policy 2.4 (pg. 1-38)
[44] Future Land Use Element; Policy 2.8 (pp. 1-38; 1-39)

Infill incentives are also mentioned in Objective 4, which states that *"The City shall encourage the redevelopment and renewal of blighted areas by offering incentives to developers."* [45] This subject will be discussed further in other sections of this document.

The Transportation Element contains at least nine additional policy references to infill and redevelopment, but since these are primarily related to the adequate provision of transportation infrastructure, they will be discussed in the *Facilities and Services* section, below.

Indirect references to infill and redevelopment are also found in the Conservation, and Intergovernmental Coordination Elements of the Plan. To minimize repetitiveness, these will be discussed the appropriate sections.

Facilities and Services

Florida's concept of concurrency was a response to the rapid population growth and urbanization that characterized the state in the latter half of the 20th century. As cities and counties experienced unprecedented development pressure, policymakers recognized the need for a systematic and coordinated approach to infrastructure planning and investment. In 1972, Florida became one of the first states in the nation to enact comprehensive growth management legislation, laying the foundation for concurrency as a central tenet of land use regulation.

One of the key principles of concurrency is the concept of "adequate public facilities," which refers to the availability of infrastructure and services necessary to support development without compromising the health, safety, and welfare of residents. Local governments are required to establish standards for determining when public facilities are considered adequate and to monitor compliance with these standards as development occurs. The provision of adequate facities and services is mandated by Section 163.3180 of the Florida Statutes.[46]

Excluding the Capital Improvement Element, there are over 40 relevant policy references to the provision of facilities and services in Ocoee's Comprehensive Plan. These are distributed across the Future Land Use, Transportation, Conservation, Recreation and Open Space, and Intergovernmental Coordination Elements of the Plan. A complete list of references is included in *Exhibit 16*.

The ORSC project will require significant transportation infrastructure improvements, including the widening of Ocoee-Apopka Road, and Fullers Cross Road; both requiring ROW acquisitions.

Intersection improvements and upgrades to facilities beyond the immediate surroundings of the project are also expected, requiring coordination with Orange County and other partnering agencies.

A detailed discussion on transportation improvements is presented in *Section 4 - Potential Impacts* while the Traffic Impact Analysis is included as *Exhibit 21*.

Service capacity is available for water, wastewater, and solid waste, while stormwater will be managed through a master stormwater system that is integral to the project's design.

Additional school capacity is not required, as the project will not include residential uses.

[45] Future Land Use Element; Objective 4 (pg. 1-40)
[46] http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0163/Sections/0163.3180.html

Special Planning Areas

Local Comprehensive Plans are the cornerstone of Florida's Growth Management. They establish goals, objectives, and policies to guide where, and how, development should be directed, taking into consideration a complex set of social, economic, and environmental considerations.

The provision of context-specific policies, and the designation of special districts are crucial to add context-sensitivity to Comprehensive Plans. These districts are well suited to address specific land use needs, opportunities, or challenges; they may vary in size, scope, and purpose, ranging from small-scale neighborhood improvement districts to larger economic development zones or environmental protection areas.

Ocoee's Plan provides for the designation of special planning districts, through the adoption of Policies and the designation of Special Overlay Areas (SOAs), such as the Downtown Redevelopment Area, Interchange Impact Areas, and Activity Centers. Among other objectives, these areas seek to offset negative impacts, sprawling development, and the proliferation of strip commercial development.[47]

Of special relevance to this application, Activity Centers are designated areas where high levels of economic, social, and recreational activity are concentrated. They serve as focal points with dense development in walkable urban environments, featuring mixed uses and multimodal connectivity. The concept aligns well with principles of smart growth and transit-oriented development, aiming to reduce sprawl, enhance mobility, and improve local quality of life.

Activity centers also serve as engines of economic activity, attracting investments and visitors to concentrated areas of commerce and innovation. The clustering of economic activity capitalizes on economies of scale, spur job creation, and stimulate private sector investment in infrastructure and services.

These centers may foster community interaction and social exchanges by providing gathering spaces and social infrastructure where residents and visitors can socialize and engage in cultural and recreational activities. Well-planned branding also reinforces local identity and pride, fostering social cohesion.

Section XII of Ocoee's Future Land Use Element defines Activity Centers as *"areas within the impact zone of major intersections"*.[48] This application proposes added language to include centers that *"may, by scale and development intensity, become significant economic drivers that would advance the goals of Ocoee's Comprehensive Plan."* [49]

A more comprehensive definition is already supported by the Plan. The same section of the Plan expands the concept: "Activity *Centers are major nodes of employment within the City and include residential and support commercial land uses. In order to create successful Activity Centers, policies are within the Comprehensive Plan to direct the Activity Center plan. Mixed and/or multi land use and pedestrian as well as transit travel are emphasized in the design of these Centers."* [50]

Policy 1.7 of the Future Land Use encourages the promotion of innovative development; the use of Planned Unit Developments (PUDs); and support for alternative land development regulations to

[47] Future Land Use Element; Section XII-C (pg. 1-31)
[48] Ibid.
[49] See: Section 1.7 Proposed Text Amendment
[50] Future Land Use Element; Section XII-C (Pg. 1-32)

promote projects where *"public benefits may be realized"*, or where the character of the development may create *"useable open spaces"*.[51] Support for Activity Centers is also expressed in Objective 3 and related policies, where the encouragement for mixed-use provisions and higher intensity development is affirmed.[52]

The Conservation Element also promotes *"the use of innovative development forms, such as planned unit developments, multi-use centers, and others to reduce the need to travel. Incentives such as density bonuses and transfers of development rights shall be used to encourage these forms"*. [53] While TDRs are not directly applicable to this project, similar mitigation and conservation efforts are being proposed to offset environmental impacts, as discussed in Section 4.

The Transportation Element emphasizes the need for coordinated growth management efforts, stating that the City shall *"ensure transportation improvements that enhance the function of planned activity areas*", and *"continue to coordinate transportation planning with future population densities, the location of future housing developments and development patterns, and future employment centers".*[54]

Objectives 2.5 and 2.7 affirm the need for enhanced connectivity and improved access along Ocoee's North-South corridors and directs the City to "ensure that adequate right-of-way is available to accommodate required transportation improvements". [55] As discussed throughout this document, the ORSC project is committed to provide significant transportation improvements, which include upgrades to Ocoee-Apopka Road, Fullers Cross Road, and multiple other facilities in the project's area of influence. This effort will require support from the City of Ocoee, Orange County, neighboring jurisdictions, and the general public, considering the fragmented ownership pattern in the area, and the scale of effort involved.

Development Character and Compatibility

The identity of a place is derived from its physical, cultural, and socio-economic attributes, but also from aesthetics, appearance, and atmosphere. It can be influenced by factors, such as: the distribution of land uses and densities, the design of civic and public spaces, the character and scale of its transportation infrastructure, and just as importantly: from its economy.

Local character encapsulates what makes a city unique and recognizable, distinguishing it from other places. This character is not static: it evolves over time in response to changing needs, economic shifts, technological advancements, and environmental conditions. Maintaining and enhancing local character requires balance and compatibility between a city's current and future needs, along with the preservation of its natural resources.

Ocoee's Future Land Use Element (FLUE) sets the physical path for successful growth management. It *"describes the appropriate location for the future land uses and promulgates the policies regulating the location and development of all land uses"*. [56] Land use policies take several factors into consideration, including densities and intensities, expected growth, and the means to

[51] Future Land Use Element; Policy 1.7 (Pp. 1-35 – 1-36)
[52] Future Land Use Element; Objective 3; Policies 3.1 – 3.4 (Pp. 1-39 – 1-40)
[53] Conservation Element, Policy 1.4 (pg. 5-33)
[54] Transportation Element; Policies 1.3.3 & 1.3.4 (pg. 2-60)
[55] Transportation Element; (pg. 2-63)
[56] Future Land Use Element; Introduction (pg. 1-1)

accommodate future needs, economic feasibility, and fiscal policies. But underlying all land use decision-making aspects is the concept of *compatibility*.

True compatibility is not established through sameness or through uniformity. Rather, it is achieved through complementarity and diversity. The most inviting cities in the world – regardless of size – have a richness of character and diversity. These places manage develop and maintain their unique identity and authenticity, while remaining vibrant and inclusive. They are attractive to local residents and visitors alike.

The existing character of the City of Ocoee is described in Section IX of the FLUE: "*Ocoee is primarily residential. Residential land uses in the JPA account for 2,648.53 acres or 75.17 percent of the developed land area (excluding water bodies, rights-of-ways, conservation areas and recreation and open space totally 3,523.08 acres) and 30.31 percent of the total developable land area (8,437.78 acres) in the JPA.*"[57]

Objective 1 of the FLUE discusses the compatibility of newly developed and redeveloped properties within the City. Policies 1.1 and 1.3 ensure new plans go through a development review process,[58] and that impacts shall be mitigated to ensure the "health, safety, welfare and appearance of the built environment."[59]

Policy 1.7 further emphasizes that *"land development regulations shall promote innovative development in those cases where a public benefit can be realized and impact can be offset by the development..."*[60] A mixed-use development - in this case with a combination of retail, restaurants, entertainment venues, and public amenities - fosters a more diverse built environment, where people can live, work, and play within close proximity, reducing the need for long commutes, and promoting walkability.

This is further supported by Policy 3.2 which implements regulations allowing for the development of mixed and multi-use development plans,[61] while Policy 3.4 of the FLUE states that "*The City shall develop mixed use zoning provisions within the Land Development Code which shall provide for the implementation of new "mixed/multi uses within a variety of higher intensity land use categories where the overall impacts of development are determined to be no greater than those that would otherwise result from that permitted by underlying land use."*[62]

FLUE Policy 2.5 states that *"The City shall consider requests for voluntary annexation into the City when those lands are logical extensions of the existing City limits, when services can be properly provided, and when proposed uses are compatible with the City's Comprehensive Plan, the JPA Agreement, and the City's Annexation Policy*."[63] Policy 2.6 encourages infill through incentives such as higher densities where redevelopment investments are shown to be appropriate.[64] Both policies recognize the nexus between redevelopment and compatibility with existing contexts.

Objective 4 encourages administrators to promote the redevelopment and renewal of blighted areas by offering incentives to developers.[65] While the ORSC site does not fit the conventional

[57] Future Land Use Element; Section IX (pg. 1-18)
[58] Future Land Use Element, Policy 1.1 (pg. 1-34)
[59] Future Land Use Element; Policy 1.3 (pg. 1-35)
[60] Future Land Use Element; Policy 1.7 (pg. 1-36)
[61] Future Land Use Element; Policy 3.2 (pg. 1-40)
[62] Future Land Use Element; Policy 3.4 (pg. 1-40)
[63] Future Land Use Element; Policy 2,5 (pg. 1-38)
[64] Future Land Use Element; Policy 2.6 (pg. 1-38)
[65] Future Land Use Element; Obj. 4 (pg. 1-40)

definition of urban blight, it has been designated as a brownfield, and it is surrounded by undeveloped and underdeveloped areas.

The character of the built environment in a city is critical to its identity, and the Future Land Use Element plays an essential role in defining the compatibility between existing and future land uses. Objective 7 states that *"The City shall enforce the Land Development Code to preserve existing and future neighborhoods."*[66] Policies 7.1 through 7.4 and Policy 7.7 support character preservation through land use compatibility, buffer requirements, density limits, the allowance of non-residential uses where development will not adversely affect surrounding areas.[67]

Objective 9 establishes that *"The City shall encourage the elimination and reduction of uses inconsistent with the City's character and future land uses"*,[68] emphasizing the importance of compatibility in defining and enhancing the character of Ocoee. The ORSC project repurposes undesirable, contaminated properties to create a carefully designed world-class sports and entertainment hub that will also lead to additional investments in neighboring underdeveloped properties.

Within the Transportation Element of the Comprehensive Plan, Section F recognizes the importance and value of safe and connected non-motorized forms of transportation,[69] while Policy 2.9.1 states that "*The City shall increase the number of neighborhoods, commercial areas, parks, and recreation facilities served by bicycle/pedestrian facilities, which connect to the West Orange Trail."*[70] With the improvement of pedestrian sidewalks and increased connectivity to the West Orange Trail, the ORSC contributes to the enhancement of safety and connectivity for pedestrian and bicyclist system within the City of Ocoee.

The coordination between the City's goals and those of other agencies and jurisdictions, promotes a more coherent and coordinated approach to land use and future development. This is highlighted in the Intergovernmental Coordination Element, which sets forth that "*The City shall continue to coordinate the comprehensive plan with the plans of local government agencies providing services but not having regulatory authority over the use of the land, with the comprehensive plans of adjacent municipalities and the County to reduce and/or eliminate the duplication of service."*[71]

In closing: a city's development character is closely tied to how it handles compatibility between diverse – often competing – interests. This complex relationship is evident throughout the different elements of the Plan. While the Future element establishes compatibility as the central decision-making concept for land use decisions, it does embrace mixed uses, infill and redevelopment; meanwhile, the Transportation Element relies on Levels-of-Service, to measure the adequacy of transportation systems and infrastructure, but to achieve these objectives, engineering and design considerations must not ignore livability, walkability, and ultimately, local character.

The ORSC will introduce a mix of uses through thoughtfully crafted urban design. This will create a pedestrian-friendly hub for local residents and visitors, and it will provide growth opportunities that will continue to enhance Ocoee's historic character through careful branding.

[66] Future Land Use Element; Obj. 7 (pg. 1-43)
[67] Future Land Use Element; Policies 7.1-7.4 and Policy 7.7 (pg. 1-43 – 1-45)
[68] Future Land Use Element; Obj. 9 (pg. 1-47)
[69] Transportation Element; Section F (pg. 2-15)
[70] Transportation Element; Policy 2.9.1 (pg. 2-64)
[71] Recreation and Open Space Element; Obj. 1 (pg. 7-22)

Achieving this delicate balance between old and new will enable Ocoee to preserve its unique character while fostering economic growth in a more diverse environment.

Recreation and Open Space

Recreation and open spaces are key components of a healthy urban fabric. These areas contribute greatly to quality of life by offering opportunities for relaxation, exercise, leisure, physical health, and mental well-being. Acting as focal points for community interaction, open space and recreational facilities provide a place for residents to gather, socialize, and connect to their community. Open spaces also play a crucial role in environmental sustainability, preserving natural ecosystems and enhancing environmental health.

Beyond their social and environmental benefits, recreation and open spaces hold economic value by attracting tourists and supporting local businesses. Both recreational areas and open spaces are essential infrastructure elements, enhancing the livability, vibrancy, and sustainability of cities while enriching the lives of residents and visitors.

With Ocoee experiencing accelerated growth and development, the demand for enhanced recreation facilities and the availability of open spaces has become a critical consideration. The Recreation and Open Space Element of the Plan is dedicated to addressing the increasing demand for new and improved recreation facilities, as well as the importance of protecting valuable open space resources, which has been a key concern of Ocoee's residents and city officials.

Goal 1 of the Recreation and Open Space Element, states that *"the City shall ensure the acquisition, provision, protection, and enhancement of coordinated, efficient, well-maintained, diverse, and accessible park land, open space and recreation facilities designed to meet the needs of the city's current and future residents of all ages and abilities."*[72]

This goal is supported by multiple objectives and policies, as well as policies and objectives found in the Future Land Use, Transportation, Conservation, and Intergovernmental Elements.

Objective 1 of the Recreation and Open Space Element ensures provision of a comprehensive network of public and private parks and open spaces that meet both current and future residents' needs[73] while Objective 2 ensures those parks and open spaces are accessible and inclusive.[74]

Objective 5 of the Recreation and Open Space element emphasizes a coordinated system of public parks and open space facilities which are compatible with local private recreation resources.[75] This objective dovetails with the Intergovernmental Coordination Element, which states that *"The City shall continue to coordinate the comprehensive plan with the plans of local government agencies providing services but not having regulatory authority over the use of the land, with the comprehensive plans of adjacent municipalities and the County to reduce and/or eliminate the duplication of services"*.[76]

ORSC's extensive system of open spaces and parks will be open and accessible to the public and will also be integrated with Ocoee's park system to the extent possible. The Montierre

[72] Recreation and Open Space Element; Section IX (pg. 6-32)
[73] Recreation and Open Space Element; Obj. 1 (pg. 6-32)
[74] Recreation and Open Space Element; Obj. 2 (pg. 6-33)
[75] Recreation and Open Space Element; Obj. 5 (pg. 6-34)
[76] Intergovernmental Coordination Element; Obj. 1 (pg. 7-22)

Development Agreement with the City includes terms for shared-uses, and the improvement of parks and facilities owned by the City.

Objective 6 of the Recreation and Open Space element prioritizes improvements in public access to parks.[77] Policy 6.1 states that *"The City shall prioritize sidewalk improvements that create or improve pedestrian access / safety as well as those that connect City parks to neighborhoods, schools, institutional uses, and commercial areas"*.[78]

Similarly, to increase connectivity and community interaction, Objective 2.9 of the Transportation Element emphasizes access between the West Orange Trail and recreation facilities,[79] while Policy 2.9.1 of the Transportation element states "The City shall increase the number of neighborhoods, commercial areas, parks, and recreation facilities served by bicycle/pedestrian facilities, which connect to the West Orange Trail".[80]

The proposed infrastructure improvements associated with the ORSC project include enhancements to pedestrian and multi-modal facilities, with new trails and sidewalks, and accommodations for a connection to the West Orange Trail System.

Policy 6.2 states that *"The City shall prioritize transportation improvements that create or improve off-road bicycle and pedestrian connections to and from City parks, neighborhoods, schools, institutional uses, and commercial areas"*,[81] which is further emphasized by Policy 6.3, which encourages bike lane infrastructure improvement projects.[82] These priorities will be discussed in greater detail in *Section 4,* which outlines the project's proposed commitments to transportation improvements and other local infrastructure upgrades.

The methods to ensure economic efficiency of parks and open space facilities are presented in Objective 8 of the Recreation and Open Space Element,[83] and have been discussed in detail in the Economic Development section of this document.

Policy 7.7 of the Future Land Use Element discusses open space requirements for new development projects, requiring 5 percent of the total site to be designated as open space; [84] and as the ORSC falls within the Wekiva Study Area, a 35% minimum open space requirement also applies.[85]

The ORSC design features an extensive network of open spaces and public gathering spaces that are centered on an amenitized, stormwater system. These spaces are further enhanced by 60 Acres of sports fields and public amenities. As currently proposed, the project exceeds the City's open space requirements.

The City of Ocoee recognizes the importance of providing adequate recreation facilities and providing open spaces as it continues to plan for accelerated growth during the next decades. The Comprehensive Plan outlines goals and objectives to ensure the acquisition, maintenance, and accessibility of parks and open spaces for residents of all ages and abilities. These efforts align

[77] Recreation and Open Space Element; Obj. 6 (pg. 6-34)
[78] Recreation and Open Space Element; Policy 6.1 (pg. 6-34)
[79] Transportation Element; Obj. 2.9 (pg. 2-63)
[80] Transportation Element; Policy 2.9.1 pg. 2-64)
[81] Recreation and Open Space Element; Policy 6.2 (pg. 6-35)
[82] Recreation and Open Space Element; Policy 6.3 (pg. 6-35)
[83] Recreation and Open Space Element; Obj. 8 (pg. 6-36)
[84] Future Land Use Element; Policy 7.7 (pg. 1-45)
[85] Future Land Use Element; Policy 7.7.1 (pg. 1-45)

with ORSC's overarching goal of offering sports-centered, family-oriented, recreation opportunities, along with sustainability design and nature-inspired experiences for all.

Conservation

The natural landscape within the subject area and surrounding properties has changed drastically over time due to agricultural use, an evolving regional transportation infrastructure, and continuing urbanization of rural lands. Ocoee's conservation element seeks to promote and enhance the use and protection of the City's natural resources, especially as population growth accelerates and development pressure continues to intensify.

The management of competing interests represented by land development and environmental protection is not uncommon in planning. Ocoee's Comprehensive Plan and Land Development Code contain provisions to address conflicts while safeguarding the public interest, protecting property rights, and ensuring a reasonable use of the land in a manner that is consistent with the public interest. The first Goal of the conservation element, for instance, states that Ocoee will *"ensure the highest environmental quality, consistent with the appropriate growth and development of the city."* [86]

However, consistency with certain policies under Conservation Objectives 2, 4 and 6 of the Plan may become challenging due to language stating, for instance, that "*development shall be precluded within 25-feet of 100-year floodplain zones"*,[87] or that *"wetlands shall be conserved and protected from physical and hydrologic alterations*."[88] Both policies are unquestionably critical to advance Ocoee's environmental protection goals, but they provide no exceptions for extraordinary scenarios such as the one associated with this application.

Policy 4.2, on the other hand, does provide alternatives for reasonable development of challenging properties, with provisions for restoration, enhancement, and mitigation of environmentally compromised areas:

> *"Where alteration or removal of wetlands is necessary in order to allow reasonable development of property, either the restoration or enhancement of disturbed wetlands will be provided or additional wetlands will be created to mitigate any wetland destruction, within the same site or watershed, if possible".*[89]

Policy 4.3 also establishes that *"where wetland disturbance is permitted, requiring a two-for-one replacement of area, maintenance of proximal location relationship and functionality, and enforcement of alternative mitigation requirements become necessary",* [90] while policy 6.2 provides for the establishment of *"comprehensive mitigation measures where environmental impacts are unavoidable"*.[91]

This application includes a proposed environmental plan that has been discussed with staff, elected officials, and other stakeholders. It includes a series of actions to offset unavoidable impacts to low-quality wetlands that have been subject to degradation recognized in the brownfield designation for the site through the establishment of new conservation areas,

[86] Conservation Element; Sec. IV (pg. 5-33)
[87] Conservation Element; Policy 2.3 (pg. 5-34)
[88] Conservation Element; Objective 4 (pg. 5-35)
[89] Conservation Element; Policy 4.1 (pg. 5-35)
[90] Conservation Element; Policy 4.3 (pg. 5-36)
[91] Conservation Element; Policy 6.2 (pg. 5-37)

management of existing conservation lands which already owned by the City, and the establishment of a 96-acre mitigation area adjacent to Lake Beauclair. The proposed plan is outlined in Section 4.

Intergovernmental Coordination

Ocoee appreciates the critical importance of collaborating with neighboring municipalities, counties, and state agencies, as it plans for future growth. Ocoee's Comprehensive Plan is committed to addressing multijurisdictional challenge such as annexations, land use compatibility, and transportation improvements through proactive coordination.

Ocoee partners with multiple entities at the local, state, and federal level, including among others: Orange County, the neighboring cities of Windermere, Winter Garden, and Apopka, East Central Florida Regional Planning Council, Florida Department of Transportation, and the Florida Department of Environmental Protection.

The Intergovernmental Coordination Element provides a framework for structured engagement and decision-making, while the Plan's other elements supplement this structure with more specific coordination policies that advance the interests of Ocoee's residents and the broader community.

Objective 1 of the Intergovernmental Element ensures the coordination of the comprehensive plan with local government agencies, while Policies 1.1 through 1.3, refer to the Joint Planning Area (JPA) Agreement with Orange County.[92] As the project falls within the Joint Planning Area, coordination and cooperation throughout every phase of this project will be required to ensure that the interests of all stakeholders are safeguarded.

Similarly, Section II. of the Future Land Use Element is dedicated to the JPA Agreement between the city and the county, stating that *"the JPA Agreement facilitates intergovernmental coordination, the evaluation of development impacts, the mitigation of extra jurisdictional impacts, and the timely resolution of inter jurisdictional disputes."* [93]

Objective 2 of the Future Land Use Element ensures the provision of adequate facilities and services to accommodate new development, while Policy 2.5 states that *"The City shall consider requests for voluntary annexation into the City when those lands are logical extensions of the existing City limits, when services can be properly provided, and when proposed uses are compatible with the City's Comprehensive Plan, the JPA Agreement, and the City's Annexation Policy.*[94]As discussed on page 40 of this document, annexation applications have been submitted to the city for eventual inclusion into the ORSC.

FLUE Policy 5.2 discusses the use of development regulations to protect natural resources, including wetlands,[95] and need for coordination with federal, state, and regional environmental management agencies. Section 4 of this document discusses proposed impacts and mitigation strategies, including the regulatory requirements and applicable coordination actions required.

[92] Intergovernmental Coordination Element; Policies 1.1, 1.2 and 1.3 (pg. 7-22)
[93] Future Land Use Element; Section II. (pg. 1-11)
[94] Future Land Use Element; Obj. 2; Policy 2.5 (pg. 1-38)
[95] Future Land Use Element; Policy 5.2 (pg. 1-41)

As the subject area is included in the JPA areas that are within the Wekiva Study Area, the requirements outlined in Section XIV of the Future Land Use Element [96] apply. These are discussed in greater detail in *Section 2.12 (page 34)*.

The Transportation Element highlights the importance of interlocal agreements to support transportation improvement projects. *Section VI* emphasizes coordination to advance priority work programs of responsible agencies,[97] Objective 1.3 encourages growth management through multijurisdictional transportation facilities,[98] Policy 1.3.2 ensures consistency of transportation improvements through collaboration with the region's MPO,[99] and Objective 2.7 discusses the coordinated acquisition of Right-Of-Ways to accommodate the demand created by new developments.[100]

This project proposes significant infrastructure investment, and will require coordinated efforts with Orange County, MetroPlan Orlando, and neighboring jurisdictions to ensure that proposed improvements extend seamlessly across jurisdictional lines.

Finally, the Conservation Element of the Comprehensive Plan ensures coordination and compliance with the Florida Fish and Wildlife Conservation Commission regarding endangered and rare species.[101] The Environmental Report *(Exhibit 19)* documents any protected species on both the state and federal level which could be present on the subject area. The project is not anticipated to have an adverse impact to state and/or federally protected species.

3.6. Public Facilities Analysis

The Ocoee Regional Sports Complex Subject Area is designed as a multi-use entertainment project with recreational components, retail, hotels, restaurants, and other ancillary uses. The subject area is located within the service areas of the City of Ocoee but remains largely undeveloped at this time.

This section identifies regionally significant public facilities necessary to support the future land uses associated with this application, consistent with Florida Statutes. The master planning considerations associated with new public facilities and services will be more fully evaluated at the time of Detailed Specific Area Plans (DSAPs), Land Use Plans (LUPs), Preliminary Subdivision Plans (PSPs), Development Plans (DPs) and specific site engineering and facilities design.

Transportation

Central Florida's MPO, MetroPlan Orlando, maintains a *Prioritized Project List (PPL)* with upcoming highway, bicycle, pedestrian, transit, aviation, and other transportation-related projects. The list ranks initiatives which have been deemed cost-feasible in the near term, but may still have unfunded phases. The document shows which projects are "next in line" for federal and state funding.

The most recent PPL document, adopted in December of 2023,[102] lists only one prioritized project near the subject area: PLL # 19: SR-438/Silver Star Rd, from SR-429 to N Bluford Ave. This

[96] Future Land Use Element; Section XIV. (pg. 1-48)
[97] Transportation Element; Section VI (pg.2-58)
[98] Transportation Element; Obj, 1.3 (pg. 2-59)
[99] Transportation Element; Policy 1.3.2 (pg. 2-60)
[100] Transportation Element; Obj. 2.7 (2.7)
[101] Conservation Element; Policy 6.7 (pg. 5-38)
[102] https://metroplanorlando.gov/wp-content/uploads/Prioritized-Project-List-PPL-2028-2038-Adopted-7-12-23.pdf

complete street project has a funding allocation of approximately $1.9 Million for the 2026-2030 period, with $9 Million of funding expected during the 2031-2035 period.

Notably, the 2045 Metropolitan Transportation Plan has identified a substantial number of unfunded needs in the project's surrounding areas. An interactive mapping application with the 2045 MTP data is available at: https://metroplanorlando.gov/maps-tools/dataviewer/, and the 2045 Cost Feasible Plan is available at: https://metroplanorlando.gov/wp-content/uploads/2045-MTP-Cost-Feasible-Plan-Adopted-Dec.-2020-Rev.-Feb.-2024.pdf

The illustrations below show funded, prioritized, and unfunded projects near the subject area:

2045 Plan – Cost Feasible Plan Projects

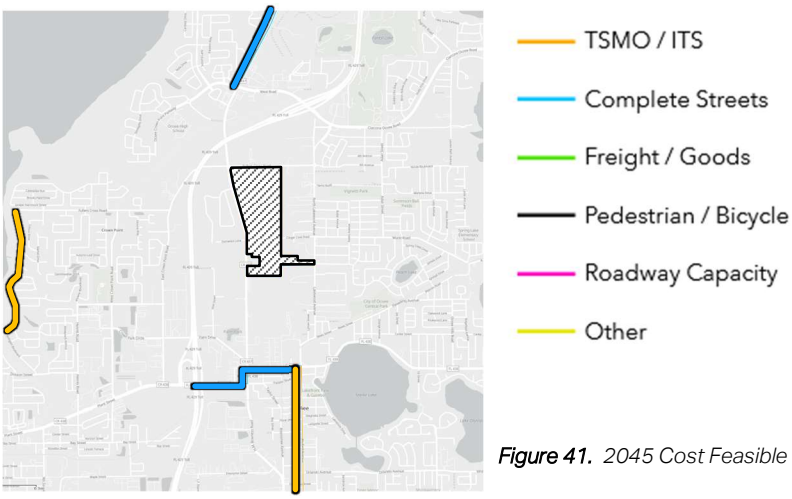


Figure 41. 2045 Cost Feasible Projects Map (source: MetroPlan)

Prioritized List Projects

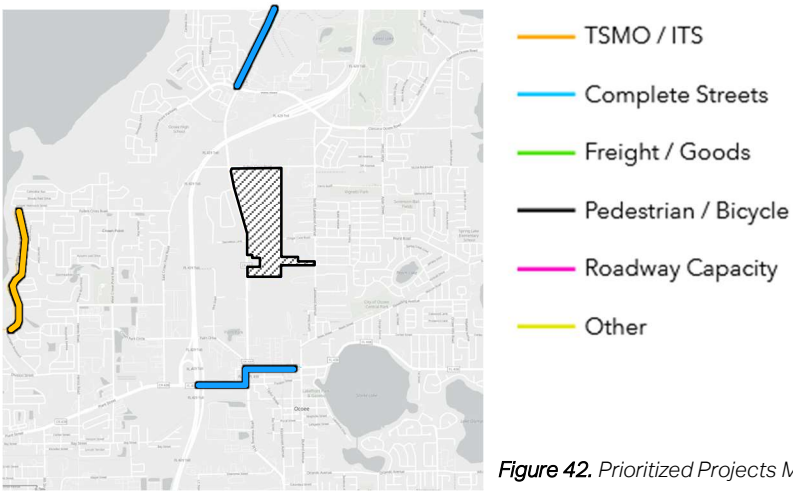


Figure 42. Prioritized Projects Map (source: MetroPlan)

2045 Plan – Unfunded Needs

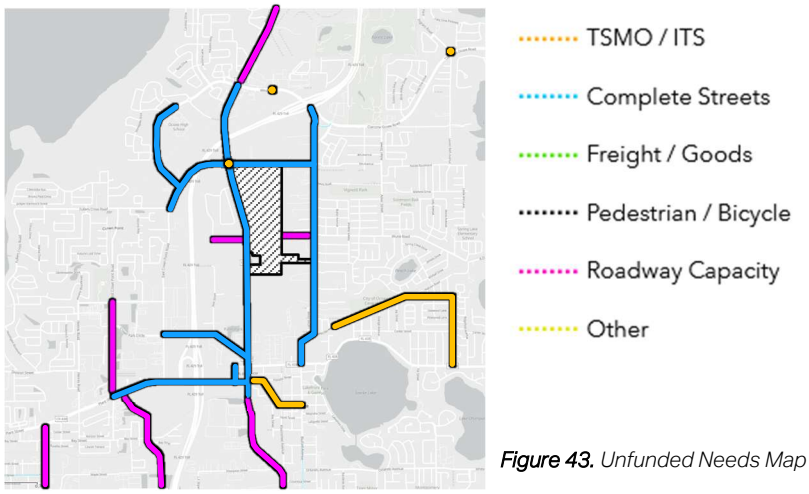


Figure 43. Unfunded Needs Map (source: MetroPlan)

According to MetroPlan data the two roadway segments immediately adjacent to the subject area alone could represent $37 Million or more in unfunded construction needs.[103] The 2.10-Mile segment of Ocoee Apopka Road between Silver Star Road and West Road alone, is estimated at $23 Million. This figure grows to $47 Million when the study's 2045 planning horizon is applied.

The table below outlines typical costs for a few of the most common transportation-related infrastructure improvements from MetroPlan's 2045 Report.[104]

Improvement Type	Planning + PD&E (10%)	PE / Design (30%)	ROW (45%)	ENV (15%)	CST	CEI (10%)	Total Cost (Per Mile)
Complete Streets	$400,000	$1,200,000	$1,800,000	$600,000	$4,000,000	$400,000	**$8,400,000**
Complete Streets w/ Shared Use Path	$500,000	$1,500,000	$2,250,000	$750,000	$5,000,000	$500,000	**$10,500,000**
Complete Streets / Safety / Operational	$500,000	$1,500,000	$2,250,000	$750,000	$5,000,000	$500,000	**$10,500,000**
Operational	-	$300,000	$450,000	$150,000	$1,000,000	$100,000	**$2,000,000**
Operational (Freight Bottleneck)	-	$450,000	$675,000	$225,000	$1,500,000	$150,000	**$3,000,000**
Operational / Safety	-	$712,500	$1,068,750	$356,250	$2,375,000	$237,500	**$4,750,000**
Safety Improvements	-	$375,000	$562,500	$187,500	$1,250,000	$125,000	**$2,500,000**
ITS/ Technology	-	$225,000	-	-	$750,000	$75,000	**$1,050,000**
Shared Use Path	-	$300,000	$450,000	$150,000	$1,000,000	$100,000	**$2,000,000**
Sidewalk	-	$48,333	-	-	$161,110	$16,111	**$225,554**
Mid-Block Crossing	-	$42,547	-	-	$141,824	$14,182	**$198,554**
Trail / Shared Use Path Bridge	$1,000,000	$3,000,000	$4,500,000	$1,500,000	$10,000,000	$1,000,000	**$21,000,000**
Widen from 2 to 4 Lanes	$535,779	$1,607,338	$2,411,007	$803,669	$5,357,794	$535,779	**$11,251,368**
Widen from 2 to 6 lanes	$943,166	$2,829,497	$4,244,246	$1,414,749	$9,431,658	$943,166	**$19,806,482**
Widen from 4 to 6 lanes	$614,469	$1,843,406	$2,765,109	$921,703	$6,144,687	$614,469	**$12,903,843**
Widen from 4 to 6 lanes w/ Flyover	$2,791,575	$8,374,725	$12,562,087	$4,187,362	$27,915,750	$2,791,575	**$58,623,074**
New 2 Lane Roadway	$489,810	$1,469,430	$2,204,146	$734,715	$4,898,102	$489,810	**$10,286,013**
New 4 Lane Roadway	$754,533	$2,263,598	$3,395,397	$1,131,799	$7,545,327	$754,533	**$15,845,186**
Urban Interchange	$2,300,000	$6,900,000	$10,350,000	$3,450,000	$23,000,000	$2,300,000	**$48,300,000**

Source: FDOT LRE Model (July 2019); 2045 SIS MMCFP; MetroPlan Orlando PPL FY 2024/25 – 2039/40

[103] Using MetroPlan data: Ocoee Apopka Road (Silver Star to West - 2.1 Mile, $23 Million); Fullers Cross Roar (N Lakewood to 500ft West of Ocoee Apopka Rd (1.23 Miles / $14 Millon) (2020 Dollars)
[104] 2045 Metropolitan Transportation Plan Cost Feasible Plan. Strategies, Programs and Projects: https://metroplanorlando.gov/plans/metropolitan-transportation-plan

Transportation Impact Analysis

A Future Land Use (FLU) Amendment Transportation Analysis was completed based on State and City requirements to determine the potential impacts of the proposed FLU Amendment. The full report is provided as *Exhibit 21 (Traffic Impact Analysis).*

Traffic was evaluated for existing and future conditions including Short-Term (2035) and Long-Term (2045) horizons. To accommodate the anticipated traffic in the future background conditions (before project trips are added) within the study area, the following roadway capacity deficiencies are identified:

Short-term (Year 2035) Background Deficiencies

- Maguire Road from Story Road to Kissimmee Avenue

Long-Term (Year 2045) Background Deficiencies

- Maguire Road from SR 50 (W Colonial Drive) to Marshall Farms Road
- Maguire Road from Marshall Farms Road to Story Road
- Maguire Road from Story Road to Kissimmee Avenue
- Maguire Road from Kissimmee Avenue to SR 438 (W Franklin Street)
- SR 437 (Ocoee Apopka Road) from SR 438 (W Franklin Street) to SR 438 (W Silver Star Road)
- CR 437 (Ocoee Apopka Road) from SR 438 (W Silver Star Road) to Fullers Cross Road
- CR 437 (Ocoee Apopka Road) from Fullers Cross Road to West Road
- CR 437 (Ocoee Apopka Road) from West Road to McCormick Road
- SR 438 (Plant Street/Franklin Street) from E Crown Point Road to SR 429
- SR 438 (Plant Street/Franklin Street) from SR 429 to Ocoee Apopka Road
- SR 438 (Silver Star Road) from Ocoee Apopka Road to Bluford Avenue
- SR 438 (Silver Star Road) from Ocoee-Hills Road to Clarke Road

With trips from the maximum trip generation potential of the proposed FLU added, the following additional roadway capacity deficiencies are identified:

Short-term (Year 2035) Buildout Deficiencies (in addition to Background Deficiencies)

- Maguire Road from Kissimmee Avenue to SR 438 (W Franklin Street)
- CR 437 (Ocoee Apopka Road) from SR 438 (W Silver Star Road) to Fullers Cross Road
- CR 437 (Ocoee Apopka Road) from Fullers Cross Road to West Road
- CR 437 (Ocoee Apopka Road) from West Road to McCormick Road

Long-Term (Year 2045) Background Deficiencies (in addition to Background Deficiencies)

- West Road from CR 437 (Ocoee Apopka Road) to SR 429

All roadway capacity deficiencies identified in the Short-Term (2035) segment analysis as a result of the additional trips have capacity improvements identified in MetroPlan Orlando's 2045 Needs Plan.[105]

Schools

Public schools are provided by the Orange County School District (OCPS). However, no school capacity is being requested since the project does not contain residential uses. A previously approved PUD (Eagle Creek of Ocoee – Chevron Parcel) included reserved capacity for 119 students that will no longer be required.

Recreation

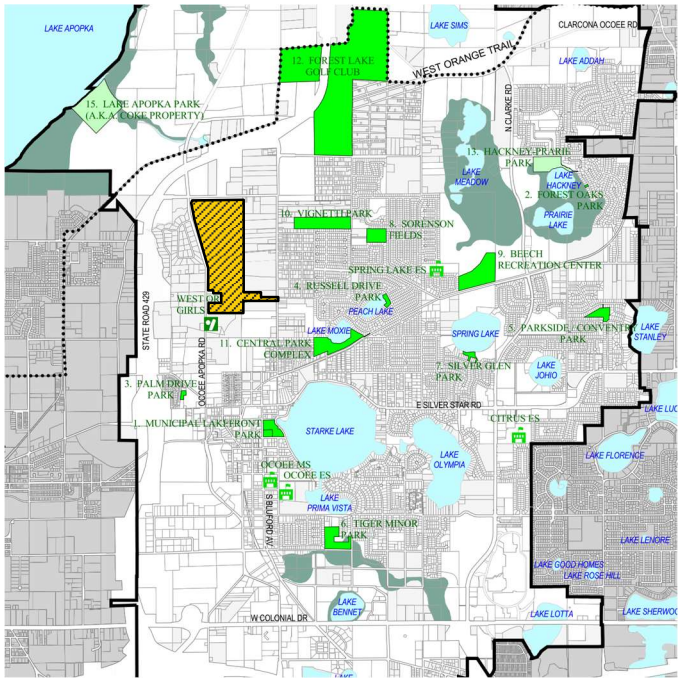


Figure 44. Public Parks in proximity to the subject area (highlighted).

The Subject Area is located near multiple municipal parks, and approximately 0.3 Miles south from the nearest West Orange Trail crossing.

The proposed development program is not anticipated to generate additional residential demand for Parks and Recreation facilities, and it will, in fact be complementary the Ocoee's recreational infrastructure, granting limited shared use of fields during off-peak hours to the City.

The development agreement between the Montierre Development and the City stipulates commitments to additional improvements to existing facilities owned by the city, and an anticipated 4-acre land conveyance for the creation of a new city park. Off-site improvements along Ocoee-Apopka road will also include a multi-use path connection to the West Orange Trail.

[105] https://metroplanorlando.gov/plans/metropolitan-transportation-plan/

Public Facilities & Services

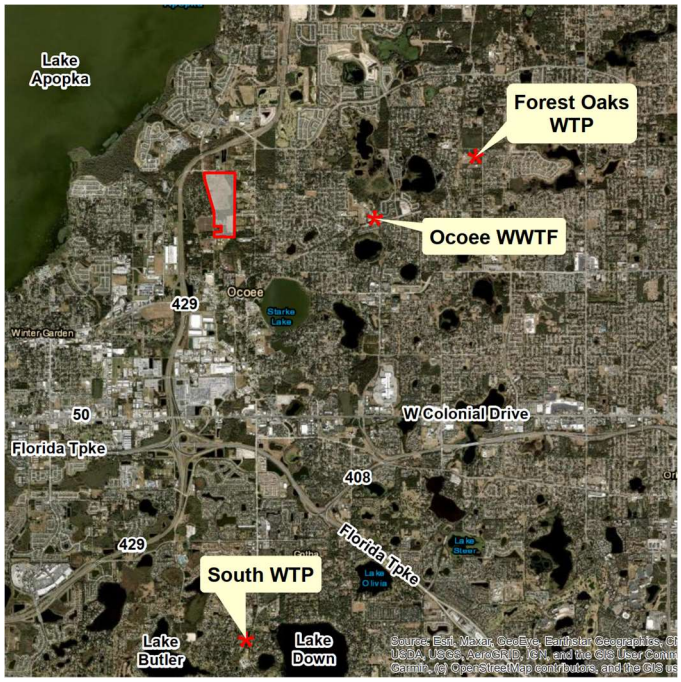


Figure 45. Area Overview. A larger scale map is provided as Exhibit 14 - Offsite Water and Wastewater Treatment Plants

The site lies within the City of Ocoee's Water, Wastewater, and Reclaimed Service Territory service area of the City of Ocoee Utilities Department, a governmental utility (Exhibit 32).

The following pages identify regionally significant public facilities necessary to support the future land uses in the property, consistent with Florida Statutes.

The master planning considerations associated with new public facilities and services will be fully evaluated at the time of Detailed Specific Area Plans (DSAPs), Land Use Plans (LUPs), Preliminary Subdivision Plans (PSPs), Development Plans (DPs) and specific site engineering and facilities design.

Potable Water

The area encompassed by the Planning Area will receive its potable water service from the City of Ocoee Water Department. It is estimated that the complex will have a need for 422,546 gpd (ADF) of potable water. Based on initial discussions with the city, it appears that the water system should have the capacity to serve the needs of the proposed development. There are several potential connection points for potable water system along Ocoee Apopka Road or Fullers Cross Road to a 12" Water Main or to the 10" Water Main at the end of Clinger Cove Road. The closest water treatment plant to the planning area is Forest Oaks WTP at 8724 Hackney Prairie Road, a secondary facility is located at 2260 Macguire Road.

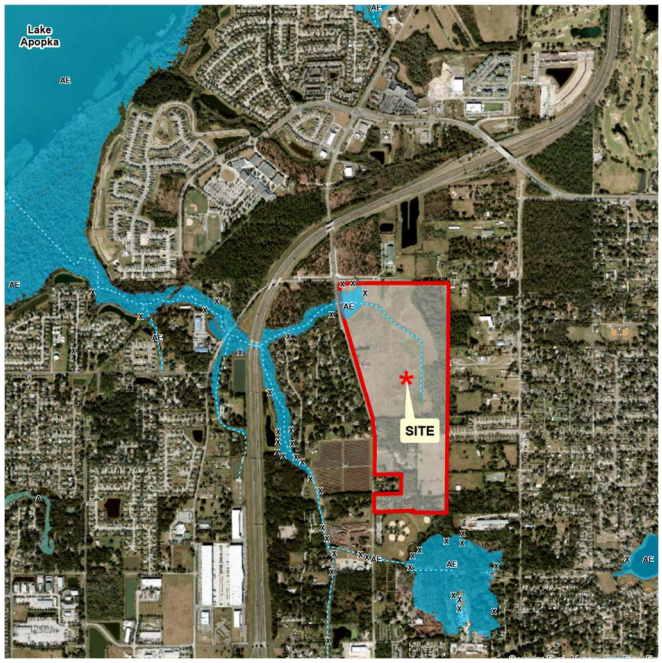
Wastewater

The Planning Area will have a lift station in the northwestern area of the complex along Fullers Cross Road. The Lift station will connect to the City's wastewater system at Lakewood Ave. The station estimated flow rate will be 380,292 gpd (ADF). Based on preliminary discussions with the City, the system has the capacity to handle the additional load. The Ocoee Wastewater Treatment Facility is located at 1820 A D Mims Road.

It is anticipated that the Sports Complex will utilize the reclaimed water distribution system for irrigation purposes with the planning area.

Drainage

The land encompassed by the Ocoee Regional Sports Complex Planning Area is located within SJRWMD's Southern Ocklawaha River basin (Figure 7-3). An interconnected system of wet detention ponds will provide water quality treatment, peak discharge rate attenuation, and floodplain compensating storage. These ponds, while providing management of stormwater and protection against flooding, may also be used as community features, incorporated aesthetically into parks and community open spaces. Based on site conditions, design configurations and applicable rules and ordinances at the time of final engineering, additional Best Management Practices (BMP's) such as dry retention treatment areas, exfiltration trenches, grassed waterways and swales, and various Low Impact Development (LID) principles will be evaluated as a supplement to the overall master stormwater management system.



As previously discussed (see: Section 2.4), Current Flood Insurance Rate Maps (FIRMs) published by the FEMA show tha approximately 8.03 Acres of the Subject Area lie within areas mapped as Special Flood Hazard Areas subject to inundation by the 1% annual chance flood, which is commonly known as the "100-year floodplain" (Exhibit 33).

Figure 46. Flood Plan Zones and Drainage to Lake Apopka.

Areas shown on the map as "Zone AE," are subject to flooding by the 1% annual chance flood and have had their base flood elevations determined through detailed study. Adjacent to the Zone AE lands are areas designated as "Zone X" that are shaded, indicating that they are subject to flooding by the 0.2% annual chance flood, or within what is commonly known as the "500-year floodplain." The portions of the property that are labeled Zone X with no shading represent those areas that are outside of the 500-year floodplain. The drainage system for the site will provide floodplain compensation and protection from flooding consistent with state regulations.

Solid Waste

The City of Ocoee currently provides commercial solid waste collection services - including the Subject Area - through private contractors. The private contractor utilizes several landfills for disposal of collected waste. In addition, there are multiple Class III and Construction & Demolition debris landfills throughout the County.

4. Potential Impacts Analysis & Action Plan

This section will summarize any potential impacts associated with this application and will outline a plan of action to address potential issues to ensure that the proposed plan safeguards the interests of The City of Ocoee; its residents, and general public, while allowing the applicant to reach the full potential this opportunity has to offer.

The ORSC project will be implemented through (a) adoption of policies in the comprehensive plan; (b) inclusion of development standards thought the PUD process, (c) commitments to be formalized through development agreements, conditions of approval, or other legal instruments, and (d) proposed design solutions that are informed by best practices in the fields of Urban Planning, Urban Design, Architecture, Landscape Design, and Engineering, among others.

Land Uses

As discussed in section 3.5, any potential land use compatibility challenges will be addressed through proposed design, and will be regulated through the PUD approval process, or other site-specific development conditions which shall be subject to approval by the Ocoee City Commission at the appropriate time.

A substantial portion of the proposed development program is concentrated along the west half of the subject area, with building heights limited to 3-stories, occasionally above parking podiums. Larger and/or taller elements such as hotels and parking structures have been designed in a manner that provides landscape transition zones and vegetated buffers as well as setbacks from adjacent uses. The western edge of the property, along Ocoee Apopka Road, will be heavily landscaped to minimize any potential visual impacts from the road and is not expected to interfere with neighboring residential uses.

The central water feature and pedestrian promenade internalize most of the shopping and entertainment activities, with buildings further buffering adjacent areas from potential noise or visual impacts, while extensive use of landscape design and vegetation will blend sports fields and other public open spaces into the existing environment.

The creation of an activity center with purposely crafted guiding policies will increase the diversity of land uses in Ocoee, in an area that thus far has been characterized by a shortage of non-residential uses. The activity center will create a new destination within walkable / bikeable range to local residents and will increase Ocoee's appeal to local visitors not only from the Greater Orlando Area, but Nationwide.

Ocoee has historically seen most of its non-residential development concentrated along the East-West Colonial Corridor, with little success in improving built form or promoting the integration of new projects with the historic fabric of the city. If successful, the ORSC project has potential to change this paradigm, becoming a magnet for development interests along the Norh-South axis that connects Ocoee to Apopka and Windermere.

With new development, a renewed opportunity for greater urban design controls and pedestrian-focused community planning will present itself, allowing Ocoee to take meaningful next steps as it transitions towards a more prosperous, vibrant, and walkable environment.

Environmental Plan

To achieve consistency with adopted policies of the Conservation Element, and to mitigate approximately 21.94 Acres of wetland impacts, the project proposes to:

Complete required environmental remediation of the Northwest Ocoee Brownfield Area, including capping contaminated soils, excavation and appropriate disposal of contaminated soils, or other remediation that addresses approved environmental remediation plans.

Establish a comprehensive stormwater and floodplain management system to treat, retain and enhance stormwater and provide for flood-carrying and flood storage capacity for the site with remediation plans, consistent with SJRWMD permit requirements.

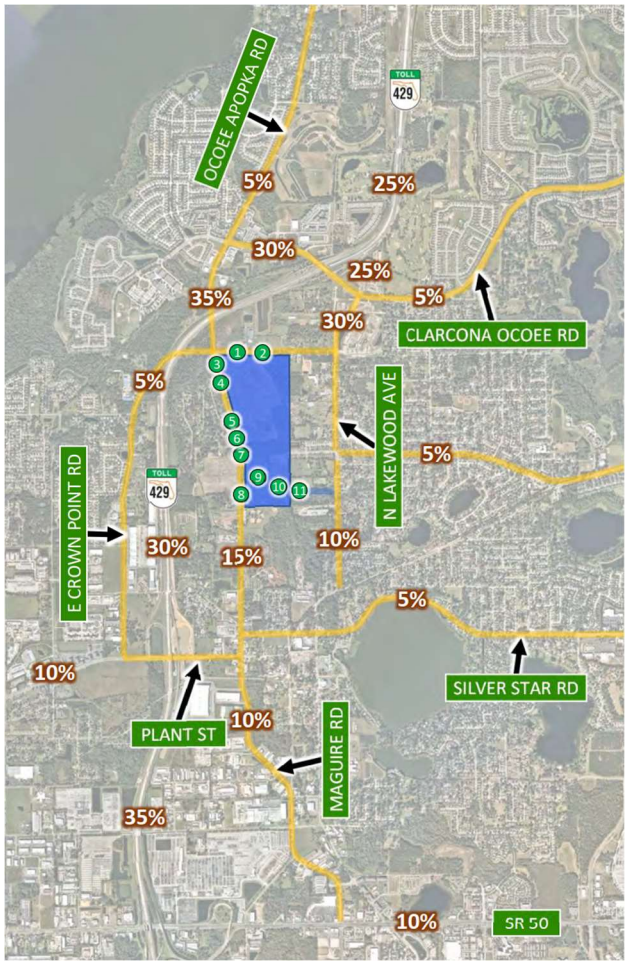
Implement a conservation and mitigation plan that will cover approximately 287 acres of Conservation lands located within the limits of the City of Ocoee. The plan identifies specific tracts and actions, as follows:

a) *Adjacent Parcel Conservation Easement* – A conservation easement will be recorded over Parcel 07-22-28-0000-00-087, which includes approximately 9.9 acres of wetlands, which shall also transfer all development rights associated with said parcel to the City of Ocoee. This area will be subject to a management plan to enhance the wetland and upland areas through exotic species control. This parcel is identified as "Tract B" on Exhibit 20. The wetland in the parcel is part of a larger system that extends off-site towards the East and South.

b) *Management Plan* – The City of Ocoee owns several parcels that contain regionally significant wetlands adjacent to the edge of Lake Apopka or along creeks that drain into Lake Apopka. All or portions of these parcels have been placed under conservation easement in previous years as lands set aside for conservation, but management of exotic species was not included. These parcels have been identified as "Tract A" and "Tract C" on Exhibit 20.

   A plan to address management activities to control exotic species such as general species removal and herbicide treatments will be prepared within 120 days of the issuance of a PUD zoning designation for the property with management activities commencing in the growing season after the approval of the management plan by the City of Ocoee.

TIA Summary



A Transportation Impacts Analysis (TIA) was conducted to assess the traffic impacts associated with the proposed project for Short-Term (Year 2035) and Long-Term (Year 2045) horizons, in accordance with the City and State requirements.

The image on the left illustrates the roadway segments that were included in the study area. A detailed version of the map is included on *Exhibit 21* (Traffic Impact Analysis).

Project Location
Project Driveway
Study Roadway Segment
Proposed 17th Avenue Extension

Figure 47. Transportation Analysis Segments Overview

Transportation & Infrastructure Plan

The project will be required to mitigate impacts through the City's concurrency requirements during the PUD process.

It is anticipated that improvements identified during the PUD review process will be funded with contributions by the developer, in accordance with the State's requirement for the proportionate share of the project's impacts.

The specifics of this arrangement are under negotiation and will be formalized in a future development agreement based on results of a Traffic Impact Analysis (TIA) prepared for the project, which is currently under review by the City.

Recommended Improvements

Improvements anticipated to be addressed in the development agreement include the widening of Ocoee-Apopka Road, traffic control improvements at adjacent signals, and improvements along Ocoee-Apopka Road and Fullers Cross Road to facilitate project access while accommodating non-project traffic capacity needs.

It should also be noted that the developer has in prior discussions committed to other off-site improvements, which include sidewalks along Ocoee Apopka Rd and E Fuller Cross Road with

connections to both project driveways and adjacent streets. The North-South Connection along the West side of Ocoee Apopka Road is planned as a 12' wide multiuse path.

The crossing of West Orange Trail will be retrofitted as a part of the roadway widening to provide the same level of protection to trail users as the existing crossing.

Trip Equivalency Matrix

Transportation impacts associated with this application were assessed based on a proposed development program that generated a maximum of 17,960 net new daily trips. The specific mix of uses was based on the current preliminary development program, but if changes were to be required, total development would be capped by the 17,960 net new daily trips, according to the Trip Equivalency Matrix listed below:

TRIP EQUIVALENCY MATRIX[1]

	Land Use[2]	ITE LUC	PM Peak Hour Trip Rate	Equivalency Statement	TO: Baseball Fields (Field)	Single Family Detached Housing (DU)	Single Family Attached Housing (DU)	Multifamily Housing Low Rise (DU)	Multifamily Housing Mid Rise (DU)	Hotel (Rooms)	Recreational Community Center (KSF)	General Office Building (KSF)	Shopping Center (KSF)	Fast Food Restaurant (KSF)	Fast Food Restaurant (KSF)	Gas Station (5.5 ksf - 10 ksf) (VFP)
FROM	Baseball Fields (Field)[3]	-	12.33	1 Field is equal to	1.000	13.117	21.632	24.176	31.615	20.898	4.932	8.563	3.626	0.373	0.316	0.334
	Single Family Detached Housing (DU)	210	0.94	1 DU is equal to	0.076	1.000	1.649	1.843	2.410	1.593	0.376	0.653	0.276	0.028	0.024	0.025
	Single Family Attached Housing (DU)	215	0.57	1 DU is equal to	0.046	0.606	1.000	1.118	1.462	0.966	0.228	0.396	0.168	0.017	0.015	0.015
	Multifamily Housing Low Rise (DU)	220	0.51	1 DU is equal to	0.041	0.543	0.895	1.000	1.308	0.864	0.204	0.354	0.150	0.015	0.013	0.014
	Multifamily Housing Mid Rise (DU)	221	0.39	1 DU is equal to	0.032	0.415	0.684	0.765	1.000	0.661	0.156	0.271	0.115	0.012	0.010	0.011
	Hotel (Rooms)	310	0.59	1 Room is equal to	0.048	0.628	1.035	1.157	1.513	1.000	0.236	0.410	0.174	0.018	0.015	0.016
	Recreational Community Center (KSF)	495	2.50	1 KSF is equal to	0.203	2.660	4.386	4.902	6.410	4.237	1.000	1.736	0.735	0.076	0.064	0.068
	General Office Building (KSF)	710	1.44	1 KSF is equal to	0.117	1.532	2.526	2.824	3.692	2.441	0.576	1.000	0.424	0.044	0.037	0.039
	Shopping Center	820	3.40	1 KSF is equal to	0.276	3.617	5.965	6.667	8.718	5.763	1.360	2.361	1.000	0.103	0.087	0.092
	Fast Food Restaurant (KSF)	934	33.03	1 KSF is equal to	2.679	35.138	57.947	64.765	84.692	55.983	13.212	22.938	9.715	1.000	0.847	0.895
	Coffee/Donut Shop (KSF)	937	38.99	1 KSF is equal to	3.162	41.479	68.404	76.451	99.974	66.085	15.596	27.076	11.468	1.180	1.000	1.057
	Gas Station (5.5ksf - 10ksf (VFP)	945	36.90	1 VFP is equal to	2.993	39.255	64.737	72.353	94.615	62.542	14.760	25.625	10.853	1.117	0.946	1.000

Notes:
[1] Trip Equivalency Matrix was developed using average PM peak hour trip generation rates published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition.
[2] DU = dwelling unit; KSF = 1,000 square feet ; VFP = Vehicle Fueling Position
[3] Trip Rate obtained from trip generation study performed for USSSA Space Coast Complex

Figure 48. Trip Equivalency Matrix

5. List of Exhibits

5.1. Mapping Exhibits

Exhibit 1. Location Map

Exhibit 2. Aerial Image

Exhibit 3. Topographic Map

Exhibit 4. FEMA Flood Hazard Map

Exhibit 5. Soils Map

Exhibit 6. (not used)

Exhibit 7. Land Use & Land Cover Map (FLUCFCS)

Exhibit 8. Wetlands Map

Exhibit 9. OCPA DOR Codes Map

Exhibit 10. Existing Future Land Use Map

Exhibit 11. Proposed Future Land Use Map

Exhibit 12. Existing Zoning Map

Exhibit 13. Proposed Zoning Map

Exhibit 14. Offsite Water and Wastewater Treatment Plants

Exhibit 15. Proposed Development Program

Exhibit 16. Policies Matrix

Exhibit 17. OCPA Records

Exhibit 18. 300' Buffer Map & List of Owners

5.2. Additional Exhibits (Technical Reports)

Exhibit 19. Environmental Assessment Report

Exhibit 20. Monitoring and Maintenance Plan

Exhibit 21. Traffic Impact Analysis

Exhibit 22. Geotechnical Report

Exhibit 23. Socio Economic Data (Summary Tables)

5.3. Large-Format Exhibits

Exhibit 24. Subject Area Aerial Image

Exhibit 25. FEMA & Wetlands

Exhibit 26. Soils & Land Cover

Exhibit 27. Topography & Environmental Features

Exhibit 28. Conceptual Land Use Plan

Exhibit 29. Conceptual Site Plan

Exhibit 30. Pervious / Impervious Areas Plan

Exhibit 31. Conceptual Open Space Plan

Exhibit 32. City of Ocoee - Existing Utilities

Exhibit 33. FEMA Flood Map

Exhibit 34. Conceptual Drainage Plan

Exhibit 35. Conceptual Utilities Plan

Exhibit 36. Subject Area Surveys & Legal Descriptions

Exhibit 01 - Location Map

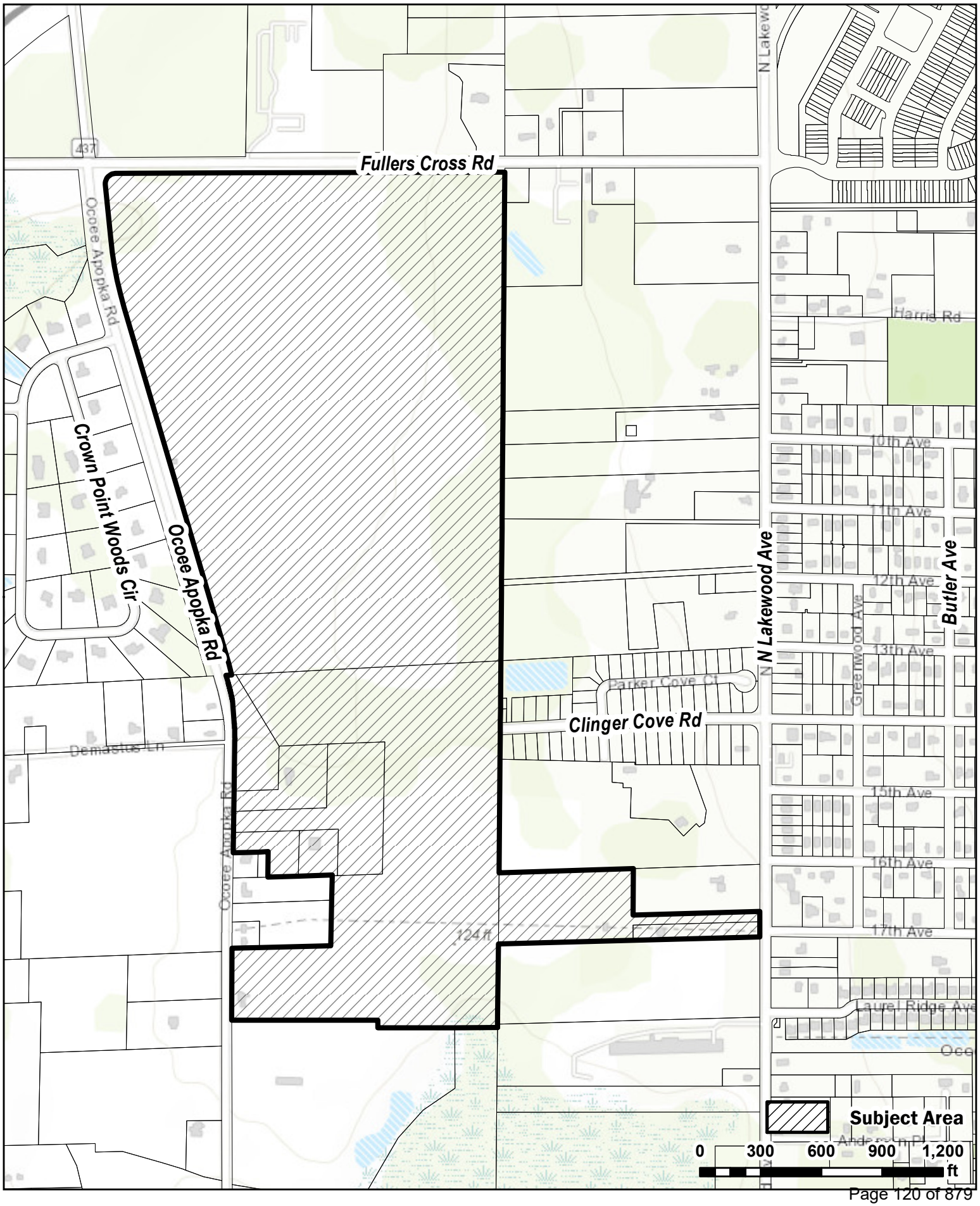


Exhibit 02 - **Aerial** Image

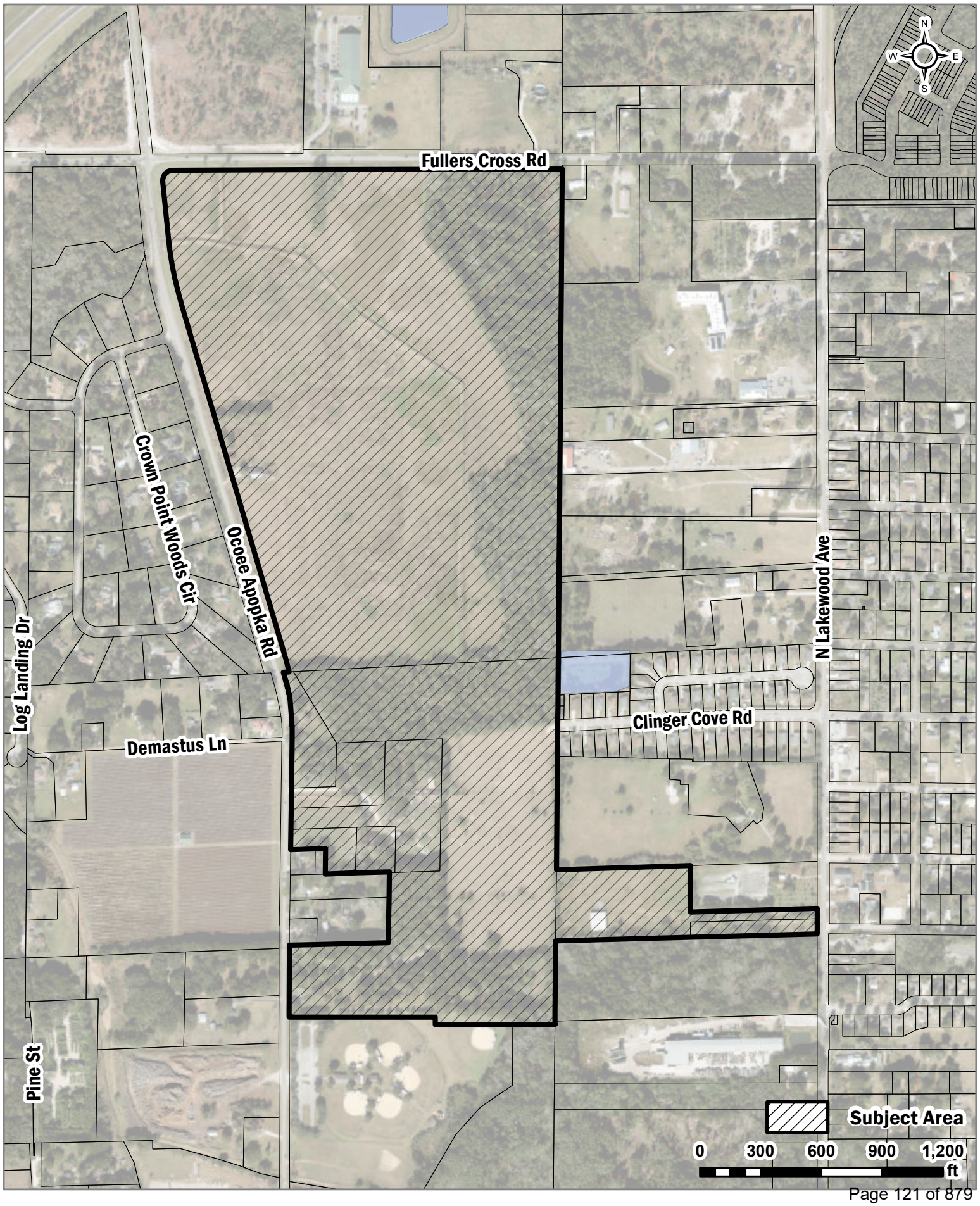


Exhibit 03 - Topographic Map

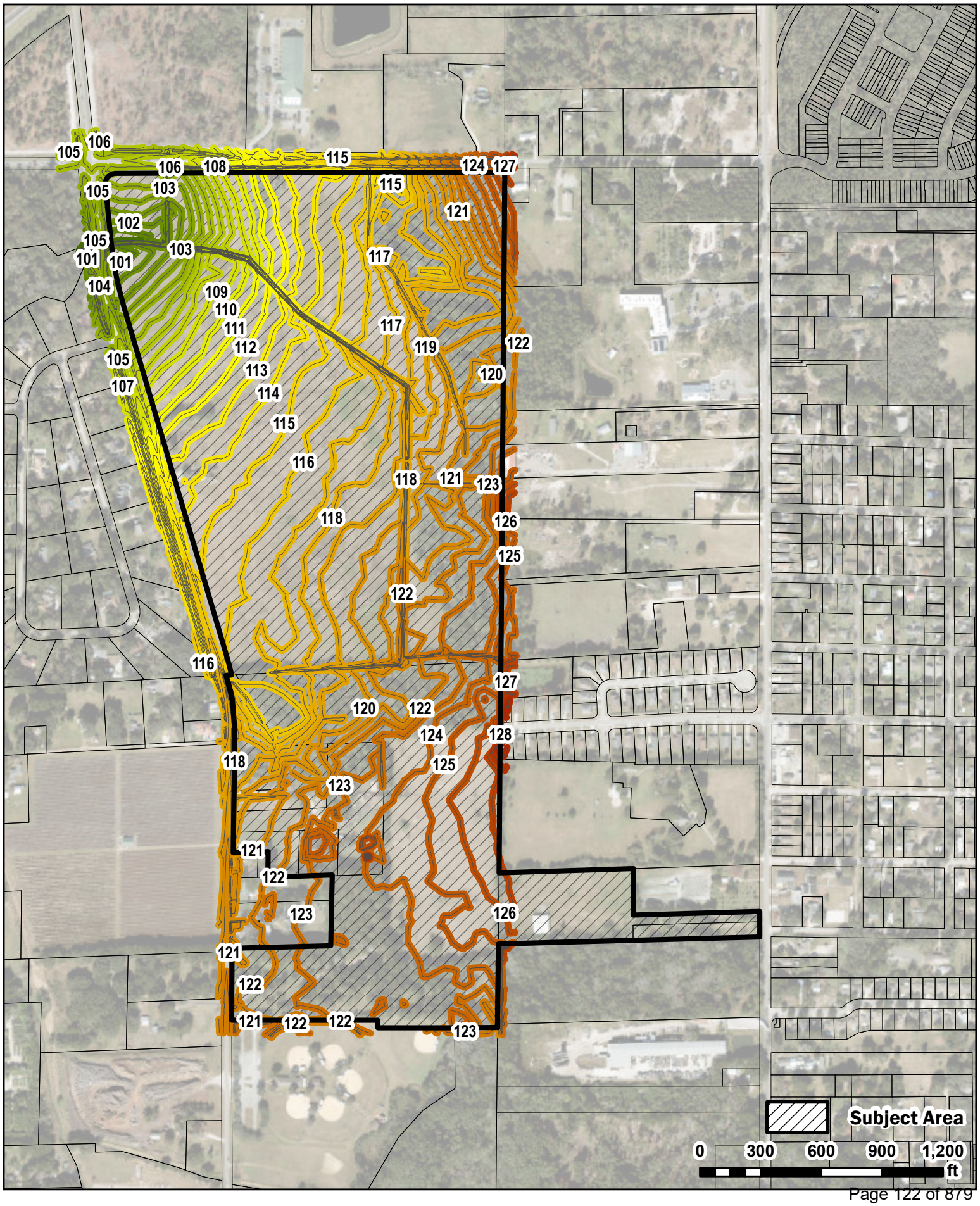


Exhibit 04 - FEMA Flood Hazard Zones

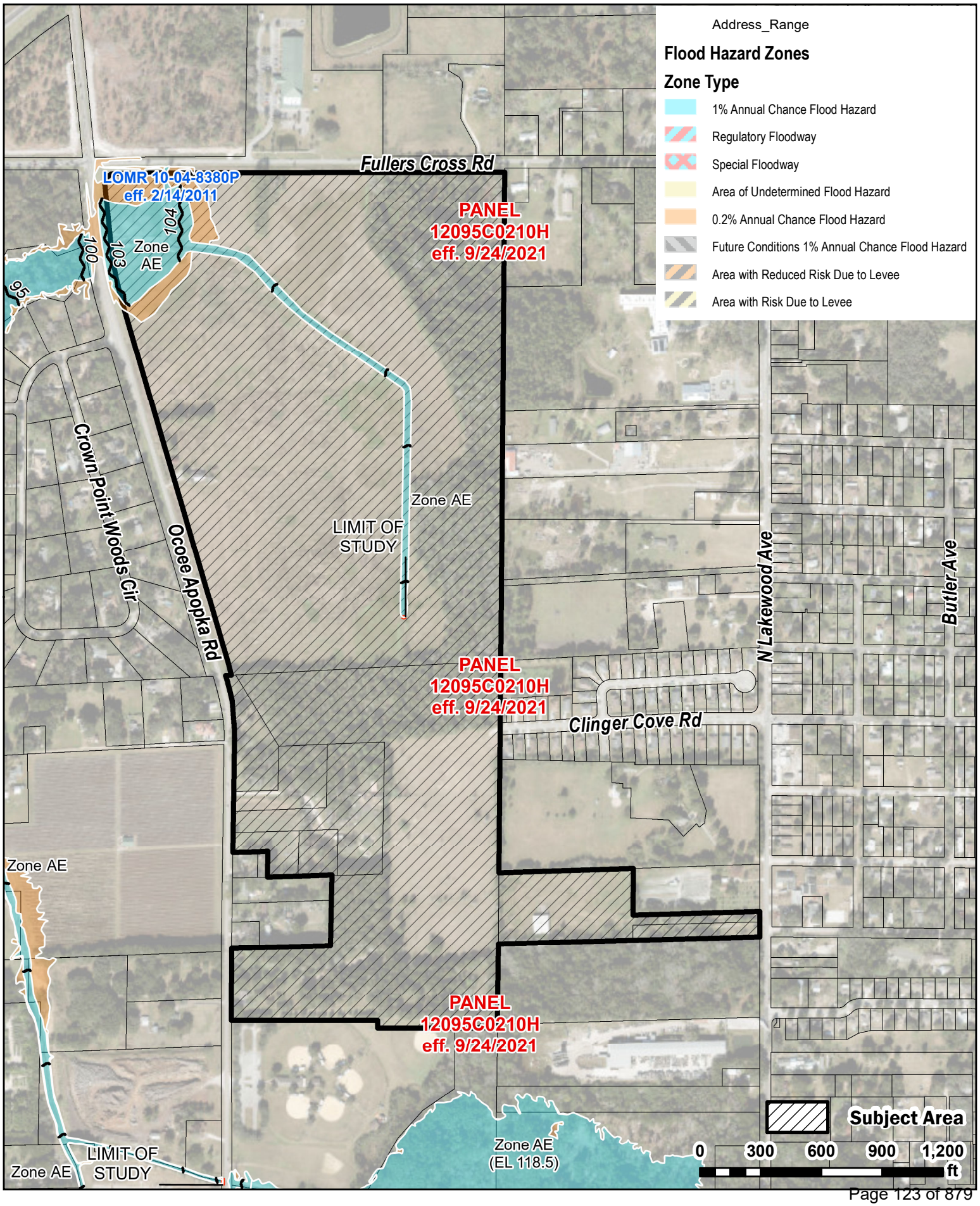


Exhibit 05 - Soils Map

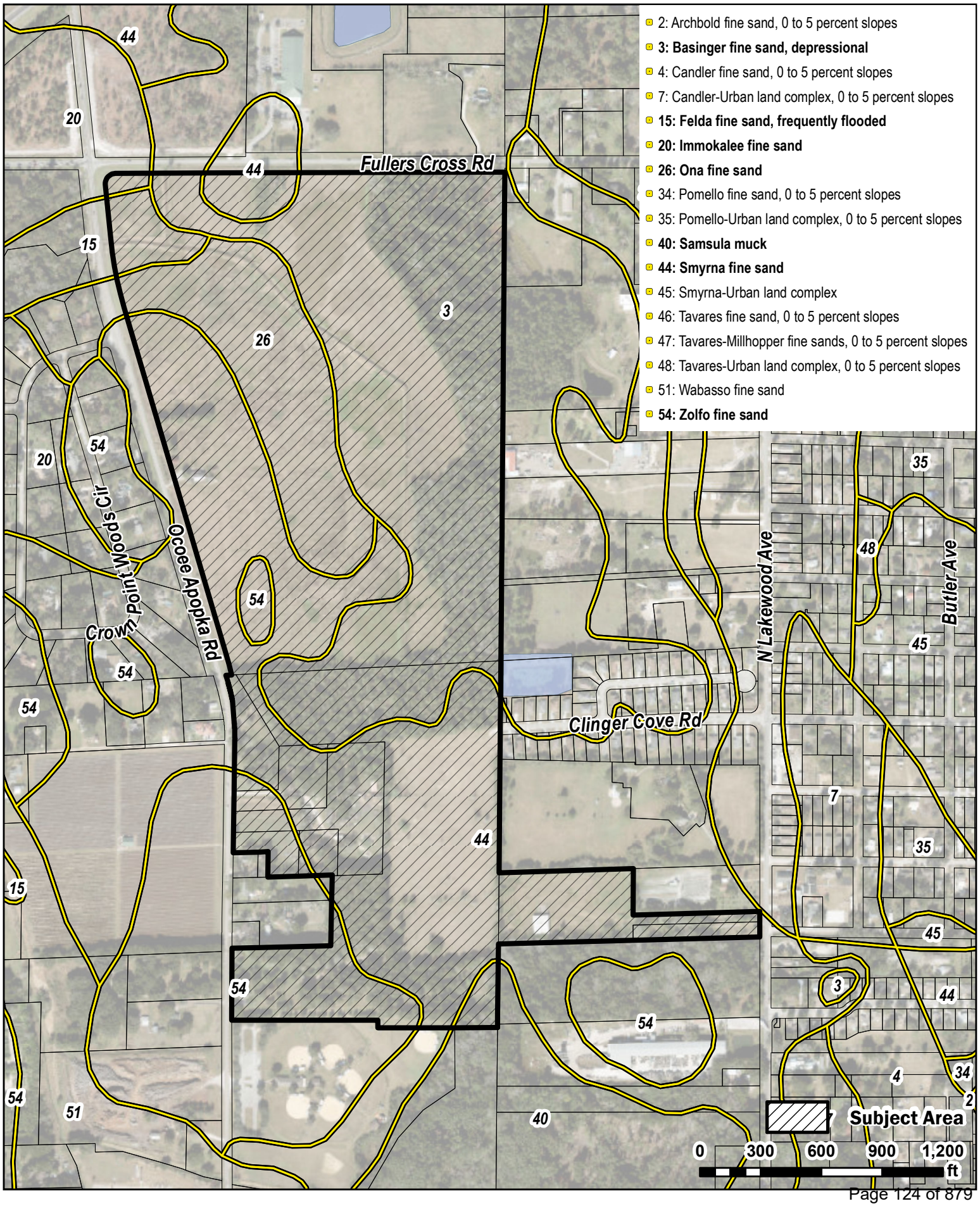


Exhibit 06 - Not Used

Exhibit 07 - Land Use / Land Cover

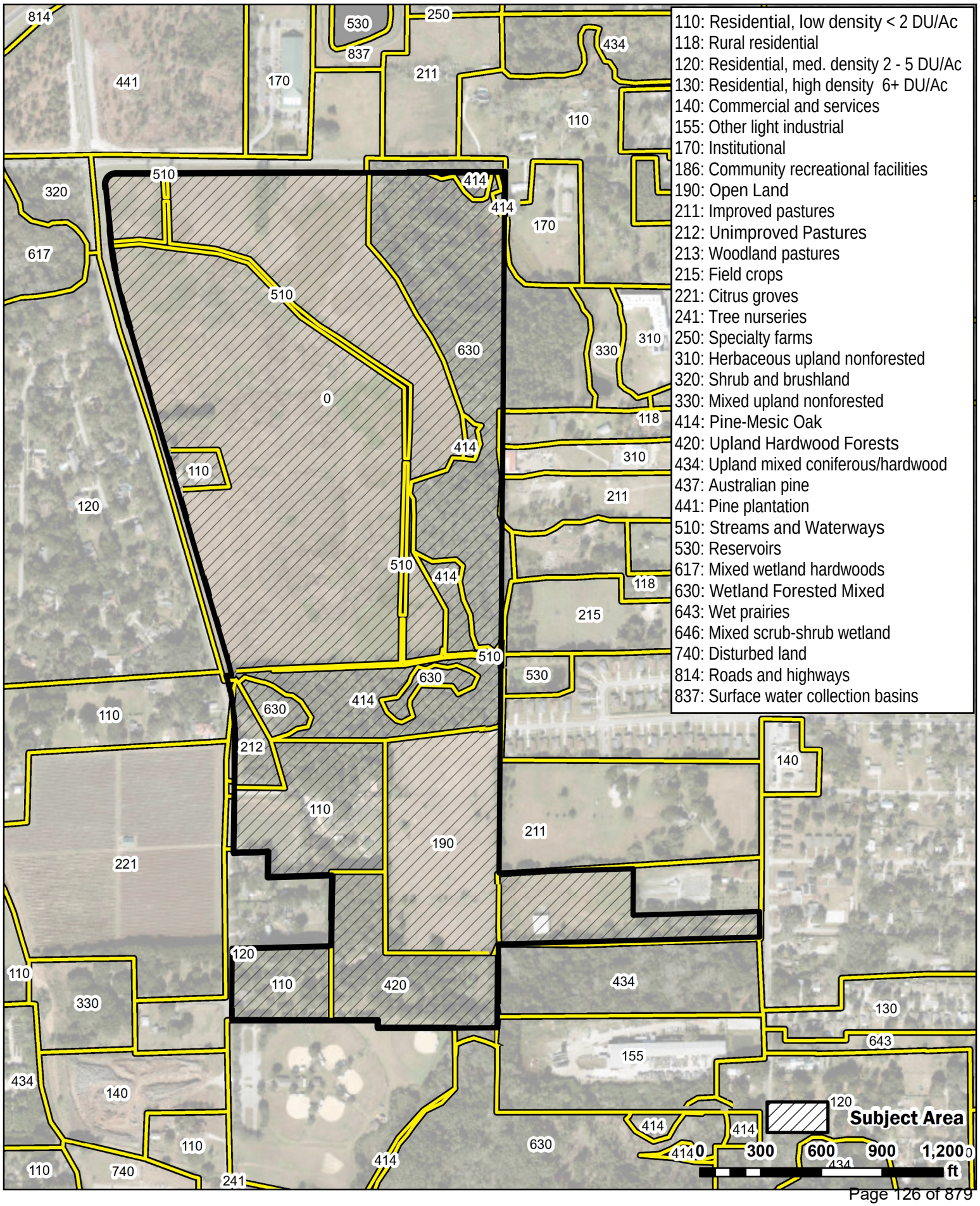


Exhibit 08 - Wetlands & Surface Waters

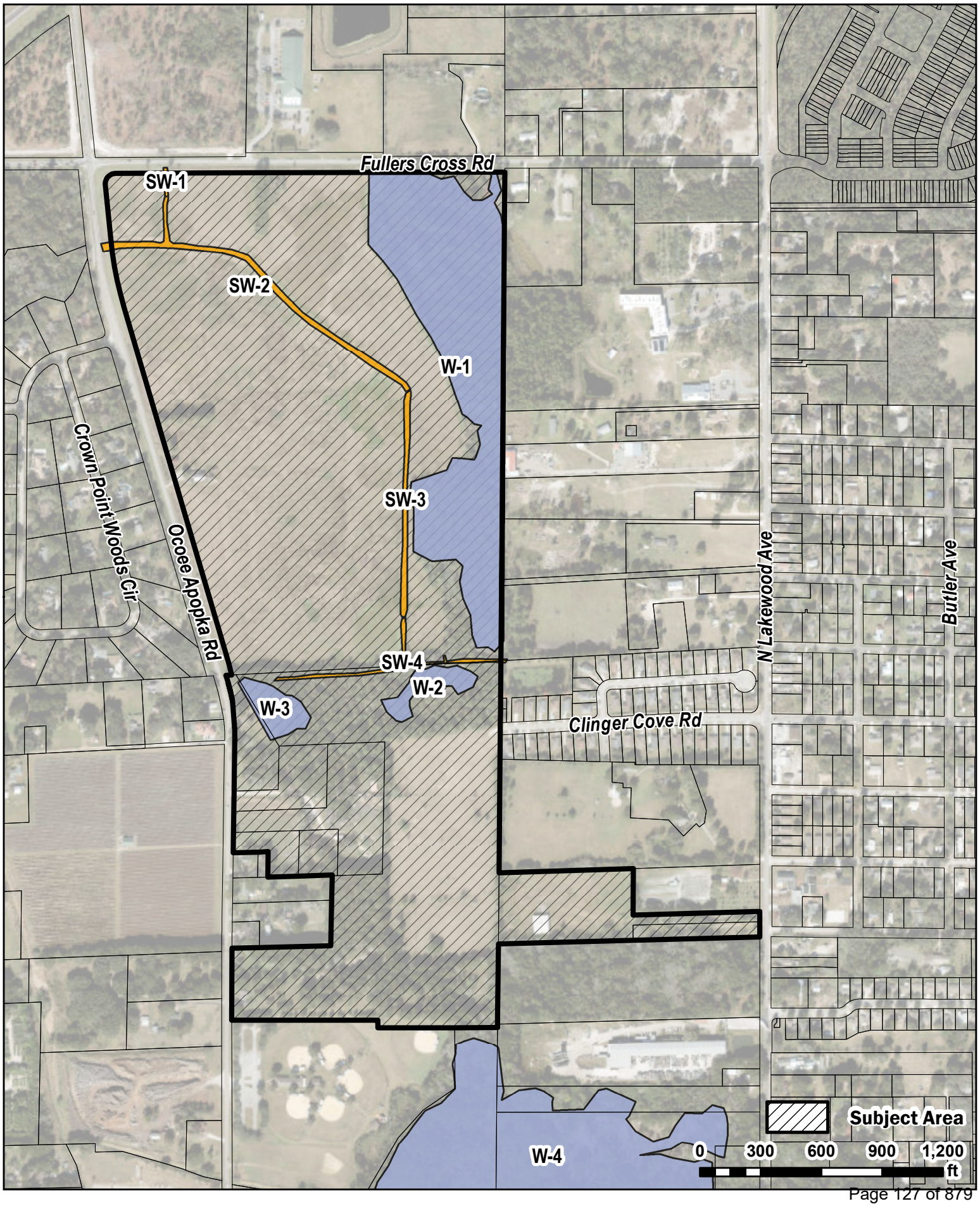
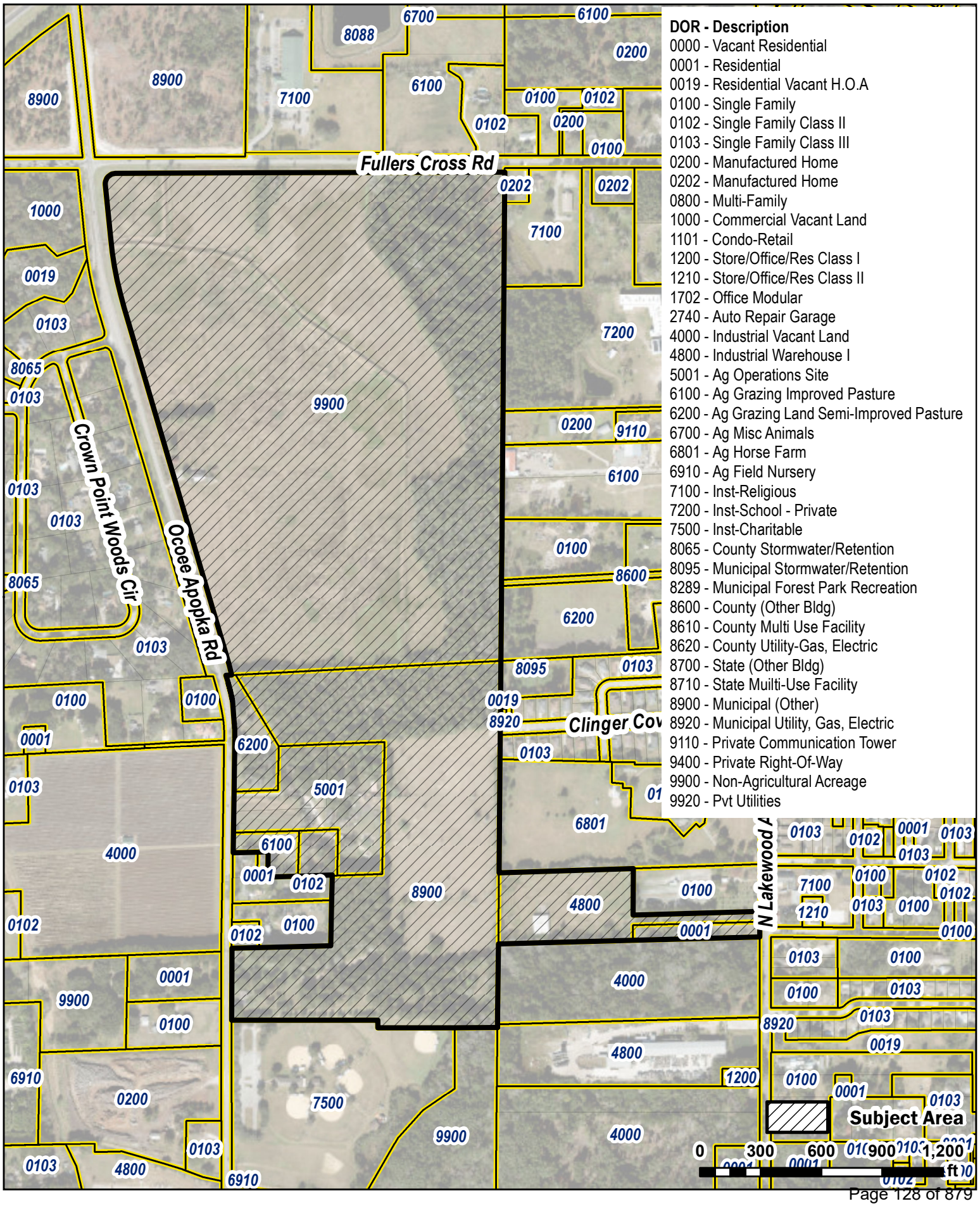


Exhibit 09 - OCPA Property Use Codes (DOR Codes)



DOR - Description

0000 - Vacant Residential
0001 - Residential
0019 - Residential Vacant H.O.A
0100 - Single Family
0102 - Single Family Class II
0103 - Single Family Class III
0200 - Manufactured Home
0202 - Manufactured Home
0800 - Multi-Family
1000 - Commercial Vacant Land
1101 - Condo-Retail
1200 - Store/Office/Res Class I
1210 - Store/Office/Res Class II
1702 - Office Modular
2740 - Auto Repair Garage
4000 - Industrial Vacant Land
4800 - Industrial Warehouse I
5001 - Ag Operations Site
6100 - Ag Grazing Improved Pasture
6200 - Ag Grazing Land Semi-Improved Pasture
6700 - Ag Misc Animals
6801 - Ag Horse Farm
6910 - Ag Field Nursery
7100 - Inst-Religious
7200 - Inst-School - Private
7500 - Inst-Charitable
8065 - County Stormwater/Retention
8095 - Municipal Stormwater/Retention
8289 - Municipal Forest Park Recreation
8600 - County (Other Bldg)
8610 - County Multi Use Facility
8620 - County Utility-Gas, Electric
8700 - State (Other Bldg)
8710 - State Muilti-Use Facility
8900 - Municipal (Other)
8920 - Municipal Utility, Gas, Electric
9110 - Private Communication Tower
9400 - Private Right-Of-Way
9900 - Non-Agricultural Acreage
9920 - Pvt Utilities

Exhibit 10 - Existing Future Land Use

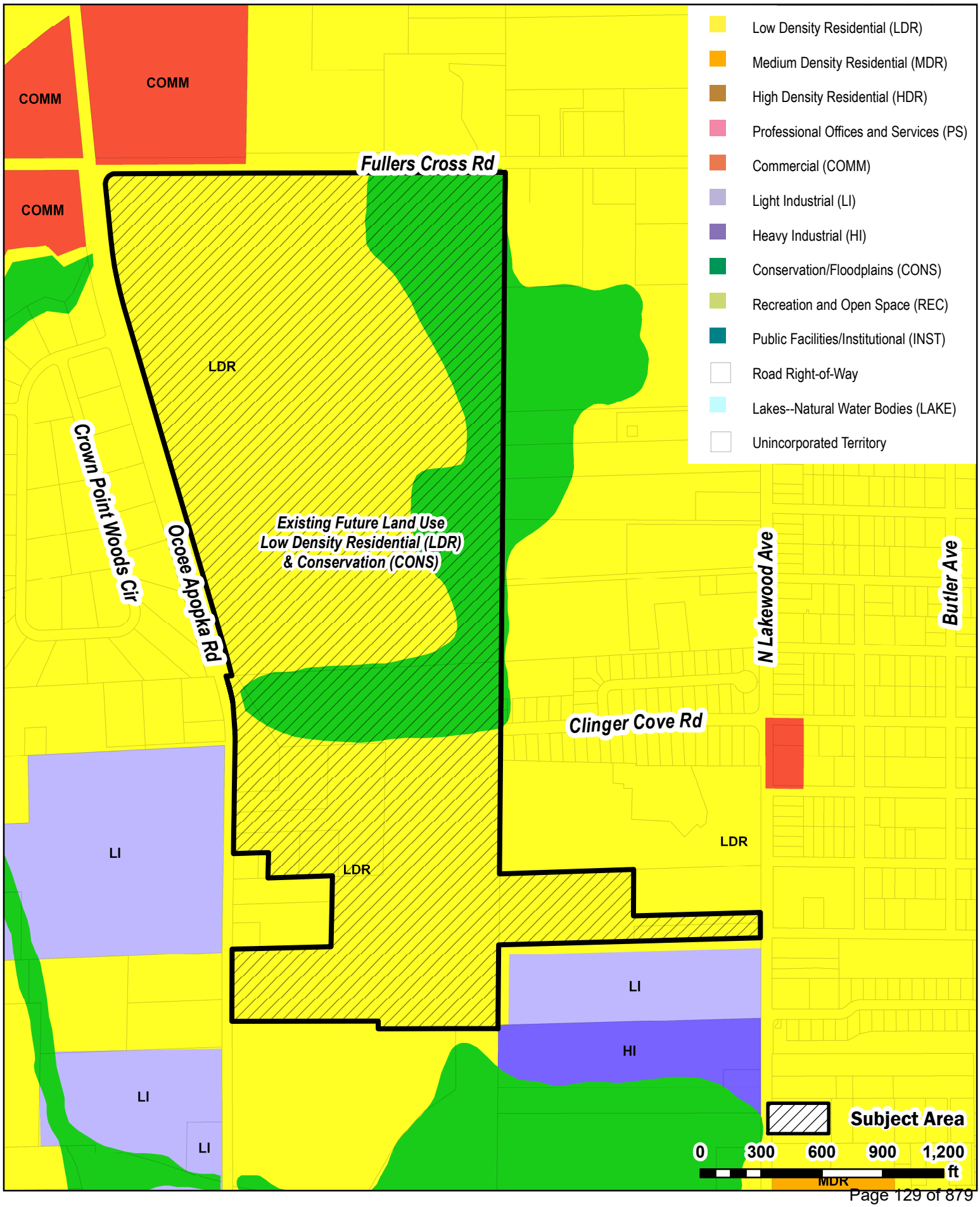


Exhibit 11 - Proposed Future Land Use

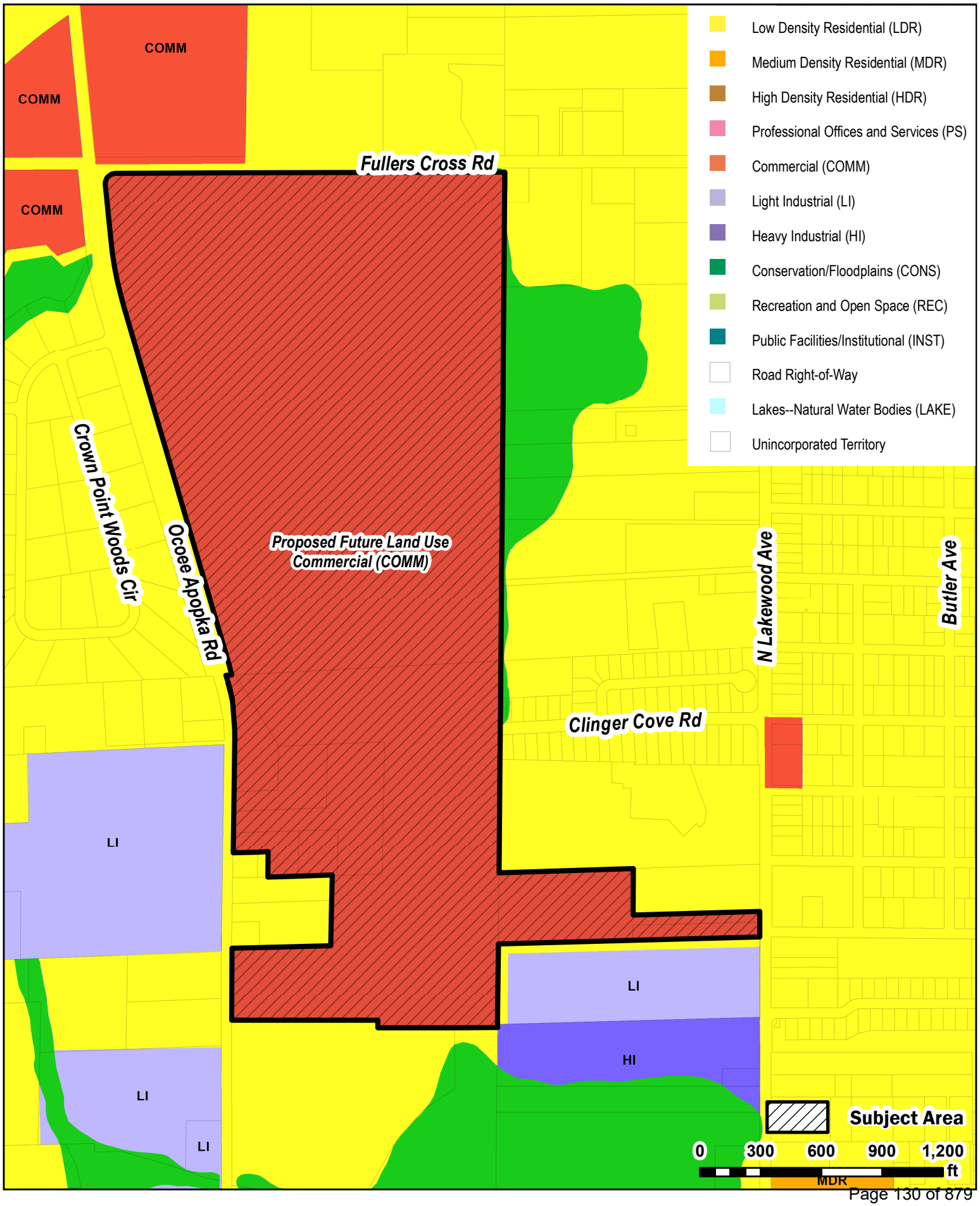


Exhibit 12 - **Existing Zoning**

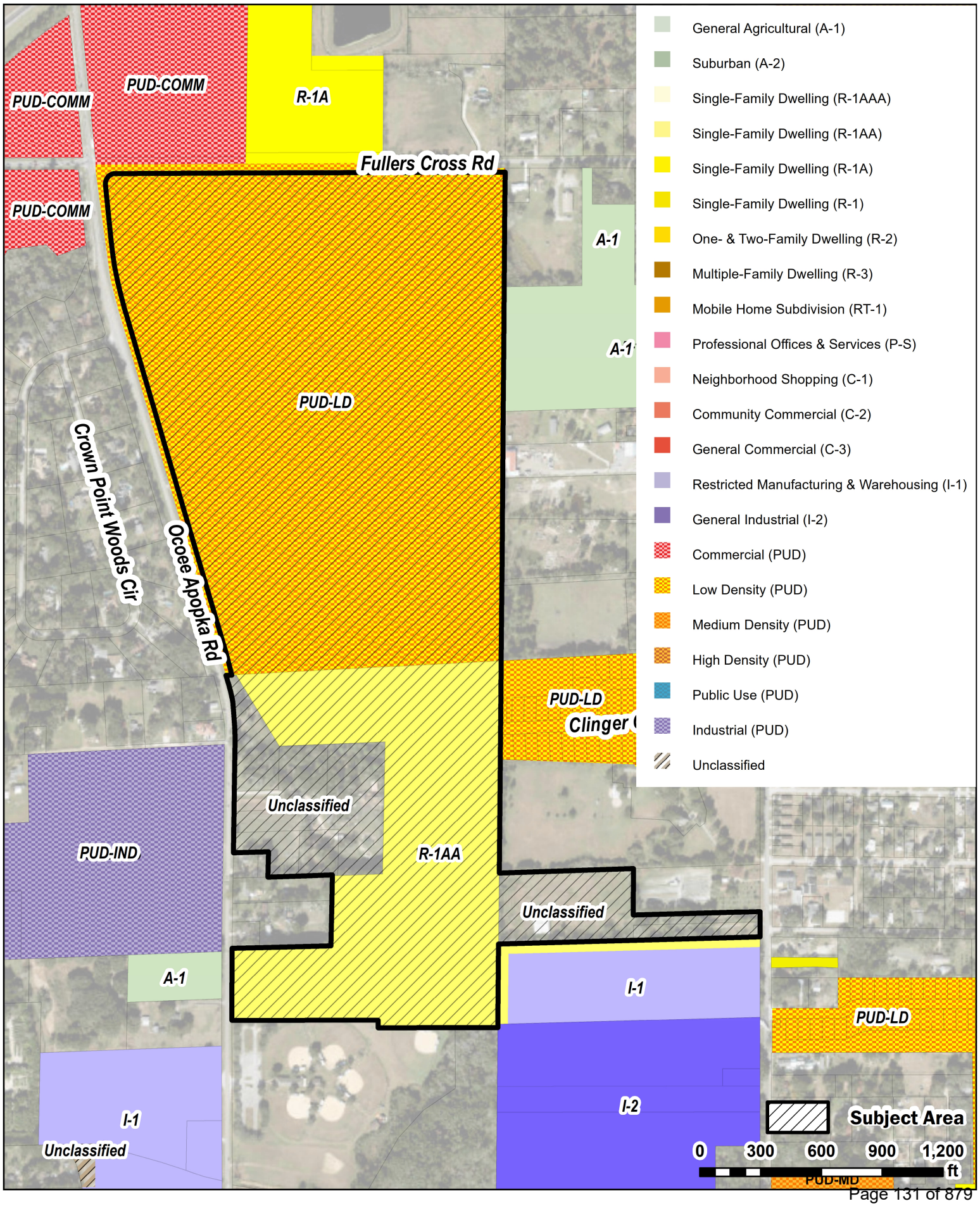


Exhibit 13 - Proposed Zoning

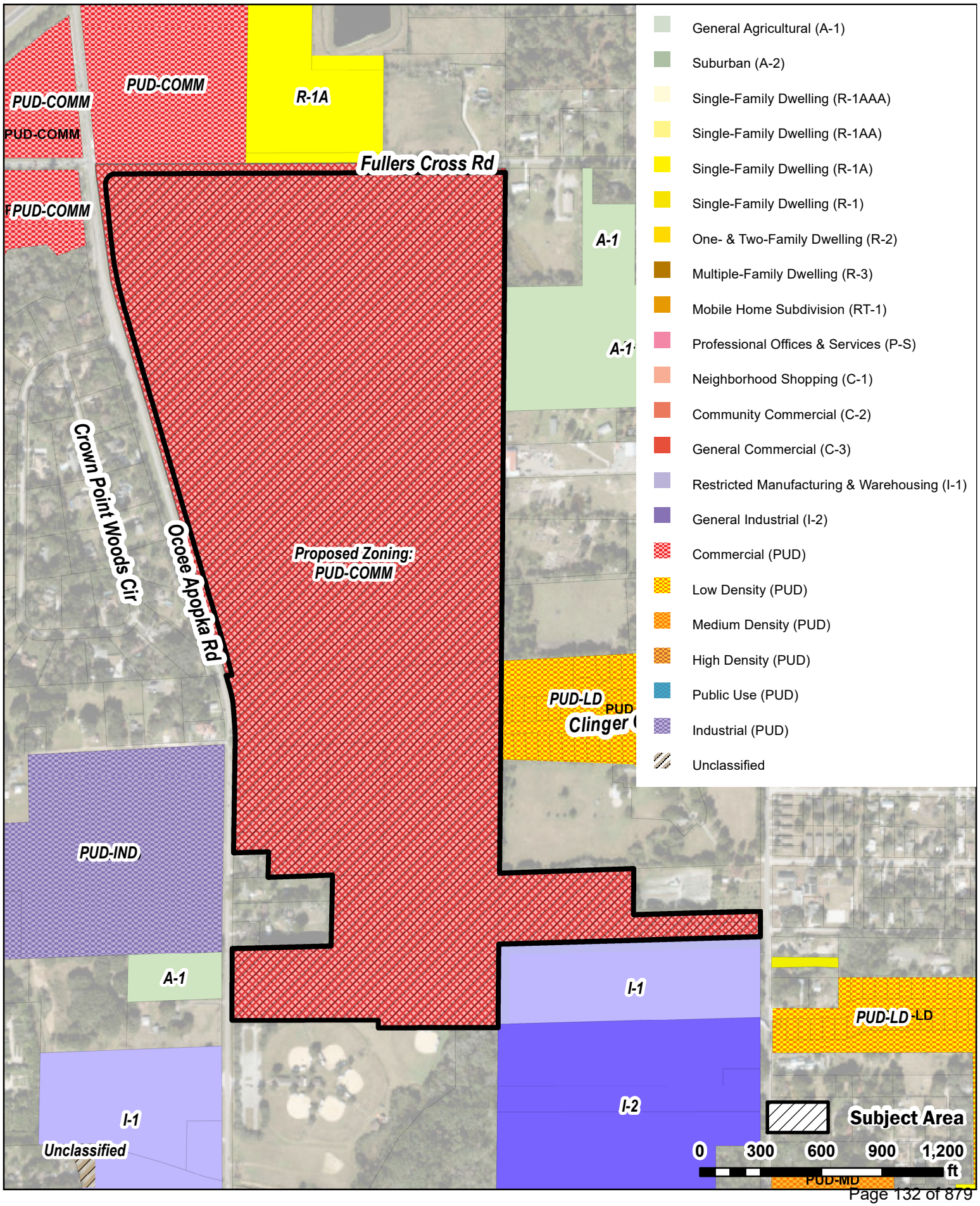
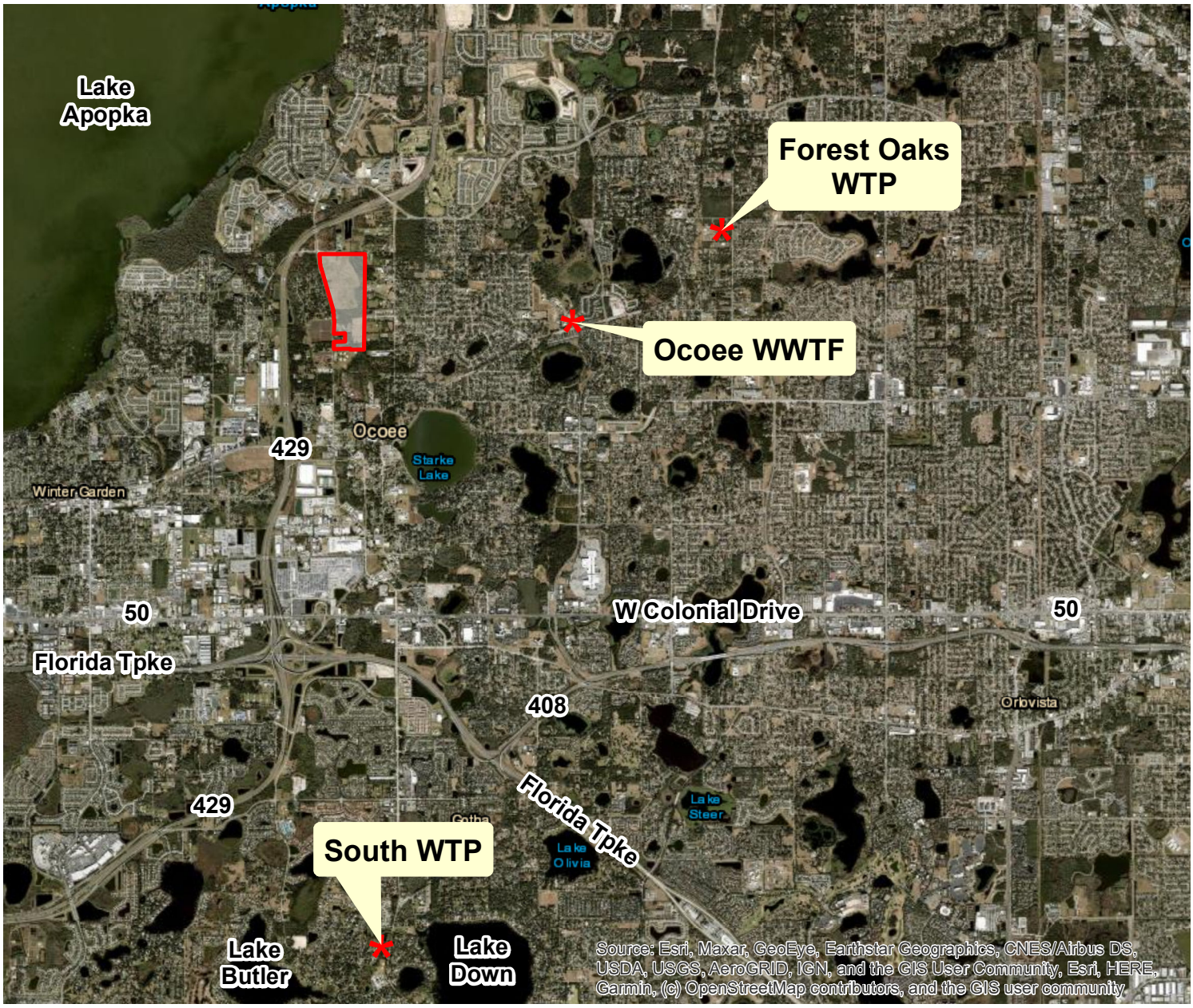


Exhibit 14 - Offsite Water and Wastewater Treatment Plans



N

NTS

NOTES
1) This is not a survey.
2) This map is for planning and permitting activity for the above named project and should be used for those purposes only.
3) The aerial imagery shown hereon was obtained in digital format from ArcGIS Online, based on the sources shown above.

Legend

* **Water Treatment Plans (WTP)**

Ocoee Sport Complex

McIntosh Associates an LJA company

EXHIBIT 15

PROPOSED DEVELOPMENT PROGRAM (CPA SUBMITTAL) **8/2/2024**

Use Category	Proposed Area		Keys/Seats		Parking Req'd	Parking Provided	TIA PROGRAM
Hotels	810,000	sf	**1,114**	Rooms	1,207		1,114 Rooms
Welcome Center	20,000	sf					160,000 sf Community Center
Retail (excl. Restaurants)	130,000	sf			650		360,000 sf Retail
Restaurants	130,000	sf	3,714	Seats	1,067		
Entertainment	50,000	sf			200		
Indoor Sports	150,000	sf			545		
Corporate Offices	10,000	sf			40		
Outdoor Entertainment	30,000	sf			-		
Parking Garages	920,000	sf				2,831	
Podium Parking	210,000	sf				646	
	2,460,000	**sf**					
	Submittal Development Program						
42 Ac. Sports Fields (excl. from FAR)	1,829,520	sf			400		
Surface Parking (excl. from FAR)	260,000	sf				800	

SITE DATA	FAR	
Gross Acreage	0.385	Actual
Conveyances	0.393	Rounded Numbers
Fields		
Area for FAR Calculation	**0.4**	**FAR Rounded Up**

Total Parking	
Required	**Provided**
4,110	**4,277**

Exhibit 16 - Policies Matrix

ELEMENT	SECTION / OBJECTIVE	POLICY / REFERENCE	INTERGOVERNAMENTAL COORDINATION	MIXED USE	DEVELOPMENT CHARACTER	FACILITIES & SERVICES	INFILL & REDEVELOPMENT	SPECIAL PLANNING AREAS	COMPATIBILITY	CONSERVATION	SPRAWL CONTROL	OPEN SPACE & RECREATION	ECONOMIC DEVELOPMENT
Future Land Use	Introduction / Section I	-											■
Future Land Use	Introduction / Sections II-IV		■										
Future Land Use	Introduction / Section VII	-		■									
Future Land Use	Introduction / Section IX	-			■								
Future Land Use	Introduction / Section X	-				■							
Future Land Use	Introduction / Section XI	-					■						
Future Land Use	Introduction / Section XII	-						■					
Future Land Use	Objective 1	-			■				■	■			
Future Land Use	Objective 1	Policy 1.1							■				
Future Land Use	Objective 1	Policy 1.3							■				
Future Land Use	Objective 1	Policy 1.4		■	■		■		■		■		
Future Land Use	Objective 1	Policy 1.6		■	■		■				■		
Future Land Use	Objective 1	Policy 1.7		■	■		■	■		■	■		
Future Land Use	Objective 2	-				■	■				■		
Future Land Use	Objective 2	Policy 2.3				■							
Future Land Use	Objective 2	Policy 2.4				■	■				■		
Future Land Use	Objective 2	Policy 2.5	■			■	■		■				
Future Land Use	Objective 2	Policy 2.6			■	■	■				■		
Future Land Use	Objective 2	Policy 2.7				■							
Future Land Use	Objective 2	Policy 2.8				■	■				■		
Future Land Use	Objective 2	Policy 2.11			■								
Future Land Use	Objective 3	-		■			■	■					
Future Land Use	Objective 3	Policy 3.2		■	■		■				■		
Future Land Use	Objective 3	Policy 3.3			■	■							
Future Land Use	Objective 3	Policy 3.4		■	■		■	■	■		■		
Future Land Use	Objective 4	-			■		■	■					
Future Land Use	Objective 4	Policy 4.2						■					
Future Land Use	Objective 5	-			■				■	■			
Future Land Use	Objective 5	Policy 5.2	■		■					■			
Future Land Use	Objective 5	Policy 5.3			■					■			
Future Land Use	Objective 5	Policy 5.8								■			
Future Land Use	Objective 5	Policy 5.12								■			
Future Land Use	Objective 5	Policy 5.13								■			
Future Land Use	Objective 7	-			■				■				
Future Land Use	Objective 7	Policy 7.1			■				■				
Future Land Use	Objective 7	Policy 7.2			■				■				
Future Land Use	Objective 7	Policy 7.3			■				■				
Future Land Use	Objective 7	Policy 7.4			■				■				
Future Land Use	Objective 7	Policy 7.7			■	■						■	
Future Land Use	Objective 9				■				■				
Future Land Use	Sec. XIV - Wekiva Protection (A)	-	■							■			
Future Land Use	Sec. XIV - Wekiva Protection (C)	-								■		■	
Transportation	Section F	(Pg 2-19)										■	
Transportation	Section F	(Pg 2.45)			■				■				
Transportation	Section F	(Pg 2-52)				■							
Transportation	Table 21	(Pp. 2-54 - 2-56)				■							
Transportation	Section VI	-	■			■							■
Transportation	Objective 1.3	-	■			■							■
Transportation	Objective 1.3	Policy 1.3.1				■							
Transportation	Objective 1.3	Policy 1.3.2	■			■							
Transportation	Objective 1.3	Policy 1.3.3				■	■	■					
Transportation	Objective 1.3	Policy 1.3.4				■	■	■					■
Transportation	Objective 1.4	-				■	■	■					
Transportation	Objective 1.4	Policy 1.4.1				■	■						
Transportation	Objective 2.1	-				■							
Transportation	Objective 2.2	-				■							
Transportation	Objective 2.2	Policy 2.2.2				■							
Transportation	Objective 2.2	Policy 2.2.4				■	■						
Transportation	Objective 2.5	-				■	■	■					■
Transportation	Objective 2.5	Policy 2.5.1				■							
Transportation	Objective 2.7	-	■			■	■	■					■
Transportation	Objective 2.7	Policy 2.7.1	■			■	■	■	■				■
Transportation	Objective 2.9	-				■						■	

ELEMENT	SECTION / OBJECTIVE	POLICY / REFERENCE	INTERGOVERNAMENTAL COORDINATION	MIXED USE	DEVELOPMENT CHARACTER	FACILITIES & SERVICES	INFILL & REDEVELOPMENT	SPECIAL PLANNING AREAS	COMPATIBILITY	CONSERVATION	SPRAWL CONTROL	OPEN SPACE & RECREATION	ECONOMIC DEVELOPMENT
Transportation	Objective 2.9	Policy 2.9.1			■	■	■					■	
Conservation	Objective 1	Policy 1.4		■			■	■			■		
Conservation	Objective 2	Policy 2.3								■			
Conservation	Objective 4	Policy 4.1								■			
Conservation	Objective 4	Policy 4.2								■			
Conservation	Objective 4	Policy 4.3								■			
Conservation	Objective 6	Policy 6.2								■			
Conservation	Objective 6	Policy 6.7	■							■			
Conservation	Objective 6	Policy 6.9	■							■			
Conservation	Objective 6	Policy 6.10								■			
Conservation	Objective 8	Policy 8.1								■		■	
Recreation & Open Space	Objective 1	-				■						■	■
Recreation & Open Space	Objective 2	-				■						■	
Recreation & Open Space	Objective 5	-				■						■	
Recreation & Open Space	Objective 6	-				■						■	
Recreation & Open Space	Objective 6	Policy 6.1				■						■	
Recreation & Open Space	Objective 6	Policy 6.2				■						■	
Recreation & Open Space	Objective 6	Policy 6.3				■						■	
Recreation & Open Space	Objective 8	-				■	■					■	■
Intergovernmental Coordination	Objective 1	-	■			■	■		■		■	■	■
Intergovernmental Coordination	Objective 1	Policy 1.1	■		■	■					■		
Intergovernmental Coordination	Objective 1	Policy 1.2	■			■							
Intergovernmental Coordination	Objective 1	Policy 1.3	■			■							
Intergovernmental Coordination	Objective 1	Policy 1.7	■										
Intergovernmental Coordination	Objective 3	-	■			■							

Property Record - 07-22-28-0000-00-001

Property Summary as of 09/15/2024

Property Name
2290 Fullers Cross Rd

Names
Montierre Development Pllc

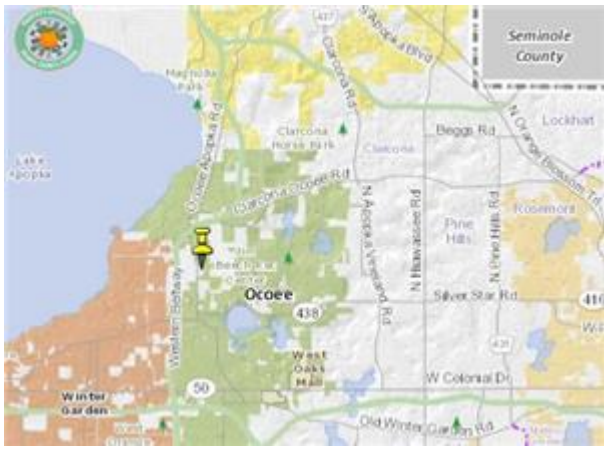
Municipality
OCO - Ocoee

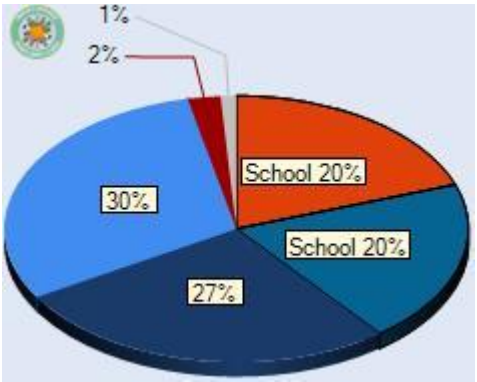
Property Use
0100 - Single Family

Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
2290 Fullers Cross Rd
Ocoee, FL 34761

QR Code **OR Code For Mobile Phone**





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)		Market Value		Ag Benefits		Assessed Value	
2024 W MKT	$3,777,595	+	$22,009	+	$702	=	$3,800,306	(45%)			**$3,800,306**	(48%)
2023 ✓ MKT	$2,595,080	+	$19,333	+	$702	=	$2,615,115	(12%)			**$2,564,946**	(10%)
2022 ✓ MKT	$2,322,637	+	$8,430	+	$702	=	$2,331,769	(10%)			**$2,331,769**	(60%)
2021 ✓ MKT	$2,112,141	+	$6,297	+	$702	=	$2,119,140		- $658,217	=	**$1,460,923**	

Tax Year Benefits		Ag Benefits	Tax Savings
2024	W	n/a	$0
2023	✓ $	n/a	**$499**
2022	✓	n/a	$0
2021	✓ $ AG	$658,217	**$11,068**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$3,800,306	$0	$3,800,306	3.2160 (1.36%)	**$12,221.78**	20 %
Public Schools: By Local Board	$3,800,306	$0	$3,800,306	3.2480 (0.00%)	**$12,343.39**	20 %
Orange County (General)	$3,800,306	$0	$3,800,306	4.4347 (0.00%)	**$16,853.22**	27 %
City Of Ocoee	$3,800,306	$0	$3,800,306	4.9500 (0.00%)	**$18,811.51**	30 %
Library - Operating Budget	$3,800,306	$0	$3,800,306	0.3748 (0.00%)	**$1,424.35**	2 %
St Johns Water Management District	$3,800,306	$0	$3,800,306	0.1793 (0.00%)	**$681.39**	1 %
				16.4028	**$62,335.64**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	11413.70	$1.00	**$11,413.70**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	467.54	$1.00	**$467.54**
				$11,881.24

Tax Savings

2024 Estimated Gross Tax Total:		$74,216.88
Your property taxes without exemptions would be		$62,335.64
Your ad-valorem property tax with exemptions is	–	$62,335.64
Providing You A Savings Of	=	$0.00

Property Features

Property Description

THE W1/2 OF NE1/4 & E1/2 OF NW1/4 LYING E OF SR 437 IN SEC 07-22-28 & (LESS PT TAKEN FOR R/W DESC AS COMM AT N1/4 CORNER OF SEC 7-22-28 TH S1-3-52W ALONG W LINE OF NE1/4 OF SEC 7-22-28 30.01 FT TO POB TH N89-50-37E 1280.94 FT TO E LINE OF W1/2 OF NE1/4 OF SEC

7-22-28 TH S0-27-1W 20 FT TH S89-50-37W 1281.16 FT TH S89-43-45W 648.52 FT TO POINT OF CURVATURE OF A CURVE CONCAVE SELY TH SWLY ALONG CURVE HAVING A RADIUS OF 50 FT CENTRAL ANGLE OF 95-9-26 ARC LENGTH OF 83.04 FT CHORD LENGTH OF 73.82 FT AND CHORD BRG OF S42-9-2W TO POINT OF TANGENCY TH S5-25-41E 266.84 FT TO POINT OF CURVATURE OF A CURVE CONCAVE NELY TH SELY ALONG CURVE HAVING A RADIUS OF 1849.9 FT CENTRAL ANGLE OF 10-47-31 ARC LENGTH OF 348.43 FT CHORD LENGTH OF 347.92 FT AND CHORD BRG OF S10-49-27E TO THE POINT OF TANGENCY TH S16-13-12E 1773.29 FT TH S15-21-49E 59.23 FT TH S13-39-3E 55.93 FT TO POINT LYING ON S LINE OF NW1/4 OF SEC 7-22-28 TH S86-56-26W ALONG S LINE 28.44 FT TO POINT ON NON-TANGENT CURVE CONCAVE SWLY TH NWLY ALONG NON-TANGENT CURVE HAVING A RADIUS OF 1941.86 FT CENTRAL ANGLE OF 3-11-30 ARC LENGTH OF 108.17 FT CHORD LENGTH OF 108.15 FT AND CHORD BRG OF N14-37-29W TO THE POINT OF TANGENCY TH N16-13-13W 16.18 FT TH N16-20-6W 500 FT TH N16-2-55W 1000 FT TH N15-27-46W 407.21 FT TH N7-33-7W 524.34 FT TH N5-25-43W 24.17 FT TH N89-43-45E 740.7 FT TO POB PER DOC 20190042931)

Total Land Area

4,143,157 sqft (+/-)	|	95.11 acres (+/-)	GIS Calculated

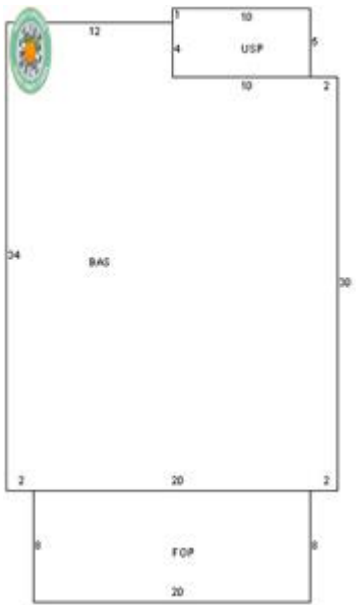
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
0100 - Single Family	PUD-LD	70.91 ACRE(S)	$52,500.00	$3,722,775	$0.00	$3,722,775
0100 - Single Family	PUD-LD	1 ACRE(S)	$52,500.00	$52,500	$0.00	$52,500
9600 - Pvt Wetland/Lowland	PUD-LD	23.2 ACRE(S)	$100.00	$2,320	$0.00	$2,320

Buildings

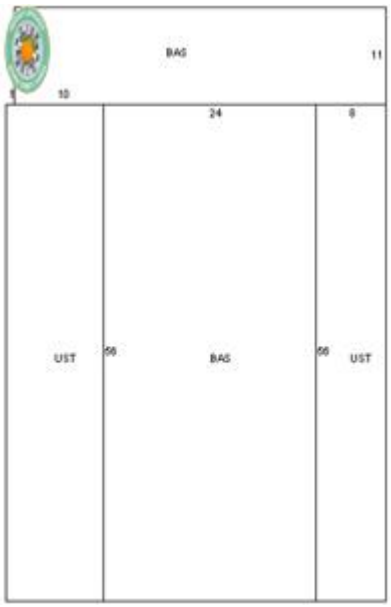
Model Code	01 - Single Fam Residence
Type Code	0102 - Single Fam Class II
Building Value	$13,683
Estimated New Cost	$45,611
Actual Year Built	1930
Beds	2
Baths	1.0
Floors	1
Gross Area	978 sqft
Living Area	768 sqft
Exterior Wall	Minimum
Interior Wall	Wall.Bd/Wd

Subarea Description	Sqft	Value
BAS - Base Area	768	$42,563
FOP - F/Opn Prch	160	$2,217
USP - Unf S Prch	50	$831



Model Code	06 - Warehouse
Type Code	4900 - Ind Open Storage
Building Value	$8,326
Estimated New Cost	$27,752
Actual Year Built	1930
Beds	3
Baths	0.0
Floors	1
Gross Area	2870 sqft
Living Area	1806 sqft
Exterior Wall	Minimum
Interior Wall	Wall.Bd/Wd

Subarea Description	Sqft	Value
BAS - Base Area	1806	$21,437
UST - Unf Storag	1064	$6,315



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
5234 - Accessory Building Metal	01/01/1970	234 Unit(s)	$12.00	$702

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
12/14/2023	$4,200,000	20230735916	/	Special Warranty	Chevron Land And Development Co	Montierre Development Pllc	Vacant
12/18/2018	$100	20190042931	/	Right Of Way Deed	Chevron Land And Development Co	City Of Ocoee	Improved
12/21/2005	$2,555,000	20050874910	08386 / 3045	Special Warranty	Chevron U S A Inc	Chevron Land And Development Co	Improved
12/21/2001	$2,020,000	20010586901	06421 / 5015	Warranty Deed	Grafton Joseph R Godwin Mabel M Etal	Chevron U S A Inc	Improved

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address
OIL-000498	$2,059	$0	Chevron Products Co	2290 Fullers Cross Rd

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy

Water	Ocoee
Recycling (Tuesday, Friday)	Ocoee
Trash (Tuesday, Friday)	Ocoee
Yard Waste (Monday)	Ocoee

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Property Record - 07-22-28-0000-00-023

Property Summary as of 09/15/2024

Property Name

Ocoee Used As A Haunted House

Names

Montierre Development Pllc

Municipality

OCO - Ocoee

Property Use

8900 - Municipal (Other)

Mailing Address

5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address

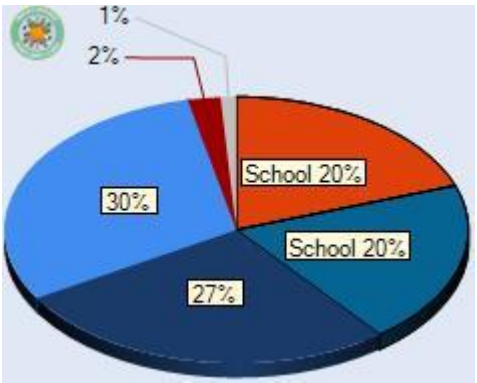
951 Ocoee Apopka Rd
Ocoee, FL 34761

QR Code

QR Code For Mobile Phone

951 OCOEE APOPKA RD, OCOEE, FL 34761 6/21/2023 4:13 PM

282207000000023 05/01/2006



Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)		Market Value	Assessed Value
2024 W MKT	$1,269,533	+	$39,632	+	$4,500	=	$1,313,665 (.51%)	**$1,313,665** (.51%)
2023 ✓ MKT	$1,269,533	+	$33,009	+	$4,500	=	$1,307,042 (5.2%)	**$1,307,042** (5.2%)
2022 ✓ MKT	$1,210,389	+	$27,507	+	$4,500	=	$1,242,396 (9.9%)	**$1,242,396** (9.9%)
2021 ✓ MKT	$1,101,754	+	$23,924	+	$4,500	=	$1,130,178	**$1,130,178**

Tax Year Benefits	Other Exemptions	Tax Savings
2024 W	n/a	$0
2023 ✓ $	$1,307,042	**$21,383**
2022 ✓ $	$1,242,396	**$20,399**
2021 ✓ $	$1,130,178	**$19,004**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$1,313,665	$0	$1,313,665	3.2160 (1.36%)	**$4,224.75**	20 %
Public Schools: By Local Board	$1,313,665	$0	$1,313,665	3.2480 (0.00%)	**$4,266.78**	20 %
Orange County (General)	$1,313,665	$0	$1,313,665	4.4347 (0.00%)	**$5,825.71**	27 %
City Of Ocoee	$1,313,665	$0	$1,313,665	4.9500 (0.00%)	**$6,502.64**	30 %
Library - Operating Budget	$1,313,665	$0	$1,313,665	0.3748 (0.00%)	**$492.36**	2 %
St Johns Water Management District	$1,313,665	$0	$1,313,665	0.1793 (0.00%)	**$235.54**	1 %
				16.4028	**$21,547.78**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	186.37	$1.00	**$186.37**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	168.89	$1.00	**$168.89**
				$355.26

Tax Savings

2024 Estimated Gross Tax Total:		$21,903.04
Your property taxes without exemptions would be		$21,547.78
Your ad-valorem property tax with exemptions is	–	$21,547.78
Providing You A Savings Of	=	$0.00

Property Features

Property Description

BEG NW COR OF SW1/4 OF SE1/4 OF SEC 7-22-28 TH RUN N86-56-10E 1310.03 FT TH S00-31-51W 1398.44 FT TH S00-31-51W 355.17 FT TH N89-35-48W 592.6 FT N01-06-44E 37.61 FT TH S87-37-29W

726.4 FT TH N00-48-40E 322 FT TH N88-29-43E 489.51 FT TH N01-04-18E 345.22 FT TH N88-06-20E 248.67 FT TH N01-04-18E 652.77 FT TH S87-43-51W 523.06 FT TH N31-10-03W 411.03 FT TO POB (LESS RD R/W) & COMM AT THE CENTER OF SEC 7 TH ALONG W LINE OF SE 1/4 TH S01-04-18W 1672.03 FT TH DEPARTING W LINE RUN S88-55-42E 5.55 FT TO POB TH N87-37-29E 726.4 FT TH S01-06-44W 37.61 FT TH S89-35-48E 592.6 FT TH S00-31-51W 57.88 FT TH S89-55-44W 590.37 FT TH N00-04-16W 37.61 FT TH S89-55-44W 726.8 FT TH N00-48-40E 33.58 FT TO POB (LESS RD R/W)

Total Land Area

1,616,787 sqft (+/-) | 37.12 acres (+/-) GIS Calculated

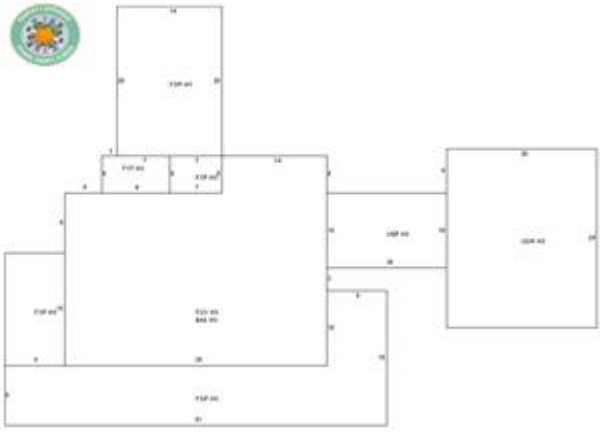
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
8900 - Municipal (Other)	R-1AA	36.12 ACRE(S)	$34,385.51	$1,242,005	$0.00	$1,242,005
0100 - Single Family	R-1AA	1 ACRE(S)	$27,527.50	$27,528	$0.00	$27,528

Buildings

Model Code	01 - Single Fam Residence
Type Code	0102 - Single Fam Class II
Building Value	$39,632
Estimated New Cost	$132,107
Actual Year Built	1920
Beds	3
Baths	1.5
Floors	2
Gross Area	3358 sqft
Living Area	1750 sqft
Exterior Wall	Wood.Shthn
Interior Wall	Plastered

Subarea Description	Sqft	Value
BAS - Base Area	875	$53,515
FOP - F/Opn Prch	768	$11,743
FSP - F/Scr Prch	155	$3,303
FST - Fin Storge	45	$1,407
FUS - F/Up Story	875	$45,503
UEP - Unf E Prch	160	$4,893
UGR - Unf Garage	480	$11,743



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
6450 - Fireplace 1 Basic	05/18/1993	3 Unit(s)	$1,500.00	$4,500

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
12/15/2023	$5,368,100	20230735484	/	Special Warranty	City Of Ocoee	Montierre Development Pllc	Improved
08/25/2006	$0	200605701530	8832 / 4969	Warranty Deed	Rogers Brenda Bracewell	City Of Ocoee	Improved
05/22/1996	$100	199656368190	5067 / 0764	Personal Representative's Deed	Bracewell Samuel P	Rogers Brenda Bracewell	Improved
02/01/1986	$100	198624696030	3750 / 0458	Warranty Deed			Improved

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
951 Ocoee Apopka Rd	12/15/2023	$5,368,100	$3,067	Special Warranty	3/2	20230735484	/
1912 S Orange Ave	10/27/2023	$2,000,000	$445	Special Warranty	0/0	20230626554	/
Main St	10/12/2023	$21,500		Warranty Deed	0/0	20230615917	/
E George Ave	10/12/2023	$877,100		Special Warranty	0/0	20230652338	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee
Recycling (Tuesday, Friday)	Ocoee
Trash (Tuesday, Friday)	Ocoee
Yard Waste (Monday)	Ocoee

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Property Record - 07-22-28-0000-00-039

Orange County Property Appraiser • http://www.ocpafl.org

Property Summary as of 09/15/2024

Property Name
1305 Ocoee Apopka Rd

Names
Mdtl Enterprise LLC

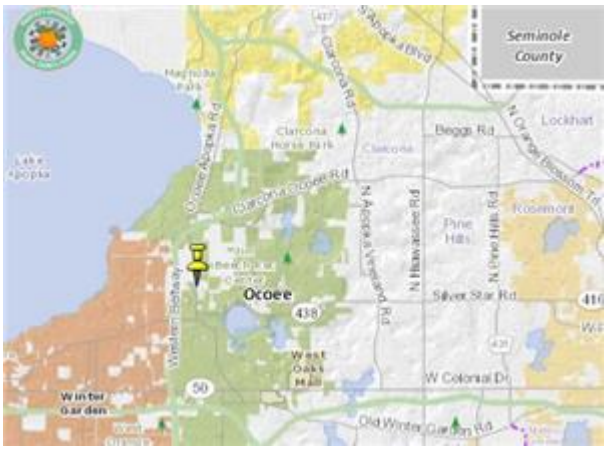
Municipality
OCO - Ocoee

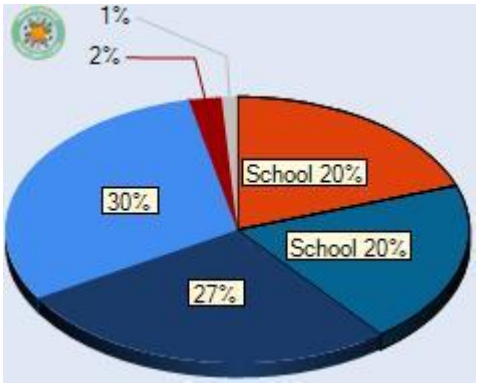
Property Use
6200 - Ag Grazing Semi-Imp

Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
1305 Ocoee Apopka Rd
Ocoee, FL 34761

QR Code **OR Code For Mobile Phone**





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values		Land		Building(s)		Feature(s)	Market Value	Ag Benefits	Assessed Value
2024	W MKT	$84,000	+	$0	+	$0	= $84,000 (0%)	- $83,714	= **$286** (0%)
2023	✓ MKT	$84,000	+	$0	+	$0	= $84,000 (29%)	- $83,714	= **$286** (0%)
2022	✓ MKT	$64,980	+	$0	+	$0	= $64,980 (10%)	- $64,694	= **$286** (0%)
2021	✓ MKT	$59,073	+	$0	+	$0	= $59,073	- $58,787	= **$286**

Tax Year Benefits		Ag Benefits	Tax Savings
2024	W $ AG	$83,714	**$1,373**
2023	✓ $ AG	$83,714	**$1,294**
2022	✓ $ AG	$64,694	**$1,004**
2021	✓ $ AG	$58,787	**$930**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$286	$0	$286	3.2160 (1.36%)	**$0.92**	20 %
Public Schools: By Local Board	$286	$0	$286	3.2480 (0.00%)	**$0.93**	20 %
Orange County (General)	$286	$0	$286	4.4347 (0.00%)	**$1.27**	27 %
City Of Ocoee	$286	$0	$286	4.9500	**$1.42**	30 %
Library - Operating Budget	$286	$0	$286	0.3748 (0.00%)	**$0.11**	2 %
St Johns Water Management District	$286	$0	$286	0.1793 (0.00%)	**$0.05**	1 %
				16.4028	**$4.70**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	251.64	$1.00	**$251.64**
				$251.64

Tax Savings

2024 Estimated Gross Tax Total:		$256.34
Your property taxes without exemptions would be		$1,377.84
Your ad-valorem property tax with exemptions is	–	$4.70
Providing You A Savings Of	=	$1,373.14

Property Features

Property Description

BEG NW COR OF SE1/4 RUN S 8.71 CHS E 3.33 CHS N 3.35 CHS NWLY TO BEG & NE1/4 OF SW1/4 E OF RD SEC 07-22-28

Total Land Area

91,344 sqft (+/-) | 2.10 acres (+/-) GIS Calculated

Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
6200 - Ag Grazing Semi-Imp	A-1	2.1 ACRE(S)	$40,000.00	$84,000	$136.00	$286

Buildings

Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
There are no extra features associated with this parcel				

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/ Imp
02/16/2024	$242,536	20240101174	/	Warranty Multiple	Rodgers Glen R 1/2 Int Rodgers Terance L 1/2 Int	Mdtl Enterprise LLC	Vacant
08/08/2007	$100	20070551798	09401 / 2075	Personal Representative's Deed	Rodgers Nellie F Estate	Rodgers Glen R 1/2 Int Rodgers Terance L 1/2 Int	Vacant
02/01/1982	$18,500	19821756735	03260 / 1704	Warranty Deed			Vacant

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
Wheeler Rd	07/11/2024	$3,750,000		Warranty Multiple	0/0	20240417774	/
2998 Dill Rd	04/23/2024	$12,500,000		Warranty Multiple	0/0	20240255473	/
1305 Ocoee Apopka Rd	02/16/2024	$242,536		Warranty Multiple	0/0	20240101174	/
Lake Pickett Rd	01/26/2024	$5,000,000		Special Warranty	0/0	20240064734	/
S Tanner Rd	11/29/2023	$3,266,200		Special Warranty Multiple	0/0	20230692626	/
E Colonial Dr	11/29/2023	$300		Special Warranty Multiple	0/0	20230692626	/
E Colonial Dr	11/29/2023	$14,829,300		Special Warranty Multiple	0/0	20230692626	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Traffic Information

Ocoee-Apopka Rd	9,120 Vehicles / Day

Property Record - 07-22-28-0000-00-041

Property Summary as of 09/15/2024

Property Name

1113 Ocoee Apopka Rd

Names

Mdtl Enterprise LLC

Municipality

OCO - Ocoee

Property Use

5001 - Ag Operations Site

Mailing Address

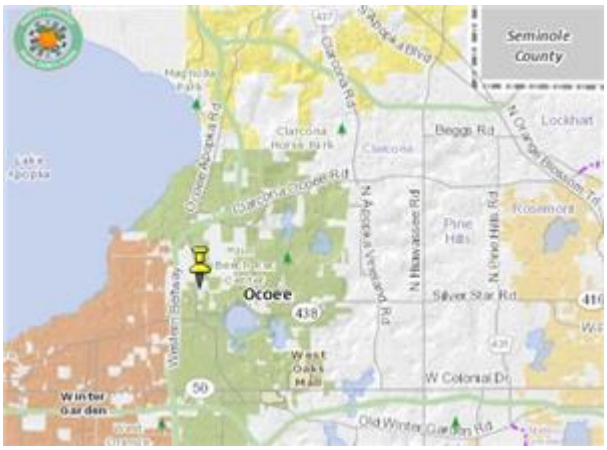
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

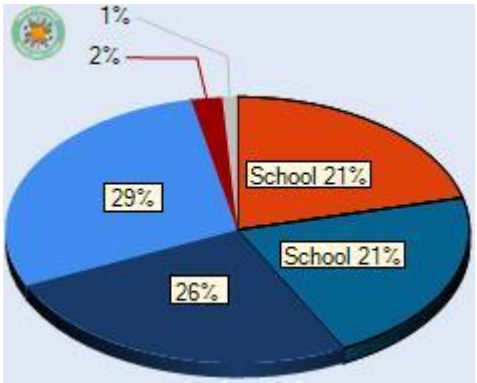
Physical Address

1113 Ocoee Apopka Rd
Ocoee, FL 34761

QR Code

QR Code For Mobile Phone





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)		Market Value		Ag Benefits		Assessed Value	
2024 W MKT	$89,200	+	$201,774	+	$6,000	=	$296,974	(12%)	- $78,050	=	**$193,124**	(10%)
2023 ✓ MKT	$89,200	+	$170,894	+	$6,000	=	$266,094	(19%)	- $78,050	=	**$175,567**	(10%)
2022 ✓ MKT	$72,352	+	$144,766	+	$6,000	=	$223,118	(12%)	- $61,202	=	**$159,606**	(10%)
2021 ✓ MKT	$65,775	+	$127,946	+	$6,000	=	$199,721		- $54,625	=	**$145,096**	

Tax Year Benefits		Ag Benefits	Tax Savings
2024	W $ AG	$78,050	**$1,537**
2023	✓ $ AG	$78,050	**$1,319**
2022	✓ $ AG	$61,202	**$971**
2021	✓ $ AG	$54,625	**$864**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$218,924	$0	$218,924	3.2160 (1.36%)	**$704.06**	21 %
Public Schools: By Local Board	$218,924	$0	$218,924	3.2480 (0.00%)	**$711.07**	21 %
Orange County (General)	$193,124	$0	$193,124	4.4347 (0.00%)	**$856.45**	26 %
City Of Ocoee	$193,124	$0	$193,124	4.9500	**$955.96**	29 %
Library - Operating Budget	$193,124	$0	$193,124	0.3748 (0.00%)	**$72.38**	2 %
St Johns Water Management District	$193,124	$0	$193,124	0.1793 (0.00%)	**$34.63**	1 %
				16.4028	**$3,334.55**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	188.37	$1.00	**$188.37**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	168.89	$1.00	**$168.89**
				$357.26

Tax Savings

2024 Estimated Gross Tax Total:		$3,691.81
Your property taxes without exemptions would be		$4,871.21
Your ad-valorem property tax with exemptions is	–	$3,334.55
Providing You A Savings Of	=	$1,536.66

Property Features

Property Description

BEG 574.86 FT S 1 DEG W FROM CENTER OF SEC RUN N 87 DEG E 219.78 FT N 1 DEG E 214.5 FT N 87 DEG E 239.66 FT TH S 1 DEG W 314.53 FT S 87 DEG W 458.80 FT N 100 FT TO POB (LESS W 30 FT RD R/W) IN SEC 07-22-28

Total Land Area

97,078 sqft (+/-)	|	2.23 acres (+/-)	GIS Calculated

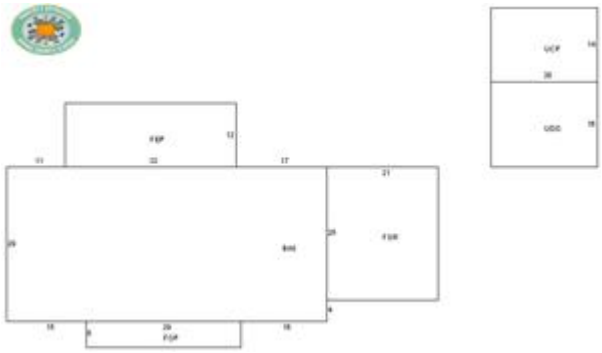
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
5001 - Ag Operations Site	A-1	2.23 ACRE(S)	$40,000.00	$89,200	$5,000.00	$11,150

Buildings

Model Code	01 - Single Fam Residence
Type Code	0102 - Single Fam Class II
Building Value	$201,774
Estimated New Cost	$283,390
Actual Year Built	1984
Beds	3
Baths	2.0
Floors	1
Gross Area	3394 sqft
Living Area	2124 sqft
Exterior Wall	Conc/Cindr
Interior Wall	Drywall

Subarea Description	Sqft	Value
BAS - Base Area	1740	$197,873
FEP - F/Enc Prch	384	$30,591
FGR - Fin Garage	525	$29,908
FOP - F/Opn Prch	145	$4,094
UCP - Unf Carprt	280	$6,368
UDG - Unf Dt Grg	320	$14,556



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
6451 - Fireplace 2 Average	01/01/1992	1 Unit(s)	$2,500.00	$2,500
5401 - Carport 2	01/01/1992	1 Unit(s)	$1,500.00	$1,500
6140 - Patio 1	01/01/1998	1 Unit(s)	$2,000.00	$2,000

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
02/16/2024	$857,464	20240101174	/	Warranty Multiple	Rodgers Glen R 1/2 Int Rodgers Terance L 1/2 Int	Mdtl Enterprise LLC	Improved
02/01/1982	$18,500	19821756735	03260 / 1704	Warranty Deed			Vacant
03/01/1980	$50,000	19801504180	03104 / 1902	Warranty Deed			Vacant

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
1059 Ocoee Apopka Rd	06/27/2024	$3,125,000	$1,426	Warranty Deed	2/2	20240378618	/
1113 Ocoee Apopka Rd	02/16/2024	$857,464	$404	Warranty Multiple	3/2	20240101174	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address
REG-027326	$936	$0	R & R Air Conditioning Service Inc	1113 Ocoee Apopka Rd

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy

Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Nearby Amenities (1 mile radius)

Barber Shops	1
Beauty Salons	3
Dentists Offices	1
Gas Stations	4
Grocery Store	1
Restaurants	2

Market Stats

Sales Within Last 1 Year

Property Record - 07-22-28-0000-00-043

Property Summary as of 09/15/2024

Property Name
Mh With Small Offices

Names
Mdtl Enterprise LLC

Municipality
OCO - Ocoee

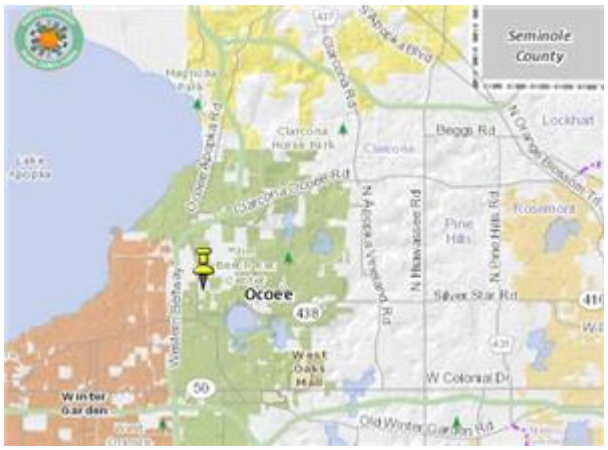
Property Use
5001 - Ag Operations Site

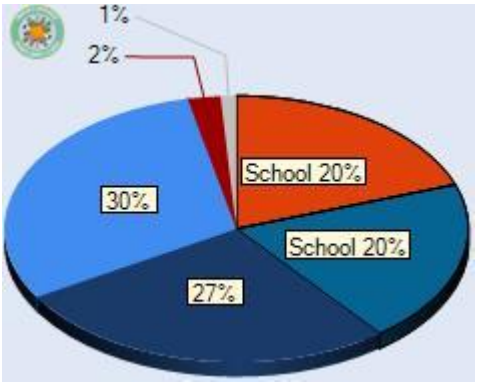
Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
1059 Ocoee Apopka Rd
Ocoee, FL 34761

QR Code

QR Code For Mobile Phone





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)		Market Value	Ag Benefits		Assessed Value	
2024 W MKT	$200,800	+	$49,260	+	$8,680	=	$258,740 (1.6%)	- $175,700	=	**$83,040**	(8.7%)
2023 ✓ MKT	$200,800	+	$45,277	+	$8,680	=	$254,757 (10.0%)	- $175,700	=	**$76,418**	(10%)
2022 ✓ MKT	$186,399	+	$36,531	+	$8,680	=	$231,610 (12%)	- $161,299	=	**$69,471**	(10%)
2021 ✓ MKT	$169,454	+	$29,375	+	$8,680	=	$207,509	- $144,354	=	**$63,155**	

Tax Year Benefits	Ag Benefits	Tax Savings
2024 W $ AG	$175,700	**$2,882**
2023 ✓ $ AG	$175,700	**$2,740**
2022 ✓ $ AG	$161,299	**$2,510**
2021 ✓ $ AG	$144,354	**$2,283**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$83,040	$0	$83,040	3.2160 (1.36%)	**$267.06**	20 %
Public Schools: By Local Board	$83,040	$0	$83,040	3.2480 (0.00%)	**$269.71**	20 %
Orange County (General)	$83,040	$0	$83,040	4.4347 (0.00%)	**$368.26**	27 %
City Of Ocoee	$83,040	$0	$83,040	4.9500	**$411.05**	30 %
Library - Operating Budget	$83,040	$0	$83,040	0.3748 (0.00%)	**$31.12**	2 %
St Johns Water Management District	$83,040	$0	$83,040	0.1793 (0.00%)	**$14.89**	1 %
				16.4028	**$1,362.09**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	137.20	$1.00	**$137.20**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	302.21	$1.00	**$302.21**
				$439.41

Tax Savings

2024 Estimated Gross Tax Total:		$1,801.50
Your property taxes without exemptions would be		$4,244.06
Your ad-valorem property tax with exemptions is	–	$1,362.09
Providing You A Savings Of	=	$2,881.97

Property Features

Property Description

FROM THE NW COR OF NW1/4 OF SE1/4 RUN S 1 DEG W 674.86 FT N 87 DEG E 0.98 FT FOR POB THN N 87 DEG E 458.80 FT N 1 DEG E 314.53 FT N 87 DEG E 283.06 FT S 1 DEG W 650.10 FT S 87 DEG W 221.90 FT N 1 DEG E 228.76 FT W 519.27 FT N 1 DEG E 104.17 FT TO POB (LESS W 30 FT

RD R/W) IN SEC 07-22-28

Total Land Area

218,564 sqft (+/-) | 5.02 acres (+/-) GIS Calculated

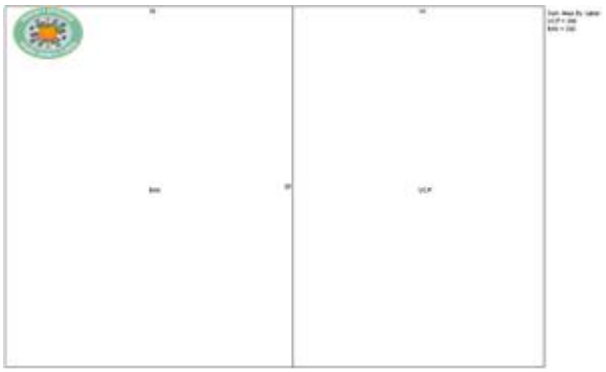
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
5001 - Ag Operations Site	A-1	5.02 ACRE(S)	$40,000.00	$200,800	$5,000.00	$25,100

Buildings

Model Code	04 - Commercial
Type Code	1700 - Office One Story
Building Value	$10,551
Estimated New Cost	$35,171
Actual Year Built	1992
Beds	0
Baths	0.0
Floors	1
Gross Area	600 sqft
Living Area	320 sqft
Exterior Wall	Wood.Shthn
Interior Wall	Drywall

Subarea Description	Sqft	Value
BAS - Base Area	320	$29,933
UCP - Unf Carprt	280	$5,238

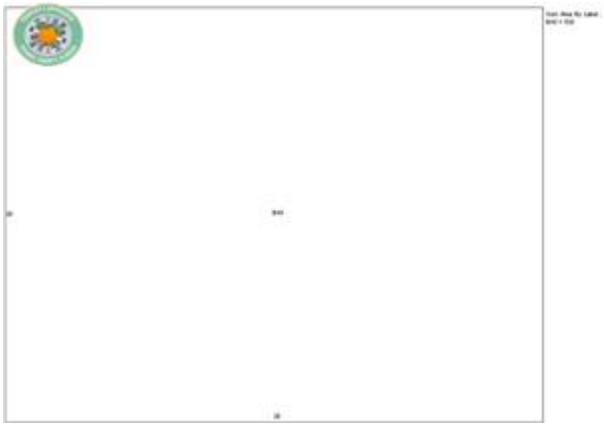


Model Code	02 - Manufactured Home
Type Code	0201 - Mobile Home
Building Value	$24,336
Estimated New Cost	$81,120
Actual Year Built	1980
Beds	2
Baths	2.0
Floors	1
Gross Area	1352 sqft
Living Area	1352 sqft
Exterior Wall	Wood.Shthn
Interior Wall	Drywall

Subarea Description	Sqft	Value
BAS - Base Area	1352	$81,120

Subarea Description	Sqft	Value
BAS - Base Area	520	$18,522

Model Code	06 - Warehouse
Type Code	4900 - Ind Open Storage
Building Value	$14,373
Estimated New Cost	$18,522
Actual Year Built	2007
Beds	
Baths	
Floors	1
Gross Area	520 sqft
Living Area	520 sqft
Exterior Wall	Hardy Brd
Interior Wall	Drywall



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
5320 - Canopy Cover Aluminum 1	01/01/2005	800 Unit(s)	$2.50	$2,000
6140 - Patio 1	01/01/1980	1 Unit(s)	$2,000.00	$2,000
5121 - Pole Building 2	01/01/2001	1440 Unit(s)	$3.00	$4,320
5450 - Mobile Home 1	01/01/1970	480 Unit(s)	$5.00	$360

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/ Imp
06/27/2024	$3,125,000	20240378618	/	Warranty Deed	Rodgers Glen R Rodgers Connie J	Mdtl Enterprise LLC	Vacant
02/23/1993	$20,000	19934384131	04530 / 0995	Warranty Deed	Rodgers Roland Rodgers Nellie F	Rodgers Glen R Rodgers Connie J	Vacant

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
1059 Ocoee Apopka Rd	06/27/2024	$3,125,000	$1,426	Warranty Deed	2/2	20240378618	/
1113 Ocoee Apopka Rd	02/16/2024	$857,464	$404	Warranty Multiple	3/2	20240101174	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Traffic Information

Ocoee-Apopka Rd	9,120 Vehicles / Day

Property Record - 07-22-28-0000-00-057

Orange County Property Appraiser • http://www.ocpafl.org

Property Summary as of 09/15/2024

Property Name
1104 N Lakewood Ave

Names
Mdtl Enterprise LLC

Municipality
OCO - Ocoee

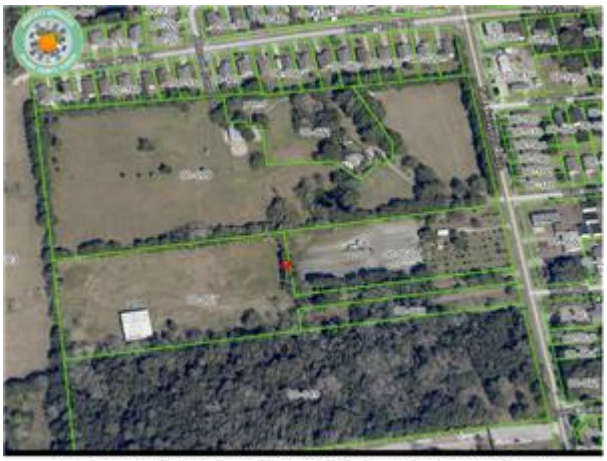
Property Use
4800 - Ind Warehouse I

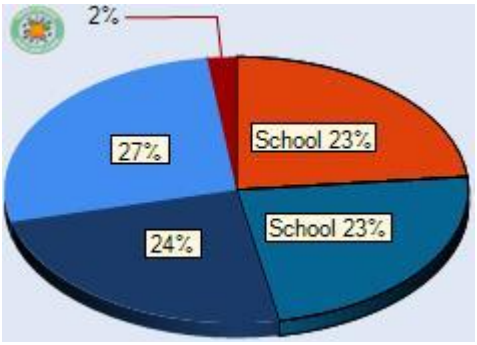
Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
1104 N Lakewood Ave
Ocoee, FL 34761

QR Code

QR Code For Mobile Phone





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)	Market Value	Assessed Value
2024 W MKT	$395,850	+	$295,489	+	$4,869	= $696,208 (1.8%)	**$518,606** (10%)
2023 ✓ MKT	$395,850	+	$283,232	+	$4,869	= $683,951 (37%)	**$471,460** (10%)
2022 ✓ MKT	$227,608	+	$265,640	+	$4,869	= $498,117 (28%)	**$428,600** (10%)
2021 ✓ MKT	$206,916	+	$182,720	+	$0	= $389,636	**$389,636**

Tax Year Benefits	Tax Savings
2024 W $	**$1,765**
2023 ✓ $	**$1,920**
2022 ✓ $	**$629**
2021 ✓	$0

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$696,208	$0	$696,208	3.2160 (1.36%)	**$2,239.00**	23 %
Public Schools: By Local Board	$696,208	$0	$696,208	3.2480 (0.00%)	**$2,261.28**	23 %
Orange County (General)	$518,606	$0	$518,606	4.4347 (0.00%)	**$2,299.86**	24 %
City Of Ocoee	$518,606	$0	$518,606	4.9500	**$2,567.10**	27 %
Library - Operating Budget	$518,606	$0	$518,606	0.3748 (0.00%)	**$194.37**	2 %
St Johns Water Management District	$518,606	$0	$518,606	0.1793 (0.00%)	**$92.99**	1 %
				16.4028	**$9,654.60**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	366.31	$1.00	**$366.31**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	443.10	$1.00	**$443.10**
				$809.41

Tax Savings

2024 Estimated Gross Tax Total:		$10,464.01
Your property taxes without exemptions would be		$11,419.76
Your ad-valorem property tax with exemptions is	–	$9,654.60
Providing You A Savings Of	=	$1,765.16

Property Features

Property Description

BEG SW COR NE1/4 OF SE1/4 N 349.5 FT E 663 FT S 353.9 FT W 663.8 FT TO POB & N 50 FT OF S 125 FT OF E1/2 OF NE1/4 OF SE1/4 OF SEC 07-22-28

Total Land Area

265,111 sqft (+/-) | 6.09 acres (+/-) GIS Calculated

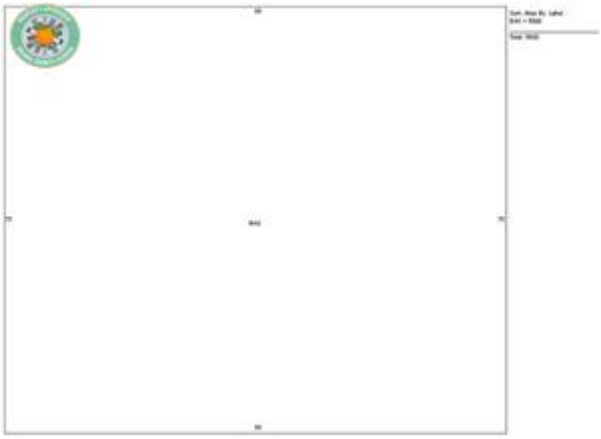
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
4800 - Ind Warehouse I	A-1	6.09 ACRE(S)	$65,000.00	$395,850	$0.00	$395,850

Buildings

Model Code	06 - Warehouse
Type Code	4800 - Ind Warehouse I
Building Value	$295,489
Estimated New Cost	$742,434
Actual Year Built	1980
Beds	0
Baths	0.0
Floors	1
Gross Area	6600 sqft
Living Area	6600 sqft
Exterior Wall	Modl.Metal
Interior Wall	Minimum

Subarea Description	Sqft	Value
BAS - Base Area	6600	$742,434



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
6040 - Paved Concrete	01/01/2001	2164 Unit(s)	$4.50	$4,869

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
06/27/2024	$2,215,300	20240379845	/	Warranty Multiple	Lott Johnnie Paul Jr	Mdtl Enterprise LLC	Improved
12/18/2019	$100	20190801059	/	Trustee's Multiple	Lott Johnnie Paul Jr 1/2 Int Belinda L Fleming Family Trust 1/2Int	Lott Johnnie Paul Jr	Improved
08/28/2000	$100	20000397568	06090 / 4970	Warranty Multiple	Lott Johnnie Paul Jr 1/2 Int Fleming Belinda L 1/2 Int	Lott Johnnie Paul Jr 1/2 Int Belinda L Fleming Family Trust 1/2Int	Improved
12/29/1999	$100	20000002274	05915 / 0302	Warranty Multiple	Lott Johnnie P Lott Willie D	Lott Johnnie Paul Jr 1/2 Int Fleming Belinda L 1/2 Int	Improved
06/01/1977	$22,500	19771131163	02806 / 0087	Warranty Deed			Improved
06/01/1976	$14,000	19761028413	02726 / 1274	Warranty Deed			Improved

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
395 Enterprise St	08/30/2024	$2,600,000	$89	Special Warranty	0/0	20240509739	/
1200 29Th St	08/22/2024	$43,500	$47	Warranty Deed	0/0	20240495728	/
300 W Landstreet Rd	08/16/2024	$3,650,000	$197	Special Warranty	0/0	20240483955	/
7200 Gardner St	08/12/2024	$3,000,000	$165	Warranty Deed	0/0	20240473483	/
3601 Silver Star Rd	08/08/2024	$12,500,000	$121	Special Warranty	0/0	20240469215	/
6757 Edgewater Commerce Pkwy	08/08/2024	$2,750,000	$222	Special Warranty	0/0	20240477024	/
1241 Columbia St	08/07/2024	$851,283	$190	Special Warranty Multiple	0/0	20240462524	/
1239 Columbia St	08/07/2024	$1,033,717	$231	Special Warranty Multiple	0/0	20240462524	/
1964 W Fairbanks Ave	07/30/2024	$1,884,500	$370	Special Warranty Multiple	0/0	20240453504	/
1700 N Orange Blossom Trl	07/29/2024	$3,000,000	$211	Warranty Deed	0/0	20240448902	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee

Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Traffic Information

Lakewood Ave	6,700 Vehicles / Day

Property Record - 07-22-28-0000-00-060

Property Summary as of 09/15/2024

Property Name
1102 N Lakewood Ave

Names
Mdtl Enterprise LLC

Municipality
OCO - Ocoee

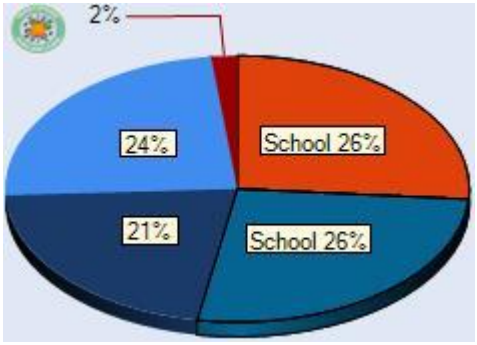
Property Use
0001 - Vacant Residential

Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
1102 N Lakewood Ave
Ocoee, FL 34761

QR Code

OR Code For Mobile Phone



Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)		Market Value	Assessed Value
2024 W MKT	$72,900	+	$0	+	$864	=	$73,764 (0%)	**$43,742** (10%)
2023 ✓ MKT	$72,900	+	$0	+	$864	=	$73,764 (36%)	**$39,765** (10%)
2022 ✓ MKT	$53,460	+	$0	+	$864	=	$54,324 (65%)	**$36,150** (10%)
2021 ✓ MKT	$32,000	+	$0	+	$864	=	$32,864	**$32,864**

Tax Year Benefits	Tax Savings
2024 W $	**$298**
2023 ✓ $	**$307**
2022 ✓ $	**$165**
2021 ✓	$0

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$73,764	$0	$73,764	3.2160 (1.36%)	**$237.23**	26 %
Public Schools: By Local Board	$73,764	$0	$73,764	3.2480 (0.00%)	**$239.59**	26 %
Orange County (General)	$43,742	$0	$43,742	4.4347 (0.00%)	**$193.98**	21 %
City Of Ocoee	$43,742	$0	$43,742	4.9500	**$216.52**	24 %
Library - Operating Budget	$43,742	$0	$43,742	0.3748 (0.00%)	**$16.39**	2 %
St Johns Water Management District	$43,742	$0	$43,742	0.1793 (0.00%)	**$7.84**	1 %
				16.4028	**$911.55**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	129.27	$1.00	**$129.27**
				$129.27

Tax Savings

2024 Estimated Gross Tax Total:		$1,040.82
Your property taxes without exemptions would be		$1,209.94
Your ad-valorem property tax with exemptions is	–	$911.55
Providing You A Savings Of	=	$298.39

Property Features

Property Description

BEG AT SE COR OF NE1/4 OF SE1/4 RUN W 656 FT N 75 FT E 656 FT S 75 FT TO POB (LESS E 30 FT FOR R/W) IN SEC 07-22-28

Total Land Area

46,923 sqft (+/-) | 1.08 acres (+/-) GIS Calculated

Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
0001 - Vacant Residential	A-1	1.08 ACRE(S)	$67,500.00	$72,900	$0.00	$72,900

Buildings

Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
AB1 - Accessory Building 1	01/01/1979	144 Square Feet	$10.00	$864

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
06/27/2024	$234,700	20240379845	/	Warranty Multiple	Lott Johnnie Paul Jr	Mdtl Enterprise LLC	Vacant
12/18/2019	$100	20190801059	/	Trustee's Multiple	Lott Johnnie Paul Jr 1/2 Int Belinda L Fleming Family Trust 1/2Int	Lott Johnnie Paul Jr	Vacant
08/28/2000	$100	20000397568	06090 / 4970	Warranty Multiple	Lott Johnnie Paul Jr 1/2 Int Fleming Belinda L 1/2 Int	Lott Johnnie Paul Jr 1/2 Int Belinda L Fleming Family Trust 1/2Int	Improved
12/29/1999	$100	20000002274	05915 / 0302	Warranty Multiple	Lott Johnie P Lott Willer D	Lott Johnnie Paul Jr 1/2 Int Fleming Belinda L 1/2 Int	Improved
07/14/1989	$50,000	19893296558	04097 / 2277	Warranty Deed			Improved

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
3450 Fairway Ln	09/06/2024	$615,000	$313	Warranty Deed	4/2	20240521720	/
6194 Galloping Dr	09/06/2024	$360,000		Special Warranty	0/0	20240521079	/
6137 Galloping Dr	09/05/2024	$397,000		Special Warranty	0/0	20240520417	/
1161 Bulwark Oaks Ln	09/05/2024	$899,600	$327	Warranty Deed	4/4	20240522513	/
1933 Terrapin Rd	09/05/2024	$410,000	$223	Warranty Deed	3/2	20240521059	/
15728 Vienna Dr	09/04/2024	$11,468		Warranty Multiple	0/0	20240517212	/
15740 Vienna Dr	09/04/2024	$11,468		Warranty Multiple	0/0	20240517212	/
15752 Vienna Dr	09/04/2024	$11,468		Warranty Multiple	0/0	20240517212	/
15753 Larkspur St	09/04/2024	$6,468		Warranty Multiple	0/0	20240517212	/
15741 Larkspur St	09/04/2024	$6,468		Warranty Multiple	0/0	20240517212	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy

Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Nearby Amenities (1 mile radius)

Barber Shops	1
Beauty Salons	3
Child Daycare	1
Dentists Offices	1
Gas Stations	4
Grocery Store	1
Restaurants	2

Market Stats

Sales Within Last 1 Year

Property Record - 07-22-28-0000-00-074

Property Summary as of 09/15/2024

Property Name

1053 Ocoee Apopka Rd

Names

Mdtl Enterprise LLC

Municipality

OCO - Ocoee

Property Use

0102 - Single Fam Class II

Mailing Address

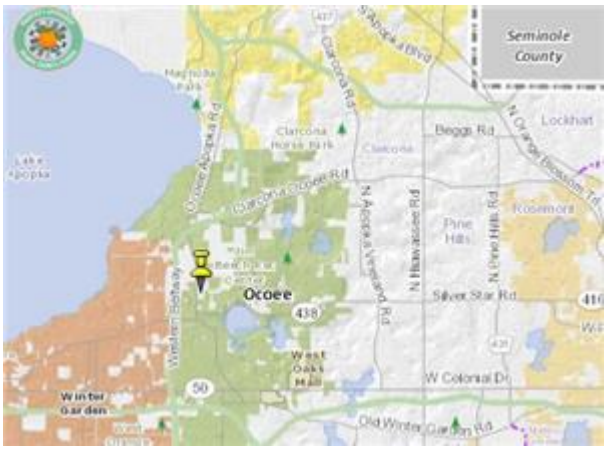
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

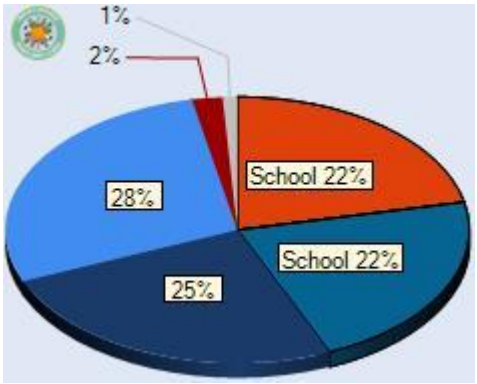
Physical Address

1053 Ocoee Apopka Rd
Ocoee, FL 34761

QR Code

QR Code For Mobile Phone





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values	Land		Building(s)		Feature(s)	Market Value	Assessed Value
2024 W MKT	$75,000	+	$241,194	+	$500	= $316,694 (14%)	**$186,260** (3.0%)
2023 ✓ MKT	$75,000	+	$202,616	+	$500	= $278,116 (23%)	**$180,835** (3.0%)
2022 ✓ MKT	$55,000	+	$170,260	+	$500	= $225,760 (28%)	**$175,568** (3.0%)
2021 ✓ MKT	$27,000	+	$149,292	+	$500	= $176,792	**$170,454**

Tax Year Benefits	Original Homestead	Additional Hx	Other Exemptions	SOH Cap	Tax Savings
2024 W $ HX CAP	$25,000	$25,000	$0	$130,434	**$2,798**
2023 ✓ $ HX CAP	$25,000	$25,000	$0	$97,281	**$2,116**
2022 ✓ $ HX CAP	$25,000	$25,000	$0	$50,192	**$1,393**
2021 ✓ $ HX CAP	$25,000	$25,000	$0	$6,338	**$722**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$186,260	$25,000	$161,260	3.2160 (1.36%)	**$518.61**	22 %
Public Schools: By Local Board	$186,260	$25,000	$161,260	3.2480 (0.00%)	**$523.77**	22 %
Orange County (General)	$186,260	$50,000	$136,260	4.4347 (0.00%)	**$604.27**	25 %
City Of Ocoee	$186,260	$50,000	$136,260	4.9500	**$674.49**	28 %
Library - Operating Budget	$186,260	$50,000	$136,260	0.3748 (0.00%)	**$51.07**	2 %
St Johns Water Management District	$186,260	$50,000	$136,260	0.1793 (0.00%)	**$24.43**	1 %
				16.4028	**$2,396.64**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	105.00	$1.00	**$105.00**
CITY OF OCOEE	OCOEE FIRE RESC - N/A - (407)905-3100	168.89	$1.00	**$168.89**
				$273.89

Tax Savings

2024 Estimated Gross Tax Total:	$2,670.53
Your property taxes without exemptions would be	$5,194.67
Your ad-valorem property tax with exemptions is	– $2,396.64
Providing You A Savings Of	= $2,798.03

Property Features

Property Description

(NOTE: HX PORTION OF FOLLOWING DESCRIBED PROPERTY) FROM THE CENTER OF SEC RUN S 01 DEG W 779.03 FT TH N 88 DEG E 1.48 FT FOR POB TH N 88 DEG E 519.27 FT S 01 DEG W

228.76 FT S 87 DEG W 27 FT N 01 DEG W 3.91 FT S 88 DEG W 318.03 FT N 01 DEG E 125 FT S 88 DEG W 173.77 FT N 01 DEG E 100 FT TO POB IN SEC 07-22-28 (LESS RD R/W ON W)

Total Land Area

43,550 sqft (+/-)	|	1.00 acres (+/-)	GIS Calculated

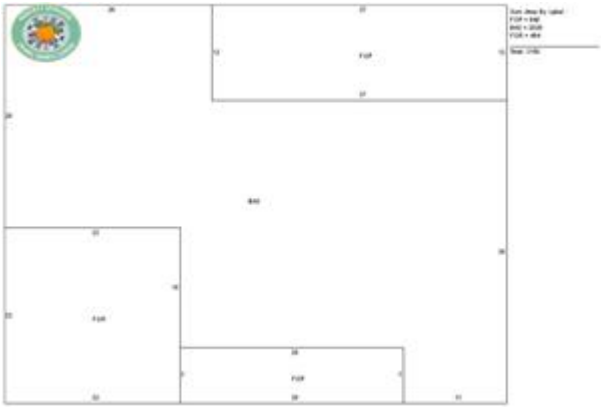
Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
0100 - Single Family	A-1	1 ACRE(S)	$75,000.00	$75,000	$0.00	$75,000

Buildings

Model Code	01 - Single Fam Residence
Type Code	0102 - Single Fam Class II
Building Value	$241,194
Estimated New Cost	$292,356
Actual Year Built	1998
Beds	3
Baths	2.0
Floors	1
Gross Area	3150 sqft
Living Area	2026 sqft
Exterior Wall	Cb.Stucco
Interior Wall	Drywall

Subarea Description	Sqft	Value
BAS - Base Area	2026	$243,951
FGR - Fin Garage	484	$29,139
FOP - F/Opn Prch	640	$19,266



Extra Features

Description	Date Built	Units	Unit Price	XFOB Value
CPT1 - Carport 1	01/01/2006	1 Unit(s)	$500.00	$500

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/Page	Deed Code	Seller(s)	Buyer(s)	Vac/Imp
02/16/2024	$674,476	20240101338	/	Warranty Multiple	Rodgers Glen R Rodgers Connie J	Mdtl Enterprise LLC	Improved
11/21/1996	$100	19965861002	05163 / 4001	Quitclaim Deed	Rodgers Roland Rodgers Nellie F	Rodgers Glen R Rodgers Connie J	Vacant

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis

County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Nearby Amenities (1 mile radius)

Barber Shops	1
Beauty Salons	3
Dentists Offices	1
Gas Stations	5
Grocery Store	1
Restaurants	2

Market Stats

Sales Within Last 1 Year

Property Record - 07-22-28-0000-00-105

Orange County Property Appraiser • http://www.ocpafl.org

Property Summary as of 09/15/2024

Property Name
Ocoee Apopka Rd

Names
Mdtl Enterprise LLC

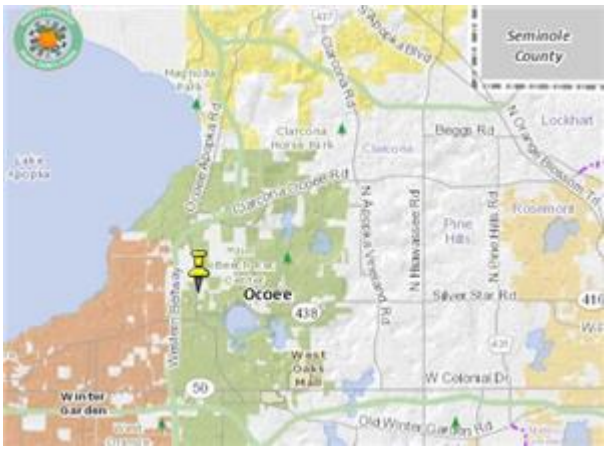
Municipality
OCO - Ocoee

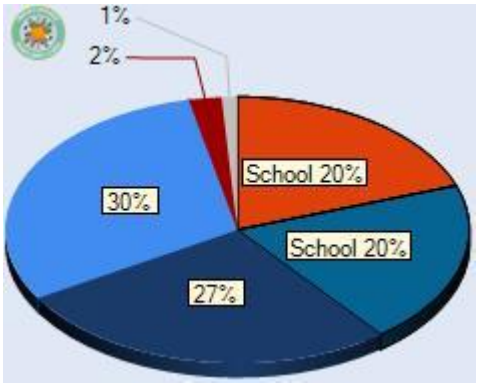
Property Use
6100 - Ag Grazing Im Pastur

Mailing Address
5669 Se Crooked Oak Ave
Hobe Sound, FL 33455-8319

Physical Address
Ocoee Apopka Rd
Ocoee, FL 34761

QR Code **OR Code For Mobile Phone**





Value and Taxes

Historical Value and Tax Benefits

Tax Year Values		Land		Building(s)		Feature(s)	Market Value	Ag Benefits	Assessed Value
2024	W MKT	$47,200	+	$0	+	$0 = $47,200 (0%)	-	$46,870 = **$330** (0%)	
2023	✓ MKT	$47,200	+	$0	+	$0 = $47,200 (23%)	-	$46,870 = **$330** (0%)	
2022	✓ MKT	$38,285	+	$0	+	$0 = $38,285 (10%)	-	$37,955 = **$330** (0%)	
2021	✓ MKT	$34,805	+	$0	+	$0 = $34,805	-	$34,475 = **$330**	

Tax Year Benefits		Ag Benefits	Tax Savings
2024	W $ AG	$46,870	**$769**
2023	✓ $ AG	$46,870	**$725**
2022	✓ $ AG	$37,955	**$589**
2021	✓ $ AG	$34,475	**$545**

2024 Taxable Value and Estimate of Proposed Taxes

Taxing Authority	Assd Value	Exemption	Tax Value	Millage Rate	Taxes	%
Public Schools: By State Law (Rle)	$330	$0	$330	3.2160 (1.36%)	**$1.06**	20 %
Public Schools: By Local Board	$330	$0	$330	3.2480 (0.00%)	**$1.07**	20 %
Orange County (General)	$330	$0	$330	4.4347 (0.00%)	**$1.46**	27 %
City Of Ocoee	$330	$0	$330	4.9500	**$1.63**	30 %
Library - Operating Budget	$330	$0	$330	0.3748 (0.00%)	**$0.12**	2 %
St Johns Water Management District	$330	$0	$330	0.1793 (0.00%)	**$0.06**	1 %
				16.4028	**$5.40**	

2024 Non-Ad Valorem Assessments

Levying Authority	Assessment Description	Units	Rate	Assessment
CITY OF OCOEE	OCOEE STORM - DRAINAGE - (407)905-3100	141.38	$1.00	**$141.38**
				$141.38

Tax Savings

2024 Estimated Gross Tax Total:		$146.78
Your property taxes without exemptions would be		$774.21
Your ad-valorem property tax with exemptions is	–	$5.40
Providing You A Savings Of	=	$768.81

Property Features

Property Description

(NOTE: AGRICULTURAL PORTION OF FOLLOWING DESCRIBED PROPERTY) FROM THE CENTER OF SEC RUN S 01 DEG W 779.03 FT TH N 88 DEG E 1.48 FT FOR POB TH N 88 DEG E 519.27 FT S 01 DEG W 228.76 FT S 87 DEG W 27 FT N 01 DEG W 3.91 FT S 88 DEG W 318.03 FT N 01 DEG E 125 FT S 88 DEG W 173.77 FT N 01 DEG E 100 FT TO POB IN SEC 07-22-28 (LESS RD R/W ON W)

Total Land Area

51,319 sqft (+/-) | 1.18 acres (+/-) GIS Calculated

Land

Land Use Code	Zoning	Land Units	Unit Price	Land Value	Class Unit Price	Class Value
6100 - Ag Grazing Im Pastur	A-1	1.18 ACRE(S)	$40,000.00	$47,200	$280.00	$330

Buildings

Extra Features

Description	Date Built	Units	Unit Price	XFOB Value

There are no extra features associated with this parcel

Sales

Sales History

Sale Date	Sale Amount	Instrument #	Book/ Page	Deed Code	Seller(s)	Buyer(s)	Vac/ Imp
02/16/2024	$100,524	20240101338	/	Warranty Multiple	Rodgers Glen R Rodgers Connie J	Mdtl Enterprise LLC	Vacant

Similar Sales

Address	Sale Date	Sale Amount	$/ SQFT	Deed Code	Beds/ Baths	Instrument #	Book/ Page
576 Tradeport Dr	07/23/2024	$880,000		Special Warranty	0/0	20240427253	/
10 Machete Trl	07/15/2024	$5,500,000		Special Warranty Multiple	0/0	20240451777	/
N Jefferson St	07/15/2024	$5,500,000		Special Warranty Multiple	0/0	20240451777	/
Briley Ave	07/15/2024	$5,500,000		Special Warranty Multiple	0/0	20240451777	/
Briley Ave	07/15/2024	$5,500,000		Special Warranty Multiple	0/0	20240451777	/
23965 Wheeler Rd	07/11/2024	$3,750,000		Warranty Multiple	0/0	20240417774	/
20809 Fort Christmas Rd	05/31/2024	$400,000		Warranty Deed	0/0	20240317832	/
Ondich Rd	05/23/2024	$370,900		Warranty Multiple	0/0	20240304501	/
6912 Swain Rd	05/15/2024	$1,530,000		Warranty Deed	0/0	20240293592	/
E Colonial Dr	05/06/2024	$3,089,400		Warranty Deed	0/0	20240294453	/

Services for Location

TPP Accounts At Location

Account	Market Value	Taxable Value	Business Name(s)	Business Address

There are no TPP Accounts associated with this parcel.

Schools

Ocoee (High School)

Principal	Lisa Jean Karcinski
Office Phone	407.905.3000
Grades	2023: | 2022: B | 2019: C

Ocoee (Middle School)

Principal	Cheri Leavitt
Office Phone	407.877.5035
Grades	2023: | 2022: C | 2019: B

Spring Lake (Elementary)

Principal	Dr. Aja Wilkins
Office Phone	407.877.5047
Grades	2023: | 2022: C | 2019: B

Utilities/Services

Electric	Duke Energy
Water	Ocoee
Recycling (Wednesday)	Orange County
Trash (Tuesday)	Orange County
Yard Waste (Wednesday)	Orange County

Elected Officials

State Representative	LaVon Bracy Davis
County Commissioner	Christine Moore
State Senate	Geraldine F. "Geri" Thompson
School Board Representative	Melissa Byrd
US Representative	Daniel Webster
Orange County Property Appraiser	Amy Mercado

Exhibit 18 - 300' Buffer Map

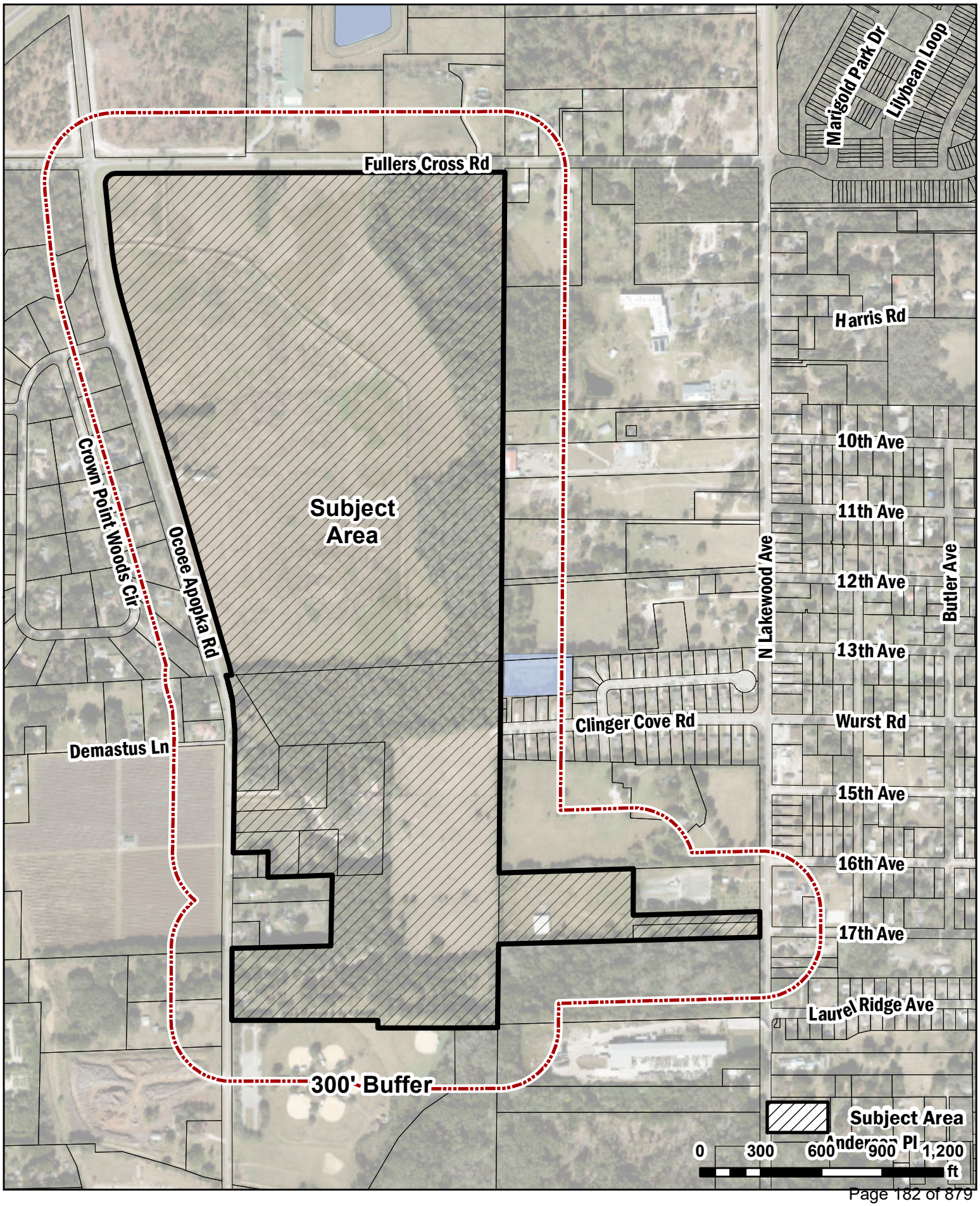


Exhibit 18(b) - List of Owners within 300' Buffer

Property owners within 300' of the subject property, excluding ROWs and lakes.

282207494400130	CARTAGENA-PESANTE ANNIE A	MORALES PEDRO ROMAN
282207000000037	DABIE RAVINDRA	
282207000000085	ELLIOTT KENNETH W	ELLIOTT SHIRLEY ANN
282207000000054	INNOVATION MONTESSORI INC	
282207184200240	JONES HERBERT R	
282207494400003	LAKEWOOD MANOR HOMEOWNERS ASSN INC	
282208595606110	LOTT ELIZABETH ANNE	
282207000000060	LOTT JOHNNIE PAUL JR	
282207000000057	LOTT JOHNNIE PAUL JR	
282206000000012	OCOEE GLAD TIDINGS ASSEMBLY OF GOD INC	
282207000000038	PEREZ ROSA	LOPEZ WILLIE
282207000000026	PROGRESS COMMERCE PARK LLC	
282207000000061	ROBERTS EDMUND L	
282207000000042	ROBERTS EDMUND L JR	ROBERTS FRANCES A
282207000000043	RODGERS GLEN R	RODGERS CONNIE J
282207184200050	THOMAS LAUREN M	THOMAS STEPHEN R
282207184200200	VAN ELLS CHERYL L	VAN ELLS MARTIN T
282207494400520	WRIGHT KESHA K	
282207000000086	ASSEMBLY OF PENTACOSTAL CHURCH OF JESUS CHRIST INC	
282207494400210	BARNES JERMAINE M	
282207184200001	CROWN POINT WOODS HOMEOWNERS ASSN INC	
282206000000041	GABLE CAROLYN LIFE ESTATE	REM: DONNA SUE GABLE
282206000000080	GABLE CAROLYN LIFE ESTATE	REM: DONNA SUE GABLE
282208000000072	GOLDEN HILL PROPERTIES LLC	
282207494400530	LOWE PHILIP J	
282207494400200	MERCADO KENNETH TORRES	AVILES MARIBELLE TOLEDO
282206000000026	MICHAEL WANDA JOAN	MICHAEL ANTHONY WAYNE
282207000000036	MORSE DAVID C JR	MORSE VICTORIA E
282207494400510	PERRY DESHON N	
282207494400230	POKU ABENA P	
282207494400500	ROBINSON FELICIA MURREL	
282206000000040	RUSHING KALEN	RUSHING STEPHANIE
282207000000068	SQUIRES CHARLES LIFE ESTATE	REM: MARCIA G HENDERSON
282207000000015	WEST ORANGE GIRLS CLUB INC	
282207000000021	WEST THOMAS SCOTT	

282207000000049	ZACK INVESTMENTS LAKEWOOD AVENUE LLC	
282207000000090	ZACK INVESTMENTS LAKEWOOD AVENUE LLC	
282207000000048	ZACK INVESTMENTS LAKEWOOD AVENUE LLC	
282207494400190	AZOR-RACINE LEONNE	AZOR LECONTE
282208595601120	CHURCH OF GOD OCOEE	
282208595601050	CHURCH OF GOD OCOEE	
282207494400180	ESCALANTE LEONARDO	
282208000000051	FARIAS MAE	
282207494400150	FLOYD JANICE I	
282207000000082	HARRISON DONALD W	
282207000000100	HARRISON EDMOND O LIFE ESTATE	REM: JONATHAN EDMOND HARRISON
282207184200230	HAWTHORNE STANTON	HAWTHORNE ASHLEY
282207184200220	HOTALEN JOSIAH A	HOTALEN JULIE M
282208000000082	JEMS INVESTMENTS LLC	
282207000000072	MASK FAMILY TRUST	
282207000000099	MASK FAMILY TRUST	
282207000000074	MDTL ENTERPRISE LLC	
282207000000041	MDTL ENTERPRISE LLC	
282207000000105	MDTL ENTERPRISE LLC	
282207000000039	MDTL ENTERPRISE LLC	
282207000000087	MDTL ENTERPRISE LLC	
282208000000090	MORALES JOSE ANTONIO	GRANADOS ERIKA YANNETT
282207000000020	ORANGE COUNTY BCC	
282208000000053	POTTER SUSAN E ESTATE	POTTER KENNETH D
282207000000031	SAUCEDO PEREZ GREGORIO	SAUZEDO GREGORY RICARDO
282207000000067	SAUCEDO PEREZ GREGORIO	SAUZEDO GREGORY RICARDO
282207494400220	SEIFER PATRICK JOSEPH	SEIFER AMY TOMPKINS
282207184200190	SEIFERT ROBERT E	SEIFERT CAROLYN L
282207000000073	SMITH AGNES CHRISTINE	
282207494400140	TAYLOR TIFFANY CARNEISHA	
282207494400160	ANDERSON FELICIA S	
282207494400001	CITY OF OCOEE	
282206000000056	CITY OF OCOEE	
282206000000055	CITY OF OCOEE	
282207494400002	CITY OF OCOEE	
282207000000083	DS SUNRISE INVESTMENTS LLC	
282207000000071	FULLERS CROSSING 429 LLC	
282207494400170	HUGHLEY-BROWN TRAMELANIE NICOLE	BROWN WILLIE E JR

282207000000092	JOHNSTONE MARGARET A	
282207184200180	KAUFFMAN JAMES B	KAUFFMAN NATALIE A
282207000000084	LOPEZ FLORES JORGE	
282207494400240	MCDERMOTT SHERYL LYN	
282207184200060	MELENDEZ JAIME L	
282207000000023	MONTIERRE DEVELOPMENT PLLC	
282207000000001	MONTIERRE DEVELOPMENT PLLC	
282207184200250	RITTEN DAVID L	RITTEN ELLEN L
282207000000064	SORENSON SHAWN A	SORENSON SHERRIE LYNN
282207000000050	SPIVEY BETTY J TR	
282207494400540	TELLEZ HECTOR V	TELLEZ MA DEL PILAR

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Bio-Tech Consulting
Environmental and Permitting

July 27, 2024

Jaime Douglas
MDTL Enterprise, LLC
5669 SE Crooked Oak Avenue
Hobe Sound, Florida 33455

Proj: Ocoee Sports Complex Site – Ocoee, Orange County, Florida
Section 7, Township 22 South, Range 28 East
(BTC File #597-33)
Re: Updated Environmental Assessment Report

Dear Mr. Douglas:

In June and July of 2024, Bio-Tech Consulting, Inc. (BTC) conducted an updated environmental assessment of the approximately 150-acre Ocoee Sports Complex Site. This site is located in the City of Ocoee, just east of Ocoee Apopka Road, south of Fullers Cross Road and west of North Lakewood Avenue, within Section 7, Township 22 South, Range 28 East, Orange County, Florida (**Figures 1 and 2**). This environmental assessment included the following elements:

- **general review of site topography;**
- **review of soil types mapped within the site boundaries;**
- **evaluation of land use types/vegetative communities present;**
- **delineation of any on-site wetland/surface water communities;**
- **field review for occurrence of protected flora and fauna; and,**
- **an overview of potential development constraints.**

TOPOGRAPHY

Based upon a review of the USGS Topographic Map present in **Figure 3** (Winter Garden, Florida Quadrangle), the subject property is relatively flat with elevations ranging from highs between +150 and +140 feet above the National Geodetic Vertical Datum of 1929 (NGVD) on the eastern portion of the property, to below +110 feet NGVD on the northwestern portion of the site. A wetland area is depicted on the southern portion of the site on the available topographic map. In general, it would appear that the subject site slopes gradually from east to west, south and southwest, towards on- and off-site wetland and surface water areas.

SOILS

According to the Soil Survey of Orange County, Florida, prepared by the U.S. Department of Agriculture (USDA) and the Natural Resources Conservation Service (NRCS), seven (7) soil types occur within the subject property boundaries (**Figure 4**). These soil types include the following:

- **Basinger fine sand, frequently ponded, 0 to 1 percent slopes (#3)**
- **Felda fine sand, 0 to 2 percent slopes, frequently flooded (#15)**
- **Immokalee fine sand (#20)**
- **Ona fine sand, 0 to 2 percent slopes (#26)**
- **Samsula muck, frequently ponded, 0 to 1 percent slopes (#40)**
- **Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes (#44)**
- **Zolfo fine sand, 0 to 2 percent slopes (#54)**

The following presents a brief description of each of the soil types mapped for the subject site:

Basinger fine sand, frequently ponded, 0 to 1 percent slopes (#3) is a nearly level, very poorly drained soil found in shallow depressions and sloughs and along edges of freshwater marshes and swamps. The surface layer of this soil type generally consists of black fine sand about 7 inches thick. The water table for this soil type is above the surface for 6 to 9 months or more each year and is within 12 inches of the surface for the rest of the year. Permeability of this soil type is rapid throughout.

Felda fine sand, 0 to 2 percent slopes, frequently flooded (#15) is a nearly level, poorly drained soil found on the floodplain of the Econlockhatchee River and other minor streams. This soil is flooded for very long periods following prolonged, intense rains. Typically, the surface layer of this soil type consists of very dark gray fine sand about 3 inches thick. In most years, the seasonal high water table for this soil type is within 10 inches of the surface for 2 to 6 months. Permeability of this soil type is rapid in the surface and subsurface layers and in the substratum and is moderate in the subsoil.

Immokalee fine sand (#20) is a nearly level, poorly drained soil found on broad flatwoods. The surface layer of this soil type generally consists of black fine sand about 5 inches thick. In most years the seasonal high water table for this soil type is within 10 inches of the surface for 1 to 3 months. It recedes to a depth of 10 to 40 inches for more than 6 months. Permeability of this soil type is rapid in the surface and subsurface layers and in the substratum. It is moderate in the subsoil.

Ona fine sand, 0 to 2 percent slopes (#26) is a nearly level, poorly drained soil found in broad areas on the flatwoods. The surface layer of this soil type generally consists of black fine sand about 6 inches thick. In most years the seasonal high water table for this soil type is within 10 inches of the surface for 1 to 2 months. It recedes to a depth of 10 to 40 inches for periods of 6 months or more. Permeability of this soil type is rapid in the surface and subsurface layers and is moderate in the subsoil.

Samsula muck, frequently ponded, 0 to 1 percent slopes (#40) is a nearly level, very poorly drained soil found in freshwater marshes and swamps. Typically, the upper part of the organic surface layer of this soil type is black muck about 8 inches thick. In most years, undrained areas mapped with this soil type are ponded for 6 to 9 months or more each year except during extended dry periods. A seasonal high water table fluctuates between depths of about 10 inches and the surface. Permeability of this soil type is rapid throughout.

Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes (#44) is a nearly level, poorly drained soil found on broad flatwoods. The surface layer of this soil type generally consists of black fine sand about 4 inches thick. The seasonal high-water table for this soil type is within 10 inches of the surface for 1 to 4 months. It recedes to a depth of 10 to 40 inches for more than 6 months. Permeability of this soil type is rapid in the surface and subsurface layers and in the substratum. It is moderate to moderately rapid in the subsoil.

Zolfo fine sand, 0 to 2 percent slopes (#54) is a nearly level, somewhat poorly drained soil found on broad, slightly higher positions adjacent to the flatwoods. The surface layer of this soil type generally consists of dark grayish brown fine sand about 5 inches thick. The seasonal high water table for this soil type is at a depth of 24 to 40 inches for 2 to 6 months. It is at a depth of 10 to 24 inches during periods of heavy rain. It recedes to a depth of about 60 inches during extended dry periods. Permeability of this soil type is rapid in the surface and subsurface layers and is moderate in the subsoil.

The Florida Association of Environmental Soil Scientists (FAESS) considers the main components in the Basinger fine sand, frequently ponded, 0 to 1 percent slopes (#3), Felda fine sand, frequently flooded (#15), Samsula muck, frequently ponded, 0 to 1 percent slopes (#40) and Smyrna-Smyrna, wet, fine sand, 0 to 2 percent slopes (#44) soil types associated with the site to be hydric. The FAESS also considers inclusions present in the Basinger fine sand, frequently ponded, 0 to 1 percent slopes (#3), Felda fine sand, frequently flooded (#15), Immokalee fine sand (#20), Ona fine sand, 0 to 2 percent slopes (#26) and Samsula muck, frequently ponded, 0 to 1 percent slopes (#40) soil types associated with the site to be hydric. This information can be found in the Hydric Soils of Florida Handbook, Fourth Edition (March 2007).

LAND USE TYPES/VEGETATIVE COMMUNITIES

The subject site currently supports six (6) land use types/vegetative communities within its boundaries. These areas were identified utilizing the Florida Land Use, Cover and Forms Classification System, Level III (FLUCFCS, FDOT, January 1999) (**Figure 5**). The upland land use types/vegetative communities on the site are classified as Residential, Low Density (110), Open Land (190), Pine-Mesic Oak (414) and Upland Hardwood Forests (420). The wetland/surface water land use types/vegetative communities on the site are classified as Streams and Waterways (510) and Wetland Forested Mixed (630). The following provides a brief description of the land use types/vegetative communities identified on the site.

Uplands:

110 Residential, Low Density

The site contains several single-family residential homesites that are consistent with the Residential, Low Density (110) FLUCFCS classification. These homesites include occupied and vacant/abandoned residences. Vegetation observed within these areas includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), camphor tree (*Cinnamomum camphora*), chinaberry tree (*Melia azedarach*), sugarberry (*Celtis laevigata*), red cedar (*Juniperus virginiana*), Brazilian pepper (*Schinus terebinthifolius*), bahiagrass (*Paspalum notatum*), bermudagrass (*Cynodon dactylon*), cogongrass (*Imperata cylindrica*), ragweed (*Ambrosia artemisiifolia*), dogfennel (*Eupatorium capillifolium*), beggarticks (*Bidens alba*), bermudagrass (*Cynodon dactylon*), guineagrass (*Urochloa maxima*), caesarweed (*Urena lobata*), lantana (*Lantana strigocamara*), American beautyberry (*Callicarpa americana*) and common landscaping plants and shrubs.

190 Open Land

The northern and southeastern portions of the site contain inactive agricultural land previously utilized for the production of citrus and other tree crops that is consistent with the Open Land (190) FLUCFCS classification. The southeastern area contains an abandoned warehouse within the open lands. Vegetation observed within this community type includes bahiagrass (*Paspalum notatum*), bermudagrass (*Cynodon dactylon*), broomsedge bluestem (*Andorpogon virginicus*), lantana (*Lantana strigocamara*), sedges (*Carex* spp. and *Cyperus* spp.), beggarticks (*Bidens alba*), ragweed (*Ambrosia artemisiifolia*), dogfennel (*Eupatorium cappillifolium*), blackberry (*Rubus cuneifolius*), saltbush (*Baccharis halimifolia*), winged sumac (*Rhus copallinum*), hairy indigo (*Indigofera hirsuta*), guineagrass (*Urochloa maxima*), Virginia chain fern (*Woodwardia virginica*), bracken fern (*Pteridium aquilinum*), field sandspur (*Krameria lanceolata*), flat-topped goldenrod (*Euthamia graminifolia*) and cogongrass (*Imperata cylindrica*).

414 Pine-Mesic Oak

The site contains several forested upland areas with a mixture of hardwood and coniferous trees that are consistent with the Pine-Mesic Oak (414) FLUCFCS classification. Vegetation observed within this community type includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), water oak (*Quercus nigra*), sweetgum (*Liquidambar styraciflua*), red bay (*Persea borbonia*), slash pine (*Pinus elliottii*), loblolly pine (*Pinus taeda*), pond pine (*Pinus serotina*), red maple (*Acer rubrum*), loblolly bay (*Gordonia lasianthus*), camphor tree (*Cinnamomum camphora*), Carolina laurel cherry (*Prunus caroliniana*), strawberry guava (*Psidium cattleyanum*), Chinese tallowtree (*Triadica sebifera*), Brazilian peppertree (*Schinus terebinthifolius*), dahoon holly (*Ilex cassine*), wax myrtle (*Morella cerifera*), saw palmetto (*Serenoa repens*), gallberry (*Ilex glabra*), coral ardisia (*Ardisia crenata*), caesarweed (*Urena lobata*), American beautyberry (*Callicarpa americana*), blackberry (*Rubus cuneifolius*), saltbush (*Baccharis halimifolia*), winged sumac (*Rhus copallinum*), Virginia chain fern (*Woodwardia virginica*), tuberous sword fern (*Nephrolepis cordifolia*) and bracken fern (*Pteridium aquilinum*).

420 Upland Hardwood Forests

The southern portion of the site contains a forested community that is consistent with the Upland Hardwood Forests (420) FLUCFCS classification. Vegetation observed within this community includes live oak (*Quercus virginiana*), laurel oak (*Quercus laurifolia*), sand live oak (*Quercus geminata*), sweetgum (*Liquidambar styraciflua*), chinaberry tree (*Melia azedarach*), camphor tree (*Cinnamomum camphora*), earpod tree (*Enterolobium contortisiliquum*), Carolina laurel cherry (*Prunus caroliniana*), cabbage palm (*Sabal palmetto*), dogfennel (*Eupatorium capillifolium*), lantana (*Lantana strigocamara*), caesarweed (*Urena lobata*), winged sumac (*Rhus copallium*), American beautyberry (*Callicarpa americana*), cogongrass (*Imperata cylindrica*), saltbush (*Baccharis halimifolia*), tuberous sword fern (*Nephrolepis cordifolia*), blackberry (*Rubus cuneifolius*), muscadine vine (*Vitis rotundifolia*), and greenbrier (*Smilax* spp.).

Wetland/Surface Water:

510 Streams and Waterways

The site contains excavated ditches that are most consistent with the Streams and Waterways (510) FLUCFCS classification. The ditch system on the northern portion of the site and the ditch along the southern boundary extend off-site to the west and connect to off-site wetlands and other surface waters. Vegetation observed within these ditches includes Carolina willow (*Salix caroliniana*), wax myrtle (*Morella cerifera*), soft rush (*Juncus effusus*), alligator weed (*Alternanthera philoxeroides*), common dayflower (*Commelina communis*), Virginia chain fern (*Woodwardia*

virginica), netted chain fern (*Woodwardia areolata*), marsh pennywort (*Hydrocotyle umbellata*), smartweed (*Persicaria punctatum*), wild taro (*Colocasia esculenta*) and Peruvian primrosewillow (*Ludwigia peruviana*).

630 Wetland Forested Mixed

The site contains forested wetland systems that are consistent with the Wetland Forested Mixed (630) FLUCFCS classification. Vegetation observed within these wetlands includes slash pine (*Pinus elliottii*), pond pine (*Pinus serotina*), bald cypress (*Taxodium distichum*), loblolly bay (*Gordonia lasianthus*), sweetbay magnolia (*Magnolia virginiana*), red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), elderberry (*Sambucus canadensis*), red bay (*Persea borbonia*), laurel oak (*Quercus laurifolia*), water oak (*Quercus nigra*), dahoon holly (*Ilex cassine*), wax myrtle (*Morella cerifera*), fetterbush (*Lyonia lucida*), swamp fern (*Blechnum serrulatum*), cinnamon fern (*Osmundastrum cinnamomeum*), royal fern (*Osmunda regalis* var. *spectabilis*), Virginia chain fern (*Woodwardia virginica*), netted chain fern (*Woodwardia areolata*), greenbrier (*Smilax* spp.), Carolina redroot (*Lachnanthes caroliana*), pipeworts (*Eriocaulon* spp.), Peruvian primrosewillow (*Ludwigia peruviana*), coral ardisia (*Ardisia crenata*) and soft rush (*Juncus effusus*).

UMAM

The onsite wetlands were evaluated using the UMAM methodology to provide the City of Ocoee with a wetland quality assessment. The following scores have been assessed to all on-site wetland/surface waters within identified within the project boundaries:

W-1 – 630 Wetland Forested Mixed

Location Landscape	Water Environment	Community Structure	Delta
4	4	5	4.33

W-2 – 630 Wetland Forested Mixed

Location Landscape	Water Environment	Community Structure	Delta
4	3	4	3.67

W-3 – 630 Wetland Forested Mixed

Location Landscape	Water Environment	Community Structure	Delta
4	3	4	3.67

Based on the onsite assessment of the wetlands located within the subject property boundaries and detailed in the attached UMAM Parts I & II, the onsite wetlands would be considered low quality due to the surrounding land uses providing minimal habitat support , reduced water quality due to the existing inputs and drainage features, and mixture of exotic and invasive vegetative species that exist throughout the onsite wetlands.

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001); Measuring and Monitoring Biological Diversity Standard Methods for Mammals (Wilson, et al., 1996); and Florida Fish and Wildlife Conservation Commission's (FWC's) Gopher Tortoise Permitting Guidelines (April 2023); an updated assessment for listed floral and faunal species was conducted at the site in June & July 2024. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and vocalizations which indicated the presence of species observed. The assessment focused on species that are listed by the FWC's Official Lists - Florida's Endangered and Threatened Species (December 2022) and listed species that have the potential to occur in Orange County (**see attached Table 1**).

No plant species listed as "Threatened" or "Endangered" by either The Florida Department of Agriculture and Consumer Services (FDACS) or U.S. Fish and Wildlife Service (USFWS) were identified on the site during the assessments conducted. However, three (3) species identified on the site are listed as commercially exploited by the FDACS. The harvesting of these species, cinnamon fern (*Osmundastrum cinnamomeum*), royal fern (*Osmunda regalis* var. *spectabilis*) and saw palmetto (*Serenoa repens*) for commercial gain is prohibited. The FDACS protection of listed plant species centers on preventing the illegal collection, transport and sale of the listed plants. The FDACS will issue permits for collection purposes. There are no regulations that prohibits the destruction of state-listed flora species as a result of proposed development activities.

The following is a list of those wildlife species identified on the site during the evaluation of the property:

Reptiles and Amphibians
black racer (*Coluber constrictor*)
brown anole (*Anolis sagrei*)

green anole (*Anolis carolinensis*)
green tree frog (*Hyla cinerea*)
six-lined racerunner (*Cnemidophorus sexlineatus sexlineatus*)
southern cricket frog (*Acris gryllus*)
southern leopard frog (*Lithobates sphenocephalus*)

Birds
American Crow (*Corvus brachyrhynchos*)
Black Vulture (*Coragyps atratus*)
Blue Jay (*Cyanocitta cristata*)
Eastern Towhee (*Pipilo erythrophthalmus*)
Great Egret (*Ardea alba*)
Loggerhead Shrike (*Lanius ludovicianus*)
Northern Bobwhite (*Colinus virginianus*)
Northern Mockingbird (*Mimus polyglottos*)
Northern Cardinal (*Cardinalis cardinalis*)
Pileated Woodpecker (*Dryocopus pileatus*)
Red-bellied Woodpecker (*Melanerpes carolinus*)
Red-tailed Hawk (*Buteo jamaicensis*)
Red-shouldered Hawk (*Buteo platypterus*)
Turkey Vulture (*Cathartes aura*)

Mammals
eastern cottontail (*Sylvilagus floridanus*)
eastern gray squirrel (*Sciurus carolinensis*)
feral pig (*Sus scrofa*)
nine-banded armadillo (*Dasypus novemcinctus*)
North American raccoon (*Procyon lotor*)
opossum (*Didelphis virginiana*)

None of the above wildlife species are identified in the FWC's Official Lists - Florida's Endangered and Threatened Species (December 2022).

The following provides a brief description of applicable species as they may relate to the development of the site.

Gopher Tortoise (*Gopherus polyphemus*)
State Listed as "Threatened" by FWC

Currently the gopher tortoise (*Gopherus polyphemus*) is classified as a "Category 2 Candidate Species" by the USFWS, and as of September 2007 is now classified as "Threatened" by FWC, and as "Threatened" by FCREPA. The basis of the "Threatened" classification by the FWC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures and abandoned orange groves. Several other protected species known to occur in Orange County have a possibility of occurring in this area, as they are gopher tortoise commensal species. These species include the eastern indigo snake (*Drymarchon corais couperi*), Florida mouse (*Podomys floridanus*) and the gopher frog (*Rana capito*). However, none of these species were observed during the survey conducted.

The FWC provides three (3) options for developers that have gopher tortoises on their site. These options include: 1) avoidance (i.e., maintain at least a 25-foot distance from construction activities), 2) preservation of habitat and 3) off-site relocation. Based on the expected site development plan, the likely option to addressing the on-site gopher tortoise population is off-site relocation and would require that any gopher tortoise within 25 feet of proposed construction activities be relocated off-site to an approved recipient site. Relocation will need to be permitted through FWC prior to any on-site construction activities.

The subject site was surveyed for the existence of gopher tortoises through the use of pedestrian and vehicular transects. The survey covered approximately 90% of the suitable habitat present within the subject site boundaries. While no burrows were observed during the field assessment, a future survey should be completed at least 90 days prior to construction to ensure that no burrows or tortoises are located on the site.

Indigo Snake (*Drymarchon couperi*)
Federally Listed as "Threatened" by USFWS

The indigo snake (*Drymarchon couperi*) is a federally threatened species. The basis for this listing was a result of dramatic population declines caused by over-collecting for the domestic and international pet trade as well as mortalities caused by rattlesnake collectors who gassed gopher tortoise burrows to collect snakes. Since its listing, habitat loss and fragmentation by residential and commercial expansion have become much more significant threats to the eastern indigo snake. This species is widely distributed throughout central and south Florida and primarily occurs in sandhill habitat in northern Florida and southern Georgia.

No evidence of eastern indigo snakes was observed within the site during the wildlife survey conducted by BTC. Utilizing the 2013 USFWS's Consultation Key for the Eastern Indigo Snake, the project will not result in the removal of more than 25 acres of Xeric Habitat (scrub, sandhill,

or scrubby pineflatwoods) or more than 25 active or inactive gopher tortoise burrows. Therefore, a key determination would result in a finding of "not likely to adversely affect."

During the ERP, State 404 or USACOE Dredge and Fill permit review process, the USFWS may determine that an Indigo Snake survey is required during the review of the project. The survey can be accomplished from October 1st thru April 30 for a minimum of five (5) surveys with 2 days of optimal weather (overnight low temperature above 60º F). It should also be noted that eastern indigo snake mitigation may be purchased in lieu of conducting the indigo snake survey. A FDEP 404 or USACOE Permit may also require following the Service's Standard Protection Measures for the Eastern Indigo Snake which will include, but not limited to, posting eastern indigo snake identification signage and educational material at the site, inspecting on-site holes and other refugia, as well as stopping construction to allow any indigo snake to safely vacate the project site. As long as the above mentioned "Standard Protection Measures" are adhered to, the development activities associated with the subject site would result in a key determination of "not likely to adversely affect" the eastern indigo snake. In addition, a FWC Conservation Permit to relocate Gopher tortoises will also contain permit conditions relating to the safety of indigo snakes.

Bald Eagle (*Haliaeetus leucocephalus*)
State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (*1918*) *and the Bald and Golden Eagle Protection Act* (*1940*)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from FWC's imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FWC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle (*Haliaeetus leucocephalus*).

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FWC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. In November of 2017, the FWC issued "A Species Action Plan for the Bald Eagle" in response to the sunset of the 2008 Bald Eagle Management Plan. Under the USFWS's management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. As provided within the above referenced Species Action Plan, the USFWS is the regulating body responsible for issuing permits for Bald Eagles. In 2017, the need to obtain a State permit (FWC) for the take of Bald Eagles or their nests in Florida was eliminated following revisions to Rule 68A-16.002, F.A.C.. A USFWS Bald Eagle "Non-Purposeful Take Permit" is not needed for any activity occurring outside of the

660-foot buffer zone. No activities are permitted within 330 feet of a nest without a USFWS permit.

In addition to the on-site evaluation for listed species, BTC conducted a review of FFWCC's database (2015-2016 Nesting Season) and Audubon's Eagle Watch program database (2020-2021 Nesting Season) for recorded Bald Eagle nests within the surrounding 660 feet of the subject site. This review revealed one (1) recorded Bald Eagle nest (identified by FFWCC as OR045) located on the south-central portion of the subject site (**Figure 6B and attached Audubon EagleWatch Map**).

In June of 2023, BTC attempted to locate nest OR045. The nest was determined by BTC to be lost as it was no longer present at its recorded location. In addition, no Bald Eagles or other nests were observed within the nest territory at that time. It should be noted that Audubon EagleWatch determined nest OR045 to be "unknown" for the 2022 nesting season (Oct 2021 – May 2022). Therefore, it is not anticipated that any protective measures or permitting action will be required by the USFWS with regards to nest OR045. Thus, no developmental constraints are expected for the subject site with respect to Bald Eagle nests unless a new nest is found. BTC recommends that monitoring the subject site during the upcoming 2023-2024 Bald Eagle nesting season (October 1st through May 15th) to confirm that no new nests have been constructed within the site or within 660 feet of its boundaries. Additionally, some coordination with FFWCC and/or USFWS may be required to confirm the status of nest OR045 and/or to remove this nest from FFWCC's records.

Wood Stork (*Mycteria americana*) – Core Foraging Area
State & Ferderally listed as "Threatened" by FWC & USFWS

The subject site is located within a Wood Stork Nesting Colony Core Foraging Area (**Figure 6**). Wood Storks typically nest colonially in medium to tall trees that occur in stands located either in swamps or on islands surrounded by relatively broad expanses of open water (Ogden 1991; Rodgers et al. 1996). The Wood Stork (*Mycteria americana*) is listed as "Threatened" by the USFWS. Wood storks are large, long-legged wading birds, about 45 inches tall, with a wingspan of 60 to 65 inches. Their plumage is white except for black primaries and secondaries and a short black tail. The head and neck are largely un-feathered and dark gray in color. The bill is black, thick at the base, and slightly decurved. Wood Storks are birds of freshwater and estuarine wetlands, primarily nesting in cypress or mangrove swamps.

Successful breeding sites are those that have limited human disturbance and low exposure to land-based predators. Because of their specialized feeding behavior, Wood Storks forage most effectively in shallow-water areas with highly concentrated prey. Typical foraging sites for the Wood Stork include freshwater marshes, depressions in cypress heads, swamp sloughs, managed impoundments, stock ponds, shallow-seasonally flooded roadside or agricultural ditches and

narrow tidal creeks or shallow tidal pools. Good foraging conditions are characterized by water that is relatively calm, open, and having water depths between 5 and 15 inches (5 and 38 cm). The U.S. Fish and Wildlife Service (Service) has identified core foraging area (CFA) around all known Wood Stork nesting colonies that is important for reproductive success. In Central Florida, CFAs include suitable foraging habitat (SFH) within a 15-mile radius of the nest colony; CFAs in North Florida include SFH within a 13-mile radius of a colony. The Service believes loss of suitable foraging wetlands within these CFAs may reduce foraging opportunities for the Wood Stork.

Based on our review of available databases, there is no record of a Wood Stork rookery on the site or within close proximity. The USFWS require that any impacts to on-site ditches and/or wetlands, which would eliminate a portion of the Wood Stork foraging habitat, be either mitigated through the purchase of mitigation credits or recreated elsewhere on-site so that there would be no net loss of Wood Stork foraging habitat. Most of these potential foraging habitats can be eliminated as potential foraging habitat due to a closed canopy, but most of the on-site ditches contain potential foraging habitat. The construction of the stormwater management system and the littoral shelves within the stormwater management ponds would likely produce a larger area of potential Wood Stork foraging habitat than will be impacted. No species-specific survey is anticipated if the design of the subject site is such that the Wood Stork foraging habitat is the same acreage in pre vs post development. However, the USFWS and/or another agency make the final determination as to if a species-specific survey is required. Please note that mitigation credits purchased for any wetland impact mitigation will also serve as Wood stork foraging mitigation.

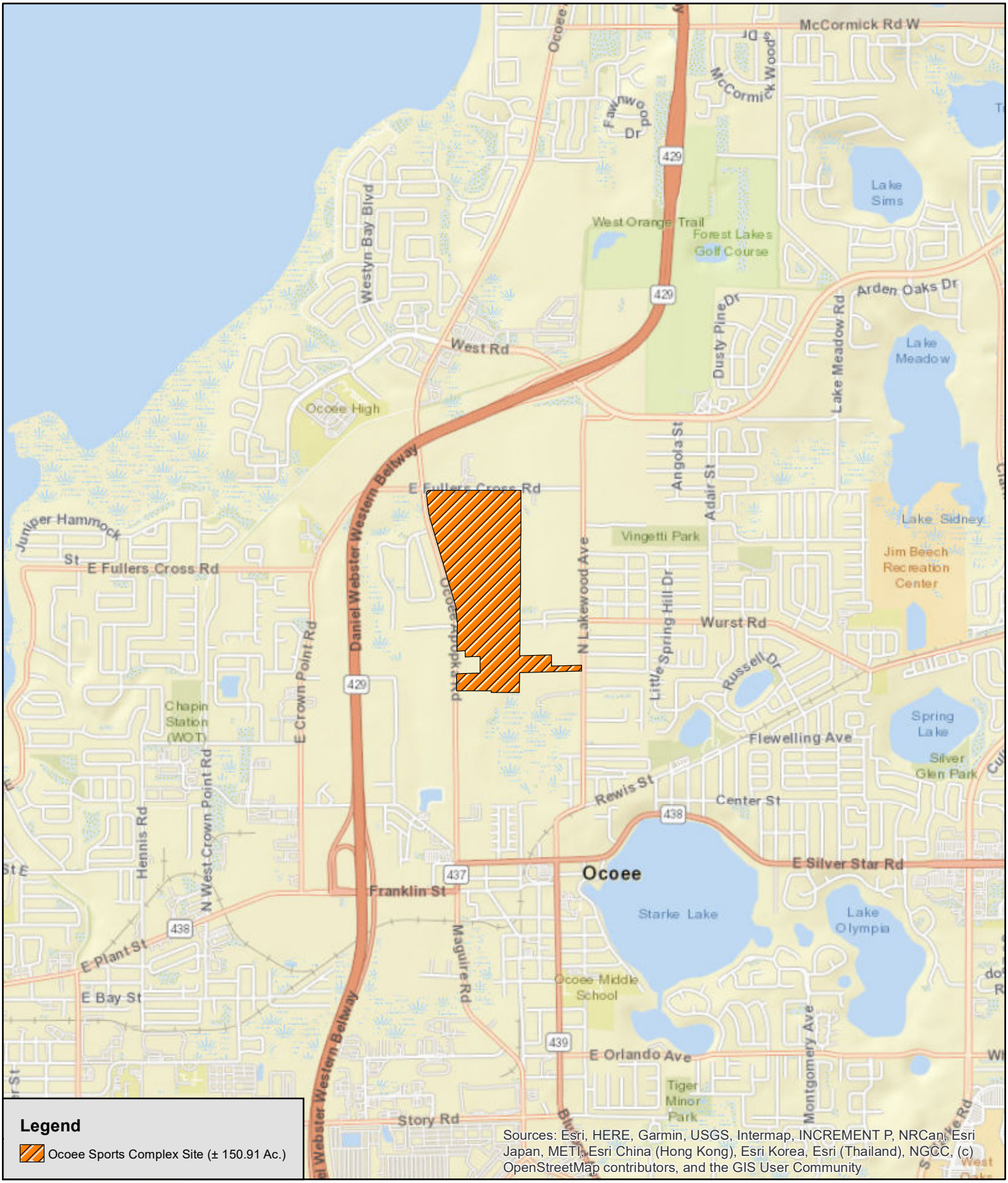
The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. This report is for general planning purposes only. The limits of any on-site wetlands/surface waters can only be determined and verified through field delineation and/or on-site review by the pertinent regulatory agencies. The wildlife surveys conducted within the subject property boundaries do not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future. Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

Nathan Johnson
Field Biologist

Daniel Gough
Project Manager

Attachments



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Phone (407) 894-5969 Fax (407) 894-5970
www.bio-techconsulting.com

Ocoee Sports Complex Site
Orange County, Florida
Figure 1
Location Map

N
W E
S

0.5
Miles

Project #: 597-33
Produced By: EM
Date: 4/9/2024

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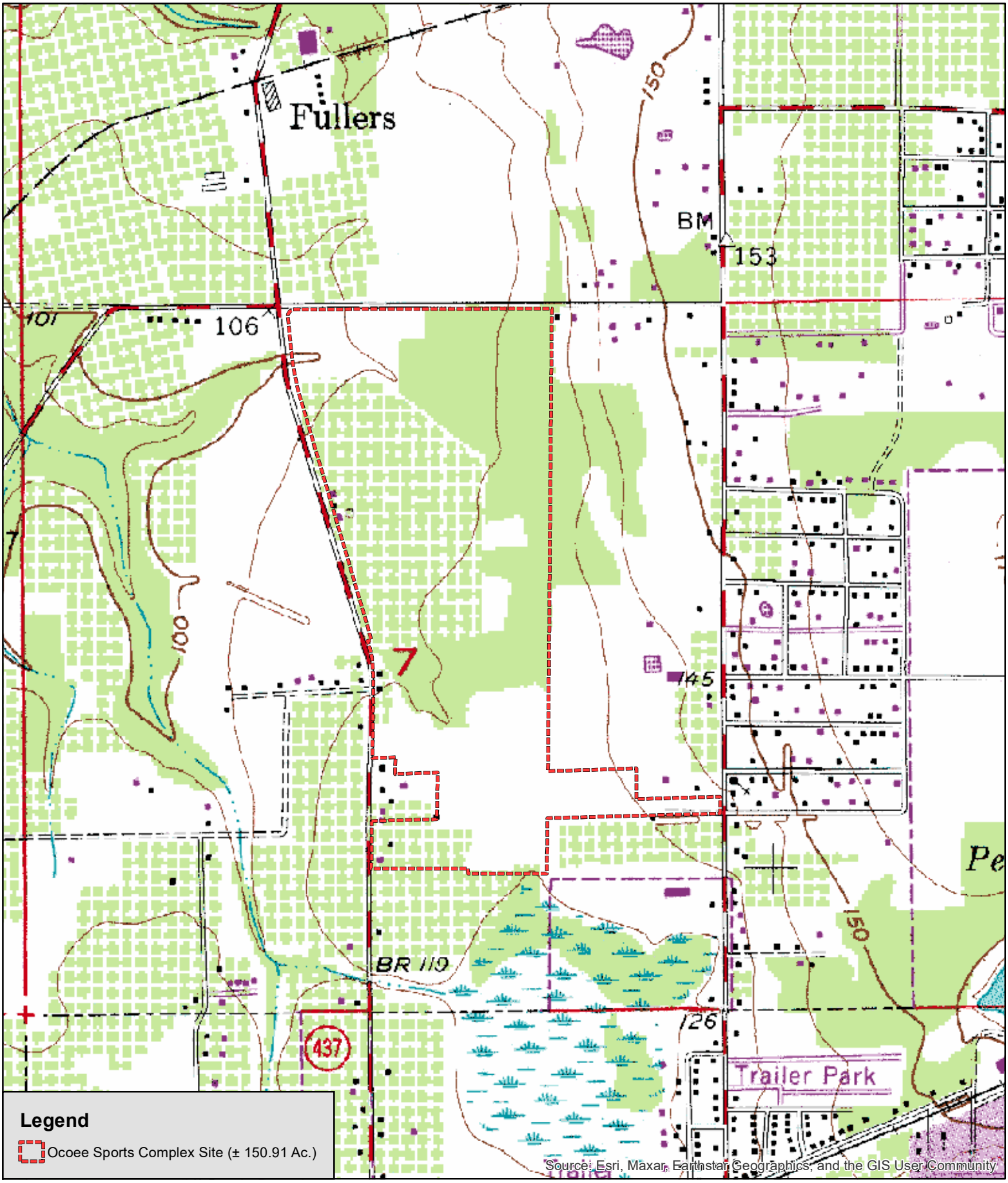
Ocoee Sports Complex Site
Orange County, Florida
Figure 2
2021 Aerial Map

N
W E
S

600
Feet

Project #: 597-33
Produced By: EM
Date: 4/9/2024



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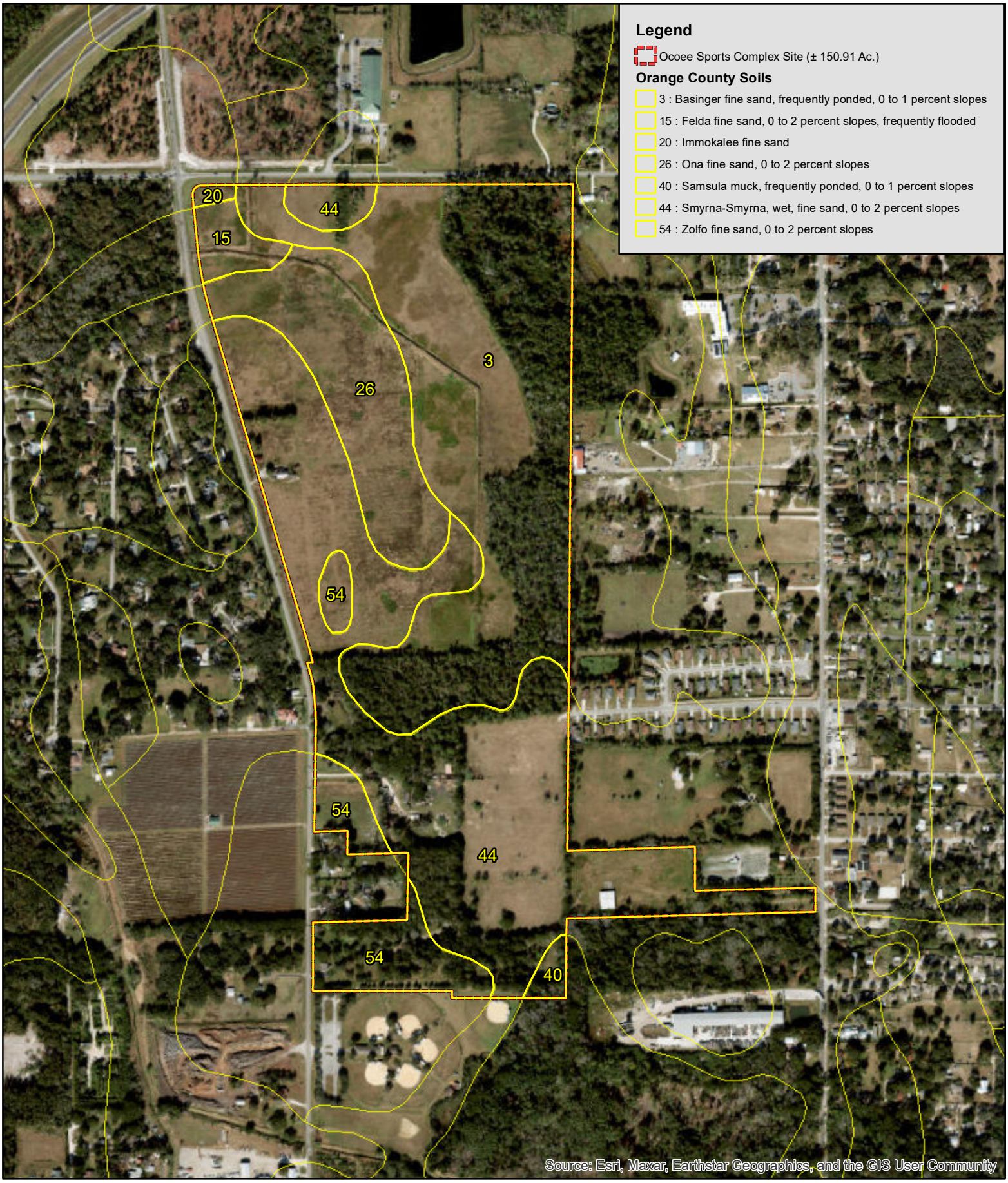
Ocoee Sports Complex Site
Orange County, Florida
Figure 3
USGS Topographic Map

N
W E
S

1,000 Feet

Project #: 597-33
Produced By: EM
Date: 4/9/2024



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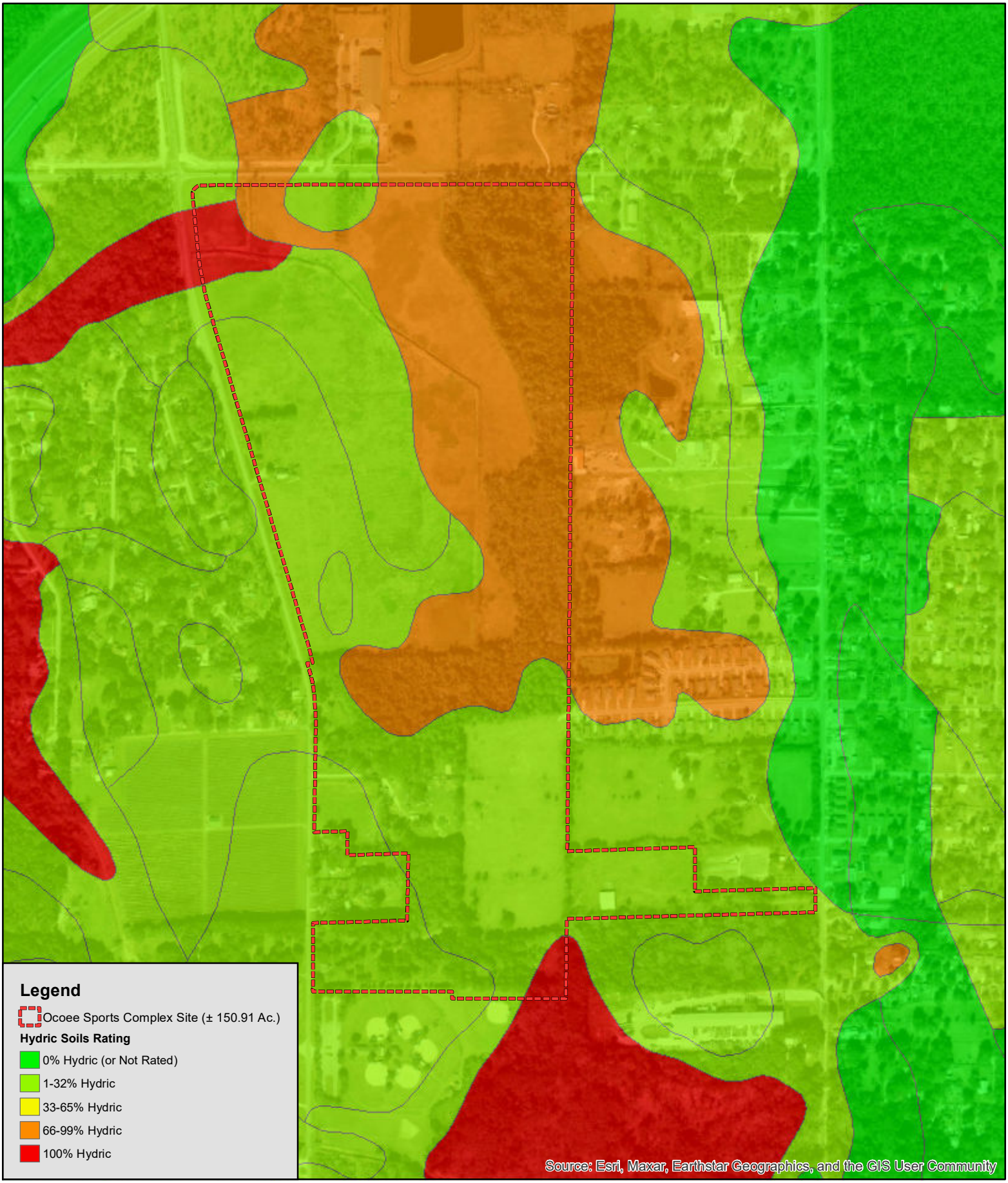
Ocoee Sports Complex Site
Orange County, Florida
Figure 4
SSURGO Soils Map

N
W E
S

700
Feet

Project #: 597-33
Produced By: EM
Date: 4/9/2024



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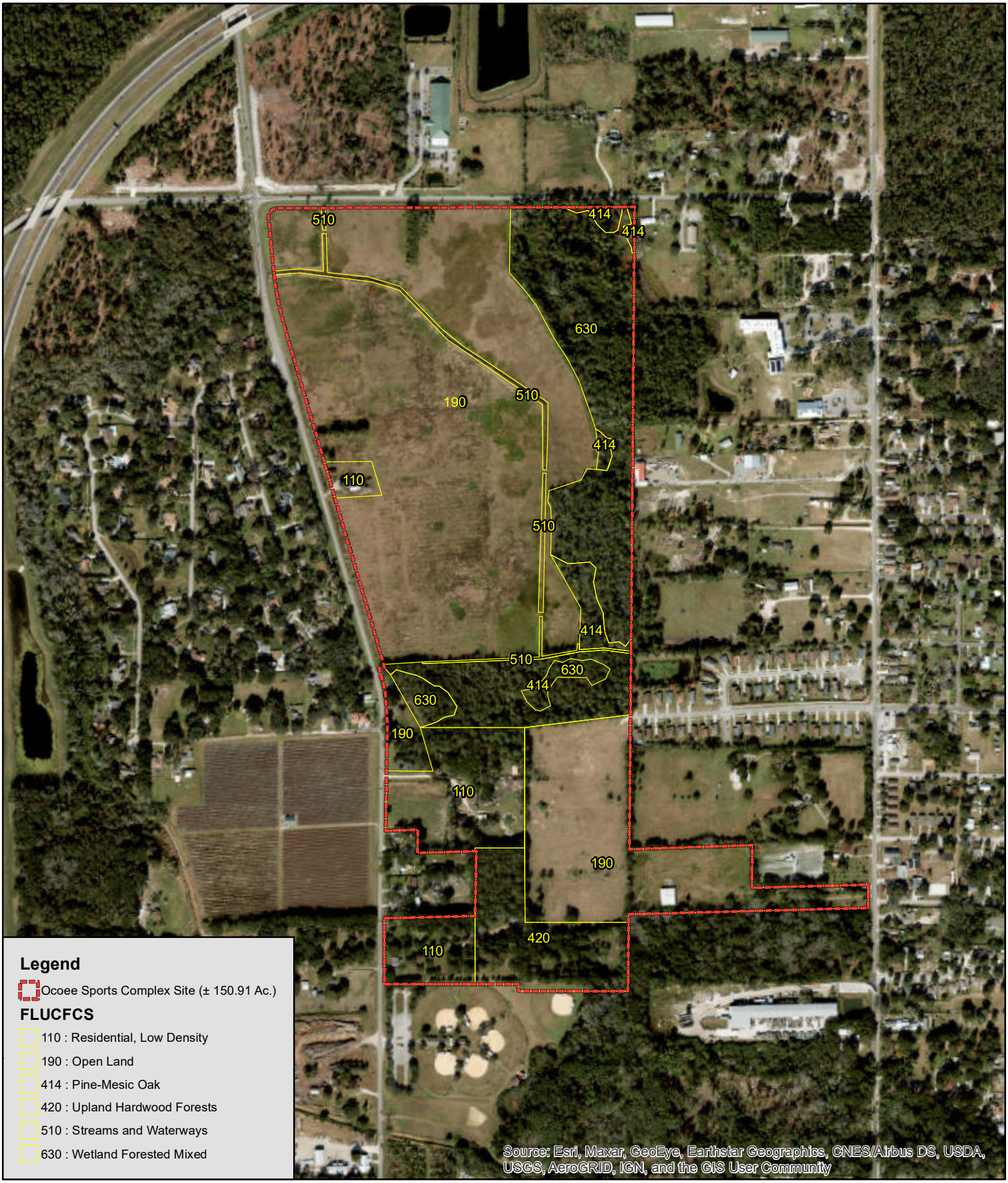
Ocoee Sports Complex Site
Orange County, Florida
Figure 4A
Hydric Soils Rating

N
W E
S

700
Feet

Project #: 597-33
Produced By: EM
Date: 4/9/2024



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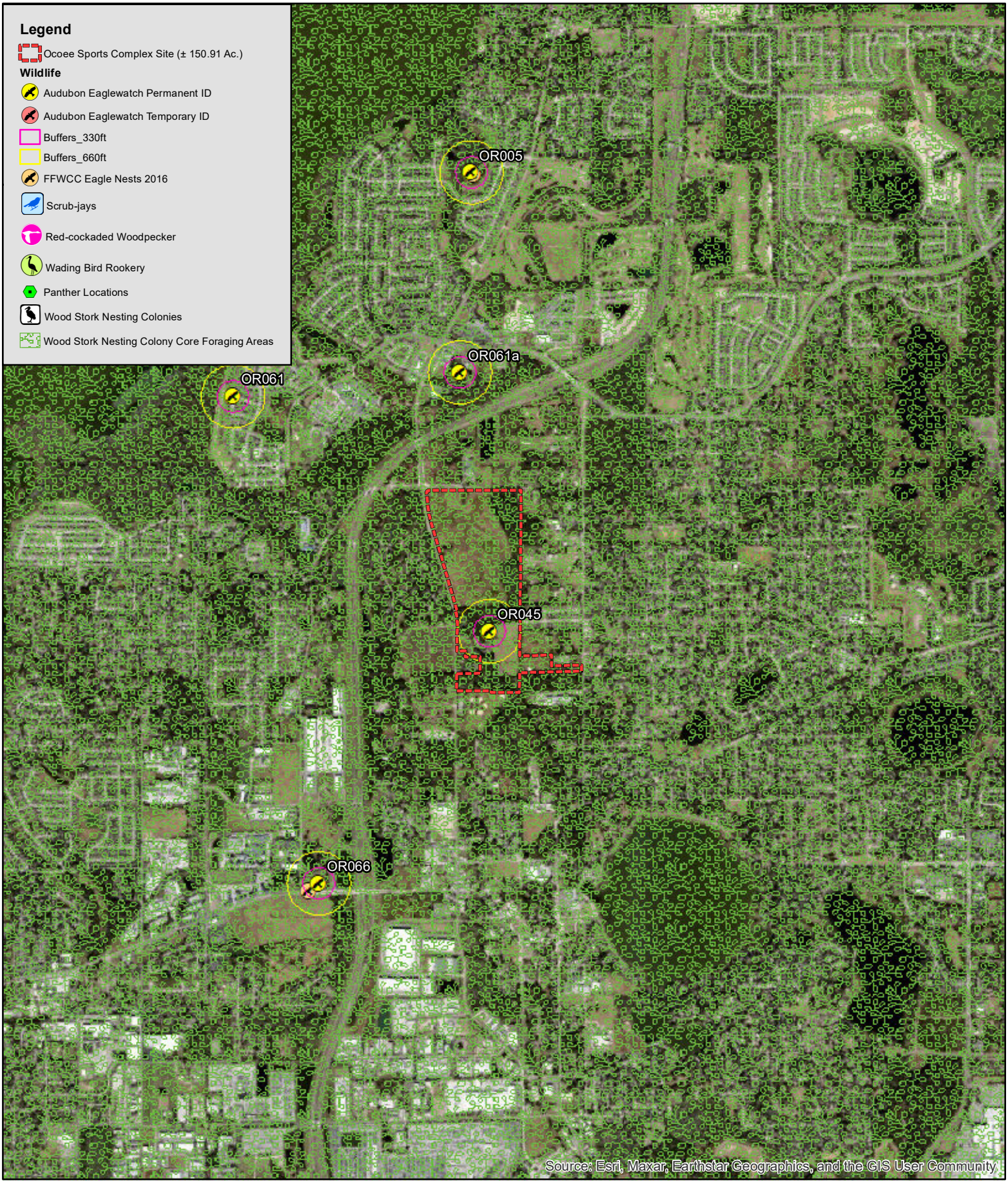
Ocoee Sports Complex Site
Orange County, Florida
Figure 5
FLUCFCS Map

N
W E
S

725
Feet

Project #: 597-33
Produced By: EM
Date: 4/22/2024



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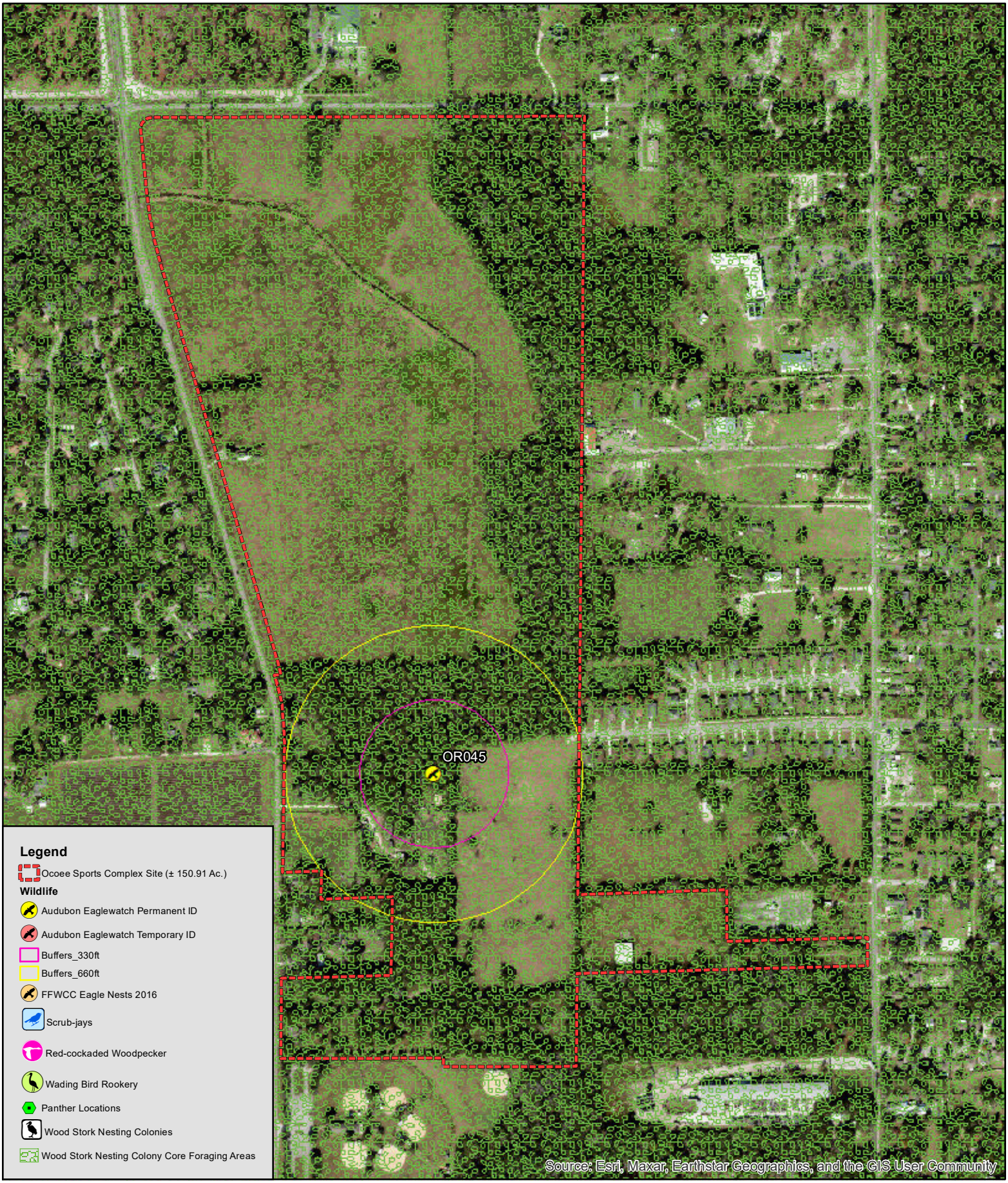
Ocoee Sports Complex Site
Orange County, Florida
Figure 6B
Wildlife Proximity

N
W E
S

0.5
Miles

Project #: 597-33
Produced By: EM
Date: 4/9/2024



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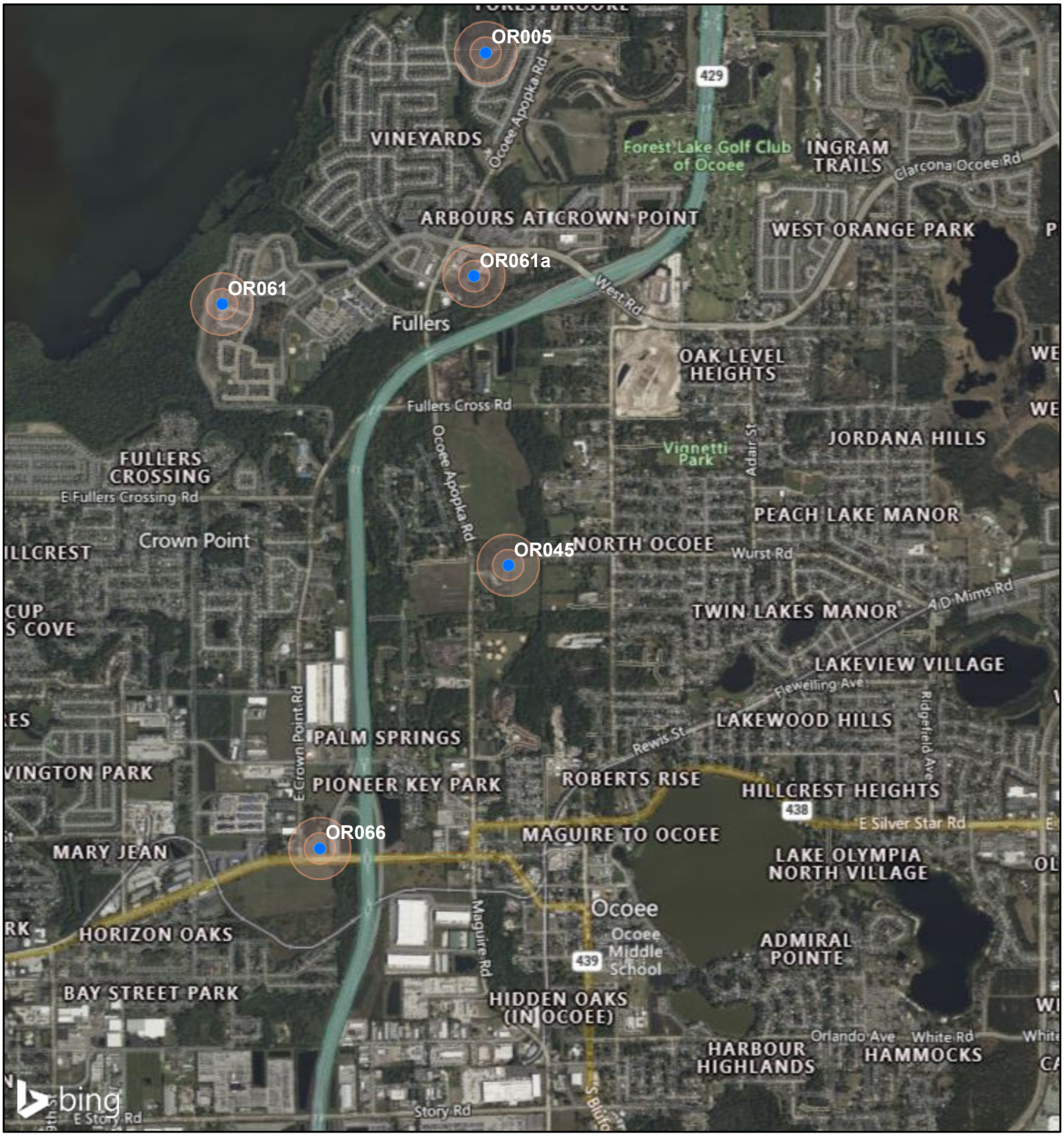
Ocoee Sports Complex Site
Orange County, Florida
Figure 6C
Wildlife Proximity

N
W E
S

600
Feet

Project #: 597-33
Produced By: EM
Date: 4/9/2024

Audubon EagleWatch Map



6/14/2023, 9:31:40 AM

1:36,112

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 km

Bald Eagle Nest Locations

- Permanent
- 330ft Buffer Around Nest Locations
- 660ft Buffer Around Nest Locations

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ArcGIS Web AppBuilder
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Table 1:	Potentially Occuring Listed Wildlife and Plant Species in Orange County, Florida		
Scientific Name	**Common Name**	**Federal Status**	**State Status**
REPTILES			
Alligator mississippiensis	American alligator	SAT	FT(S/A)
Drymarchon corais couperi	eastern indigo snake	LT	FT
Gopherus polyphemus	gopher tortoise	C	ST
Lampropeltis extenuata	short-tailed snake	N	ST
Pituophis melanoleucus mugitus	Florida pine snake	N	ST
Plestiodon reynoldsi	sand skink	LT	FT
BIRDS			
Antigone canadensis pratensis	Florida sandhill crane	N	ST
Aphelocoma coerulescens	Florida scrub-jay	LT	FT
Athene cunicularia floridana	Florida burrowing owl	N	ST
Polyborus plancus audubonii	Crested Caracara	LT	N
Egretta caerulea	little blue heron	N	ST
Egretta tricolor	tricolored heron	N	ST
Falco sparverius paulus	southeastern American kestrel	N	ST
Mycteria americana	wood stork	LT	FT
Picoides borealis	red-cockaded woodpecker	LE	FE
Platalea ajaja	roseate spoonbill	N	ST
Sterna antillarum	least tern	N	ST
MAMMALS			
N/A			
VASCULAR PLANTS			
Bonamia grandiflora	Florida bonamia	LT	E
Calopogon multiflorus	Many-flowered Grass-pink	N	T
Centrosema arenicola	Sand Butterfly Pea	N	E
Chionanthus pygmaeus	Pygmy Fringe Tree	LE	E
Clitoria fragrans	Scrub Pigeon-Wing	LT	E
Coelorachis tuberculosa	piedmont jointgrass	N	LT
Deeringothamnus pulchellus	beautiful pawpaw	LE	E
Eriogonum longifolium var *gnaphalifolium*	scrub buckwheat	LT	E
Glandularia tampensis	Tampa Vervain	N	E
Illicium parviflorum	star anise	N	E
Lechea cernua	nodding pinweed	N	T
Lechea divaricata	Pine Pinweed	N	E
Lupinus aridorum	scrub lupine	LE	E
Matelea floridana	Florida spiny-pod	N	E
Monotropa hypopithys	pinesap	N	E
Najas filifolia	Narrowleaf Naiad	N	T
Nemastylis floridana	Celestial Lily	N	E
Nolina atopocarpa	Florida beargrass	N	T
Nolina brittoniana	Britton's beargrass	LE	E
Ophioglossum palmatum	hand fern	N	E
Paronychia chartacea ssp *chartacea*	paper-like nailwort	LT	E
Pecluma plumula	Plume Polypody	N	E
Pecluma ptilota var. bourgeauana	Comb Polypody	N	E
Platanthera integra	Yellow Fringeless Orchid	N	E
Polygonella myriophylla	Small's jointweed	LE	E
Prunus geniculata	scrub plum	LE	E
Pteroglossaspis ecristata	Giant Orchid	N	T
Stylisma abdita	scrub stylisma	N	E
Warea amplexifolia	clasping warea	LE	E
Zephyranthes simpsonii	redmargin lily	N	T

FEDERAL LEGAL STATUS

LE-Endangered: species in danger of extinction throughout all or a significant portion of its range.
LT-Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
SAT-Endangered due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
XN-Non-essential experimental population.
N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

FE- Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT- Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN- Federal listed as an experimental population in Florida
FT(S/A)- Federal Threatened due to similarity of appearance
ST- State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.

SSC-Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)

N-Not currently listed, nor currently being considered for listing.

*** State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)*

STATE LEGAL STATUS - PLANTS

E-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

T-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N-Not currently listed, nor currently being considered for listing.

PART I - QUALITATIVE DESCRIPTION
(See Section 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-1

FLUCFCS Code	Further classification (optional)	Impact or Mitigation Site	Assessment Area Size
630	Wetland Forested Mixed	Impact	19.49

Basin/Watershed Name/Number	Affected Waterbody (class)	Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)
Southern Ocklawaha River		none

Geographic relationship to and hydrologic connection with wetlands, other surface waters, uplands

AA is a portion of a fragmented wetland system that is surrounded by agricultural use lands (pasture), residential developments and roads. Rim ditching was observed along the western limits of the wetland. AA appears to be hydrologically connected to the on-site upland-cut drainage ditches and culverts which appear to connect to other off-site wetlands/surface waters associated with Lake Apopka.

Assessment Area Description

AA is a forested wetland community with a scattered, mixed canopy and subcanopy of slash pine (Pinus elliottii), pond pine (Pinus serotina), bald cypress (Taxodium distichum), loblolly bay (Gordonia lasianthus), sweetbay magnolia (Magnolia virginiana), red maple (Acer rubrum), sweetgum (Liquidambar styraciflua), elderberry (Sambucus canadensis), red bay (Persea borbonia), laurel oak (Quercus laurifolia), water oak (Quercus nigra), dahoon holly (Ilex cassine), wax myrtle (Morella cerifera), camphor tree (Cinnamomum camphora) and Carolina laurel cherry (Prunus caroliniana); with an understory and groundcover consisting of fetterbush (Lyonia lucida), swamp fern (Blechnum serrulatum), cinnamon fern (Osmundastrum cinnamomeum), royal fern (Osmunda regalis var. spectabilis), Virginia chain fern (Woodwardia virginica), netted chain fern (Woodwardia areolata), soft rush (Juncus effusus)greenbrier (Smilax spp.), Carolina redroot (Lachnanthes caroliana), pipeworts (Eriocaulon spp.), Peruvian primrosewillow (Ludwigia peruviana) and coral ardisia (Ardisia crenata).

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape)
East Fullers Cross Road is located to the north. Lake Apopka wetlands/surface waters are located to the east.	AA commonly occurs within the central Florida region

Functions	Mitigation for previous permit/other historic use
wildlife utilization, food chain support and water filtration and storage	None

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found	Anticipated Utilization by Listed Species (List species, their legal classification (E,T, SSC), type of use, and intensity of use of the assessment area)
passerines, raptors, woodpeckers, reptiles, amphibians and small-to-medium-sized mammals	None

Observed Evidence of Wildlife Utilization
(List species directly observed, or other signs such as tracks, droppings, casings nests, etc.):

brown anole, black racer, southern cricket frog, raccoon, eastern gray squirrel, armadillo, American Crow, Blue Jay, Black Vulture, Northern Cardinal, Red-shouldered Hawk and Pileated Woodpecker

Additional relevant factors:

The existing AA upland buffer provides minimal quality of wetland buffering and coverage for wetland dependent wildlife. Wetland "edge effect" from established nuisance and exotic plant species observed within the AA. Degraded hydrologic regime within the AA due to fragmentation and impacts from surrounding historical/current land uses. Minimal regeneration of canopy and subcanopy species. Snags and downed trees were observed within the overall wetland.

Assessment conducted by:	Assessment date(s):
Nathan Johnson	6/7/2023

PART II - Quantification of Assessment Area (impact or mitigation)
(See Section 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-1
Impact or Mitigation	**Assessment conducted by:**	**Assessment date:**
Impact	Nathan Johnson	6/7/2023

Scoring Guidance	Optimal (10)	Moderate (7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

	w/o pres or current	with	
.500 (6)(a) Location and Landscape Support	4	0	Location and landscape provide limited quality of habitat support outside of the AA. Wetland function is reduced to 40% of optimal ecological value. AA provides no benefits to downstream or hydrologically connected areas. Adjacent road and residential developments provide some wildlife barriers.
.500 (6)(b) Water Environment (n/a for uplands)	4	0	Poor water quality degraded (40%) from nutrient loading and associated absence of an adequate vegetated upland buffer and direct run-off from the surrounding landscape. The plant community composition consists of species tolerant of and associated with moderate water quality degradation or alterations in frequency, depth and duration in inundation or saturation. Evidence of hydrologic stress observed.
.500 (6)(c) Community structure 1. Vegetation and/or 2. Benthic Community	5	0	The vegetative composition of the AA is 50% of optimal ecological value and consists of a mixture of desirable vegetative species and a variety of well-established invasive exotic and/or other invasive plant species. Minimal regeneration of canopy and subcanopy species. Snags and downed trees were observed within the overall wetland.

Score = sum of above scores/30 (if uplands, divide by 20)	w/o pres or current	with
	0.43	0.00

Delta = [with current]
-0.43

If preservation as mitigation,	
Preservation adjustment factor =	
Adjusted mitigation delta =	

If mitigation	
Time lag (t-factor) =	
Risk factor =	

For impact assessment areas	
FL = delta x acres =	**-8.446**

For mitigation assessment areas	
RFG = delta/(t-factor x risk) =	

PART I - QUALITATIVE DESCRIPTION
(See Section 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-2

FLUCFCS Code	Further classification (optional)	Impact or Mitigation Site	Assessment Area Size
630	Wetland Forested Mixed	Impact	1.10

Basin/Watershed Name/Number	Affected Waterbody (class)	Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)
Southern Ocklawaha River		none

Geographic relationship to and hydrologic connection with wetlands, other surface waters, uplands

AA is a small, hydrologically isolated wetland area surrounded by historically disturbed forested uplands and agricultural use lands (pasture).

Assessment Area Description

AA is a small, isolated wetland area with a mixed canopy and subcanopy of slash pine (Pinus elliottii), pond pine (Pinus serotina), bald cypress (Taxodium distichum), loblolly bay (Gordonia lasianthus), sweetbay magnolia (Magnolia virginiana), red maple (Acer rubrum), sweetgum (Liquidambar styraciflua), elderberry (Sambucus canadensis), red bay (Persea borbonia), laurel oak (Quercus laurifolia), water oak (Quercus nigra), dahoon holly (Ilex cassine), wax myrtle (Morella cerifera), camphor tree (Cinnamomum camphora) and Carolina laurel cherry (Prunus caroliniana); with an understory and groundcover consisting of fetterbush (Lyonia lucida), swamp fern (Blechnum serrulatum), cinnamon fern (Osmundastrum cinnamomeum), royal fern (Osmunda regalis var. spectabilis), Virginia chain fern (Woodwardia virginica), netted chain fern (Woodwardia areolata), soft rush (Juncus effusus)greenbrier (Smilax spp.), Carolina redroot (Lachnanthes caroliana), pipeworts (Eriocaulon spp.), Peruvian primrosewillow (Ludwigia peruviana) and coral ardisia (Ardisia crenata).

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape)
Ocoee Apopka Road and Lake Apopka wetlands/surface waters are located to the east.	AA commonly occurs within the central Florida region

Functions	Mitigation for previous permit/other historic use
wildlife utilization, food chain support and water filtration and storage	None

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found	Anticipated Utilization by Listed Species (List species, their legal classification (E,T, SSC), type of use, and intensity of use of the assessment area)
passerines, raptors, woodpeckers, reptiles, amphibians and small-to-medium-sized mammals	None

Observed Evidence of Wildlife Utilization
(List species directly observed, or other signs such as tracks, droppings, casings nests, etc.):

brown anole, black racer, southern cricket frog, raccoon, eastern gray squirrel, armadillo, American Crow, Blue Jay, Black Vulture, Northern Cardinal, Red-shouldered Hawk and Pileated Woodpecker

Additional relevant factors:

Highly established nuisance and exotic plant species observed within the AA. Degraded hydrologic regime (dry, sandy soils) within the AA due to fragmentation and impacts from surrounding historical/current land uses.

Assessment conducted by:	Assessment date(s):
Nathan Johnson	6/7/2023

PART II - Quantification of Assessment Area (impact or mitigation)
(See Section 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-2
Impact or Mitigation	**Assessment conducted by:**	**Assessment date:**
Impact	Nathan Johnson	6/7/2023

Scoring Guidance	Optimal (10)	Moderate (7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

	w/o pres or current	with	
.500 (6)(a) Location and Landscape Support	4	0	Location and landscape provide limited quality of habitat support outside of the AA. Wetland function is reduced to 40% of optimal ecological value. AA provides no benefits to downstream or hydrologically connected areas.
.500 (6)(b) Water Environment (n/a for uplands)	3	0	Poor water quality degraded from altered hydrology (dry, sandy soils) and 30% optimal value. The plant community composition includes species tolerant of and associated with moderate water quality degradation or alterations in frequency, depth and duration in inundation or saturation.
.500 (6)(c) Community structure 1. Vegetation and/or 2. Benthic Community	4	0	The vegetative composition of the AA consists of a mixture of desirable vegetative species and a variety of well-established invasive exotic and/or other invasive plant species.

Score = sum of above scores/30 (if uplands, divide by 20)	w/o pres or current	with
	0.37	0.00

Delta = [with current]
-0.37

If preservation as mitigation,	
Preservation adjustment factor =	
Adjusted mitigation delta =	

If mitigation	
Time lag (t-factor) =	
Risk factor =	

For impact assessment areas	
FL = delta x acres =	**-0.403**

For mitigation assessment areas	
RFG = delta/(t-factor x risk) =	

PART I - QUALITATIVE DESCRIPTION
(See Section 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-3

FLUCFCS Code	Further classification (optional)	Impact or Mitigation Site	Assessment Area Size
630	Wetland Forested Mixed	Impact	1.35

Basin/Watershed Name/Number	Affected Waterbody (class)	Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)
Southern Ocklawaha River		none

Geographic relationship to and hydrologic connection with wetlands, other surface waters, uplands

AA is a small, hydrologically isolated wetland area surrounded by historically disturbed forested uplands and agricultural use lands (pasture).

Assessment Area Description

AA is a small isolated wetland area with a mixed canopy and subcanopy of slash pine (Pinus elliottii), pond pine (Pinus serotina), bald cypress (Taxodium distichum), loblolly bay (Gordonia lasianthus), sweetbay magnolia (Magnolia virginiana), red maple (Acer rubrum), sweetgum (Liquidambar styraciflua), elderberry (Sambucus canadensis), red bay (Persea borbonia), laurel oak (Quercus laurifolia), water oak (Quercus nigra), dahoon holly (Ilex cassine), wax myrtle (Morella cerifera), camphor tree (Cinnamomum camphora) and Carolina laurel cherry (Prunus caroliniana); with an understory and groundcover consisting of fetterbush (Lyonia lucida), swamp fern (Blechnum serrulatum), cinnamon fern (Osmundastrum cinnamomeum), royal fern (Osmunda regalis var. spectabilis), Virginia chain fern (Woodwardia virginica), netted chain fern (Woodwardia areolata), soft rush (Juncus effusus)greenbrier (Smilax spp.), Carolina redroot (Lachnanthes caroliana), pipeworts (Eriocaulon spp.), Peruvian primrosewillow (Ludwigia peruviana) and coral ardisia (Ardisia crenata).

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape)
Ocoee Apopka Road and Lake Apopka wetlands/surface waters are located to the east.	AA commonly occurs within the central Florida region

Functions	Mitigation for previous permit/other historic use
wildlife utilization, food chain support and water filtration and storage	None

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found	Anticipated Utilization by Listed Species (List species, their legal classification (E,T, SSC), type of use, and intensity of use of the assessment area)
passerines, raptors, woodpeckers, reptiles, amphibians and small-to-medium-sized mammals	None

Observed Evidence of Wildlife Utilization
(List species directly observed, or other signs such as tracks, droppings, casings nests, etc.):

brown anole, black racer, southern cricket frog, raccoon, eastern gray squirrel, armadillo, American Crow, Blue Jay, Black Vulture, Northern Cardinal, Red-shouldered Hawk and Pileated Woodpecker

Additional relevant factors:

Highly established nuisance and exotic plant species observed within the AA. Moderate degradation of the hydrologic regime within the AA due to fragmentation and impacts from surrounding historical/current land uses.

Assessment conducted by:	Assessment date(s):
Nathan Johnson	6/7/2023

PART II - Quantification of Assessment Area (impact or mitigation)
(See Section 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Ocoee Sports Complex		W-3
Impact or Mitigation	**Assessment conducted by:**	**Assessment date:**
Impact	Nathan Johnson	6/7/2023

Scoring Guidance	Optimal (10)	Moderate (7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

	w/o pres or current	with	
.500 (6)(a) Location and Landscape Support	4	0	Location and landscape provide limited quality of habitat support outside of the AA. Wetland function is reduced to 40% of optimal ecological value. AA provides minimal benefits to downstream or hydrologically connected areas.
.500 (6)(b) Water Environment (n/a for uplands)	3	0	Poor water quality degraded from altered hydrology (some dry, sandy soils) and 30% optimal ecological value. The plant community composition includes both desirable species and undesirable species tolerant of and associated with moderate water quality degradation or alterations in frequency, depth and duration in inundation or saturation.
.500 (6)(c) Community structure 1. Vegetation and/or 2. Benthic Community	4	0	The vegetative composition of the AA consists of a mixture of desirable vegetative species and a variety of well-established invasive exotic and/or other invasive plant species.

Score = sum of above scores/30 (if uplands, divide by 20)	w/o pres or current	with
	0.37	0.00

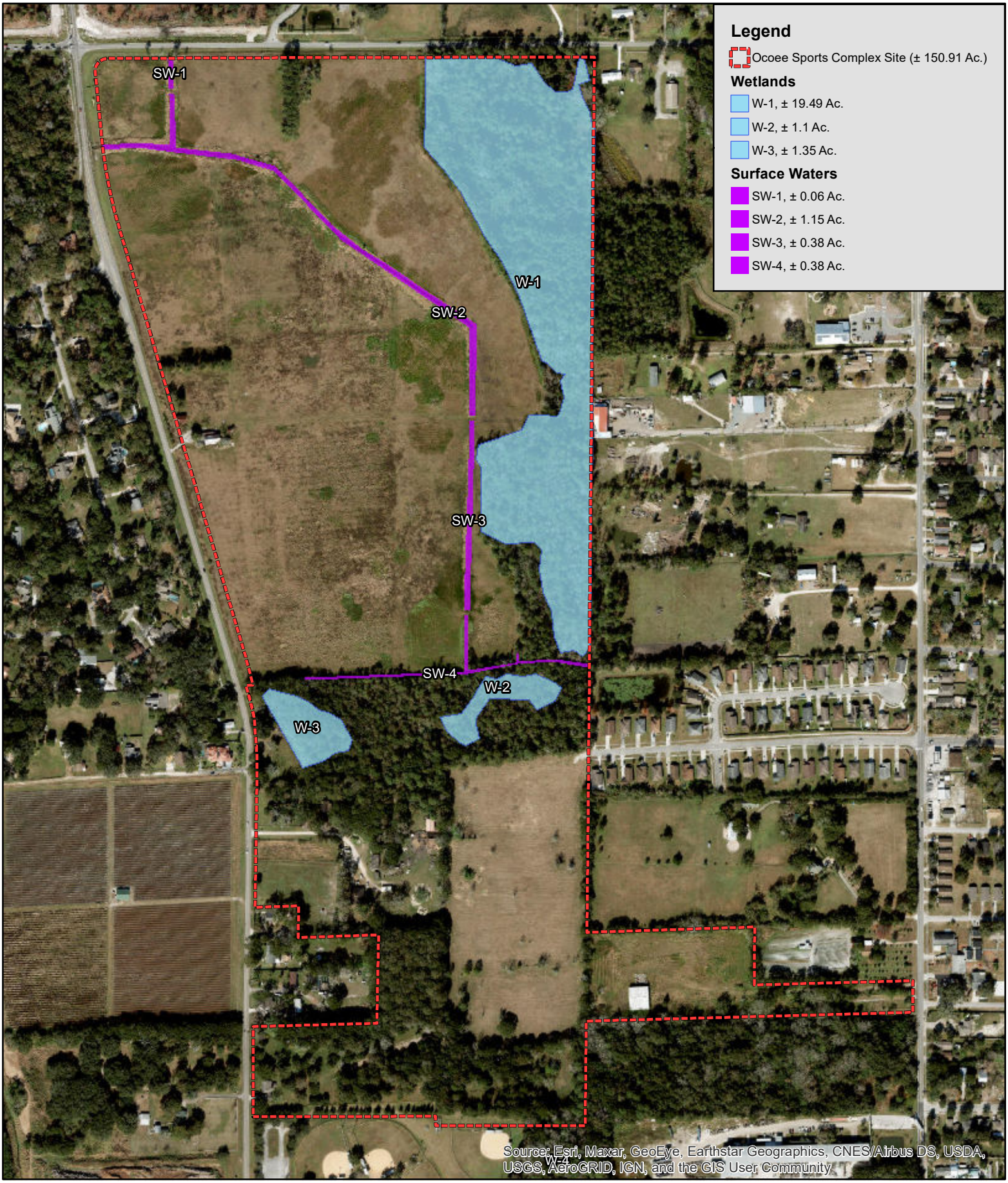
Delta = [with current]
-0.37

If preservation as mitigation,	
Preservation adjustment factor =	
Adjusted mitigation delta =	

If mitigation	
Time lag (t-factor) =	
Risk factor =	

For impact assessment areas	
FL = delta x acres =	**-0.495**

For mitigation assessment areas	
RFG = delta/(t-factor x risk) =	



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Phone (407) 894-5969 Fax (407) 894-5970
www.bio-techconsulting.com

Ocoee Sports Complex Site
Orange County, Florida
Figure 8
Wetlands & Surface Waters

N
W E
S

530
Feet

Project #: 597-33
Produced By: EM
Date: 6/24/2024

Orlando [Headquarters]
3025 East South Street
Orlando, FL 32803

Jacksonville
11235 St. Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Key West
1107 Key Plaza
Suite 259
Key West, FL 33040

Lantana
445 West Lantana Road
Suite 5
Lantana, FL 33462

Tallahassee
2560-1 Barrington Circle
Tallahassee, FL 32308

Tampa
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Denver
651 Garrison Street
#110
Lakewood, CO 80215

Raleigh-Durham
1408 Christian Avenue
Suite 11
Durham, NC 27705

Bismarck
4501 Coleman Street
Suite 103
Bismarck, ND 58503

Austin
3801 N Capital of TX Highway
Suite E-240
Austin, TX 78746

Midland
5114 West County Road 12
Midland, TX 79706

San Antonio
7700 Broadway Street
Suite 104
San Antonio, TX 78209

Orlando [Aquatic & Land Management Operations]
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

Bio-Tech Consulting
Environmental and Permitting

August 13, 2024

Anoch Whitfield
City of Ocoee
1 North Bluford Avenue
Ocoee, Florida 34761

Proj: Ocoee Sports Complex Site – Ocoee, Orange County, Florida
Section 7, Township 22 South, Range 28 East
(BTC File #597-33)
Re: Monitoring & Maintenance Plan

Dear Ms. Whitfield:

Based on discussions with City staff for the above referenced project site, a Monitoring and Maintenance Plan is being provided to detail the proposed mitigation within the City of Ocoee limits for the Ocoee Sports Complex project. The mitigation plan is as follows:

The mitigation tracts proposed for restoration include approximately 287.82 acres located within the City of Ocoee limits (see attached Figures). The mitigation tracts will be monitored and maintained by the Ocoee Sports Complex entity per the following plan:

The wetland and upland restoration areas will be monitored on an annual basis and maintained on a quarterly basis so that exotic species, per the most up-to-date FLEPPC list, do not exceed 5% aerial coverage. Permanent transects will be established in the restoration areas to obtain accurate vegetative data. Maintenance will be implemented on a quarterly basis with the goal of the event being the elimination the exotic component (i.e., 0% after event).

Exotic/Nuisance vegetation observed throughout the mitigation areas includes, but not limited to, Chinese tallow (*Triadica sebifera*), greenbrier (*Smilax* spp.), Peruvian primrose willow (*Ludwigia peruviana*), wild taro (*Colocasia esculenta*), Brazilian pepper (*Schinus terebinthifolia*), cattail (*Typha domingensis*), caesarweed (*Urena lobata*), coral ardisia (*Ardisia crenata*), air potato (*Dioscorea bulbifera*), torpedo grass (*Panicum repens*), camphor tree (*Cinnamomum camphora*), Carolina willow (*Salix caroliniana*), cogongrass (*Imperata cylindrica*), Japanese climbing fern (*Lygodium japonicum*), and muscadine grapevine (*Vitis rotundifolia*)

The mitigation tracts will be monitored and maintained to eradicate all exotic species and consist of a native wetland and upland habitats. The mitigation tracts will be monitored with the following criteria:

Vegetation Monitoring

The monitoring will consist of general qualitative observations in the mitigation areas. A summary of the data collected will be included in an annual report submitted to the City each year in February. The recorded data obtained from the vegetative monitoring will be provided to the City in report form and will be submitted on an annual basis. Reports will include the following:

A. The dates and time of the monitoring event.
B. The person responsible for performing the measurements.
C. The analytical techniques or methods utilized.
D. The results of such analyses including:
    1. Status of invader species
    2. Coverage by wetland and FACW vegetation.
    3. A description of any problems encountered during evaluation and proposed solutions.
    4. Panoramic photographs of the area.

In addition to the vegetative portion of the monitoring to be conducted, wildlife information will also be gathered and described in the report.

Success Criteria

As part of the activities that are designed to achieve the restoration of the mitigation tracts, the success criteria for the mitigation areas will consist of the following:

Mitigation Tracts
Greater than 80 percent coverage by desirable species after 5 years,
Less than 5 percent areal coverage by exotic species.

The success criteria for the mitigation areas will consist of greater than 80 percent coverage by desirable species after 5 years, and less than 5 percent areal coverage by exotic species to retain a natural condition.

MANAGEMENT AND MAINTENANCE

Specific management practices will be employed within the mitigation areas that will consist of hand clearing activities and the utilization of herbicidal applications to eliminate invasive and exotic species, as needed. These management practices will be implemented in an effort to control and eradicate any invasive, exotic, or opportunistic species within the mitigation areas. These management practices will be employed within the mitigation areas, initially on a quarterly basis and in perpetuity.

All portions of the project's mitigation areas will be managed for the benefit of wildlife and vegetative composition. Obviously, the most important component of the management is treatment for control of invasive and exotic vegetation, in perpetuity. It is anticipated that the mitigation areas will require little long-term management once the natural systems succeed ecologically and become self-perpetuating. Maintenance will include removal of any invasive or exotic plant species. No more than a 5% total coverage of such exotic or nuisance species shall occur between maintenance events.

Should you have any questions or require any additional information, please do not hesitate to contact us at (407) 894-5969. Thank you.

Regards,

Daniel Gough
Project Manager

John Miklos
President

attachments

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Tract A
Orange County, Florida
Figure 2
2023 Aerial Photograph

N
W E
S

1,250
Feet

Project #:
Produced By: JDH
Date: 8/16/2024

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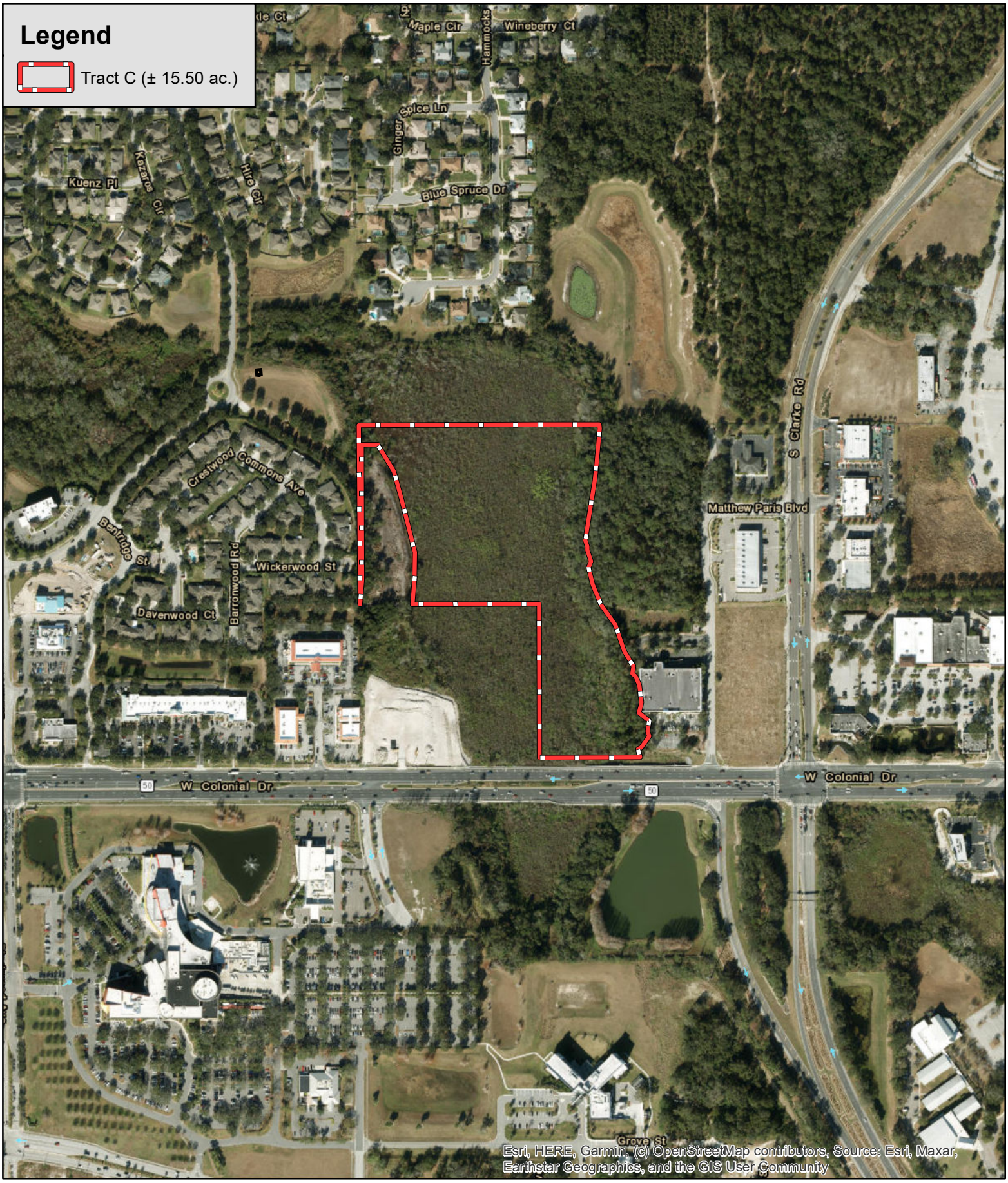
Tract B
Orange County, Florida
Figure 2
2023 Aerial Photograph

N
W E
S

500
Feet

Project #:
Produced By: JDH
Date: 8/16/2024



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Tract C
Orange County, Florida
Figure 2
2023 Aerial Photograph

N
W E
S

500
Feet

Project #:
Produced By: JDH
Date: 8/16/2024

For more information on invasive exotic plants including links to related web pages, visit:

www.fleppc.org

FLEPPC List Definitions:

Exotic—a species introduced to Florida, purposefully or accidentally, from a natural range outside of Florida. **Native**—a species whose natural range includes Florida. **Naturalized exotic**—an exotic that sustains itself outside cultivation (it is still exotic; it has not "become" native).
Invasive exotic— an exotic that has not only naturalized, but is expanding on its own in Florida native plant communities.

Zone: N = north, **C** = central, **S** = south, Referring to each species' general distribution in regions of Florida (not its potential range in the state). Please refer to the map below.

Citation example:

FLEPPC. 2019 List of Invasive Plant Species. Florida Exotic Pest Plant Council. Internet: www.fleppc.org

The 2019 list was prepared by the FLEPPC Plant List Committee

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Dennis Giardina, Co-Chair, 2017-2019, Florida Fish and Wildlife Conservation Commission, dennis.giardina@myfwc.com

Janice Duquesnel, Florida Park Service, Florida Department of Environmental Protection, janice.duquesnel@dep.state.fl.us

Alan Franck, Florida International University, Department of Biological Sciences, afranck@fiu.edu

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Arthur Stiles, Florida Park Service, arthur.stiles@dep.state.fl.us

Richard P. Wunderlin, Professor Emeritus, University of South Florida, rwunder@usf.edu

Florida Exotic Pest Plant Council's 2019 List of Invasive Plant Species

*The mission of the **Florida Exotic Pest Plant Council** is to reduce the impacts of invasive plants in Florida through the exchange of scientific, educational, and technical information.*

Note: The FLEPPC List of Invasive Plant Species is not a regulatory list. Only those plants listed as Federal Noxious Weeds, Florida Noxious Weeds, Florida Prohibited Aquatic Plants, or in local ordinances are regulated by law.

Purpose of the List

To provide a list of plants determined by the Florida Exotic Pest Plant Council to be invasive in natural areas of Florida and routinely update the list based upon information of newly identified occurrences and changes in distribution over time. Also, to focus attention on:

- The adverse effects exotic pest plants have on Florida's biodiversity and native plant communities,
- The habitat losses in natural areas from exotic pest plant infestations,
- The impacts on endangered species via habitat loss and alteration,
- The need for pest plant management,
- The socio-economic impacts of these plants (e.g., increased wildfires or flooding in certain areas),
- Changes in the severity of different pest plant infestations over time,
- Providing information to help managers set priorities for research and control programs.

www.fleppc.org

CATEGORY I

Invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. This definition does not rely on the economic severity or geographic range of the problem, but on the documented ecological damage caused.

Scientific Name	Common Name	Zone
Abrus precatorius	rosary pea	C, S
Acacia auriculiformis	earleaf acacia	C, S
Albizia julibrissin	mimosa, silk tree	N, C
Albizia lebbeck	woman's tongue	C, S
Ardisia crenata	coral ardisia	N, C, S
Ardisia elliptica	shoebutton ardisia	C, S
Asparagus aethiopicus	asparagus fern	N, C, S
Bauhinia variegata	orchid tree	C, S
Bischofia javanica	bishopwood	C, S
Calophyllum antillanum	Santa Maria	S
Casuarina equisetifolia	Australian-pine	N, C, S
Casuarina glauca	suckering Australian-pine	C, S
Cenchrus purpureus (*Pennisetum purpureum*)	elephantgrass, Napier grass	N, C, S
Cinnamomum camphora	camphor-tree	N, C, S
Colocasia esculenta	wild taro	N, C, S
Colubrina asiatica	latherleaf	S
Cupaniopsis anacardioides	carrotwood	C, S
Deparia petersenii	Japanese false spleenwort	N, C
Dioscorea alata	winged yam	N, C, S
Dioscorea bulbifera	air potato	N, C, S
Dolichandra unguis-cati (*Macfadyena unguis-cati*)	cat's-claw vine	N, C, S
Eichhornia crassipes	water-hyacinth	N, C, S
Eugenia uniflora	Surinam cherry	C, S
Ficus microcarpa[1]	laurel fig	C, S
Hydrilla verticillata	hydrilla	N, C, S
Hygrophila polysperma	green hygro	N, C, S
Hymenachne amplexicaulis	West Indian marsh grass	N, C, S
Imperata cylindrica	cogongrass	N, C, S
Ipomoea aquatica	water-spinach	C
Jasminum dichotomum	Gold Coast jasmine	C, S
Jasminum fluminense	Brazilian Jasmine	C, S
Lantana strigocamara[2]	lantana, shrub verbena	N, C, S
Ligustrum lucidum	glossy privet	N, C
Ligustrum sinense	Chinese privet	N, C, S
Lonicera japonica	Japanese honeysuckle	N, C, S
Ludwigia peruviana	Peruvian primrosewillow	N, C, S
Lumnitzera racemosa	black mangrove	S
Luziola subintegra	Tropical American watergrass	S
Lygodium japonicum	Japanese climbing fern	N, C, S
Lygodium microphyllum	Old World climbing fern	N, C, S
Manilkara zapota	sapodilla	S
Melaleuca quinquenervia	melaleuca, paper bark	C, S
Melinis repens	Natalgrass	C, S
Microsorum grossum[4]	serpent fern, wart fern	S
Microstegium vimineum	Japanese stiltgrass	N
Mimosa pigra	catclaw mimosa	C, S
Nandina domestica	heavenly bamboo, nandina	N, C
Nephrolepis brownii	Asian sword fern	C, S
Nephrolepis cordifolia	sword fern	N, C, S
Neyraudia reynaudiana	Burma reed	S
Nymphoides cristata	crested floatingheart	C, S
Paederia cruddasiana	sewer vine	S
Paederia foetida	skunk vine	N, C, S
Panicum repens	torpedograss	N, C, S
Pistia stratiotes	water-lettuce	N, C, S
Psidium cattleianum	stawberry guava	C, S
Psidium guajava	guava	C, S
Pueraria montana var. *lobata*	kudzu	N, C, S
Rhodomyrtus tomentosa	downy rose-myrtle	C, S
Ruellia simplex	Mexican petunia	N, C, S
Salvinia minima	water spangles	N, C, S
Scaevola taccada	beach naupaka, half-flower	N, C, S
Schefflera actinophylla	schefflera, umbrella tree	C, S
Schinus terebinthifolia	Brazilian pepper	N, C, S
Scleria lacustris	Wright's nutrush	C, S
Scleria microcarpa[*]	tropical nutrush	C, S
Senna pendula var. *glabrata*	Christmas senna, climbing cassia	C, S
Solanum tampicense	wetland night shade	C, S
Solanum viarum	tropical soda apple	N, C, S
Sporobolus jacquemontii	West Indian dropseed	C, S
Syngonium podophyllum	arrowhead vine	N, C, S
Syzygium cumini	Java plum	C, S
Tectaria incisa	incised halberd fern	S
Thelypteris opulenta	jeweled maidenhair fern	S
Thespesia populnea	seaside mahoe	C, S
Tradescantia fluminensis	small-leaf spiderwort	N, C
Tradescantia spathacea	oyster plant	C, S
Triadica sebifera (*Sapium sebiferum*)	Chinese tallow-tree	N, C, S
Urena lobata	Caesar's weed	N, C, S
Urochloa mutica	paragrass	N, C, S
Vitex rotundifolia	beach vitex	N

[1] Does not include *Ficus microcarpa* var. *fuyuensis*, which is sold as "green island ficus".

[2] Historically this non-native has been referred to as *Lantana camara,* a species not known to occur in Florida.

[3] Does not include the native endemic *Spermacoce neoterminalis.*

[4] *Microsorum grossum* has been previously misidentified as *Microsorum scolopendria.*

[*] Added to the FLEPPC List of Invasive Species in 2019.

Plant names are those published in the Atlas of Florida Plants (http://www.florida.plantatlas.usf.edu). For historical species nomenclature see "Guide to Vascular Plants of Florida Third Edition." Wunderlin and Hansen, University of Florida Press. 2011.

CATEGORY II

Invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by Category 1 species. These species may become Category 1 if ecological damage is demonstrated.

Scientific Name	Common Name	Zone
Adenanthera pavonina	red sandalwood	S
Agave sisalana	sisal hemp	C, S
Alstonia macrophylla	devil tree	S
Alternanthera philoxeroides	alligatorweed	N, C, S
Antigonon leptopus	coral vine	N, C, S
Ardisia japonica	Japanese ardisia	N
Aristolochia elegans (*Aristolochia littoralis*)	calico flower	N, C, S
Asystasia gangetica	Ganges primrose	C, S
Begonia cucullata	wax begonia	N, C, S
Broussonetia papyrifera	paper mulberry	N, C, S
Bruguiera gymnorrhiza	large-leafed mangrove	S
Callisia fragrans	Inch plant	C, S
Casuarina cunninghamiana	river sheoak	C, S
Cecropia palmata	trumpet tree	S
Cenchrus polystachios (*Pennisetum polystachios*)	mission grass	S
Cenchrus setaceus (*Pennisetum setaceum*)	fountain grass	S
Cestrum diurnum	day jessamine	C, S
Chamaedorea seifrizii	bamboo palm	S
Clematis terniflora	Japanese clematis	N, C
Cocos nucifera	coconut palm	S
Crassocephalum crepidioides	redflower ragleaf	C, S
Cryptostegia madagascariensis	Madagascar rubbervine	C, S
Cyperus involucratus	umbrella plant	C, S
Cyperus prolifer	dwarf papyrus	C, S
Dactyloctenium aegyptium	Durban crow's-foot grass	C, S
Dalbergia sissoo	Indian rosewood, sissoo	C, S
Dalechampia scandens[*]	spurge-creeper	S
Distimake tuberosus (*Merremia tuberosa*)	Spanish arbor vine, wood-rose	C, S
Dracaena hyacinthoides (*Sansevieria hyacinthoides*)	bowstring hemp	C, S
Elaeagnus pungens	silverthorn, thorny olive	N, C
Elaeagnus umbellata	autumn olive, silverberry	N
Epipremnum pinnatum cv. *'Aureum'*	pothos	C, S
Eulophia graminea	Chinese crown orchid	C, S
Ficus altissima	council tree, false banyan	S
Flacourtia indica	governor's plum	S
Hemarthria altissima	limpograss	C, S
Heteropterys brachtiata	redwing	S
Hyparrhenia rufa	jaragua	N, C, S
Ipomoea carnea subsp *fistulosa*	shrub morning-glory	C, S
Kalanchoe x houghtonii	mother of millions	N, C, S
Kalanchoe pinnata	life plant	C, S
Koelreuteria elegans subsp. *formosana*	flamegold tree	C, S
Landoltia punctata	spotted duckweed	N, C, S
Leucaena leucocephala	leadtree	N, C, S
Limnophila sessiliflora	Asian marshweed	N,C, S
Livistona chinensis	Chinese fan palm	C, S
Macroptilium lathyroides	wild bushbean	N, C, S
Melaleuca viminalis (*Callistemon viminalis*)	bottlebrush	C, S
Melia azedarach	Chinaberry	N, C, S
Melinis minutiflora	molasses grass	C S
Mikania micrantha	mile-a-minute vine	S
Momordica charantia	balsam-apple	N, C, S
Murraya paniculata	orange-jessamine	S
Myriophyllum spicatum	Eurasian water-milfoil	N, C, S
Passiflora biflora	twin-flowered passion vine	S
Phoenix reclinata	Senegal date palm	C, S
Phyllostachys aurea	golden bamboo	N, C
Pittosporum pentandrum	Taiwanese cheesewood	S
Platycerium bifurcatum	staghorn fern	S
Praxelis clematidea	praxelis	C
Pteris vittata	Chinese brake, ladder brake	N, C, S
Ptychosperma elegans	solitary palm	S
Richardia grandiflora	largeflower Mexican clover	N, C, S
Ricinus communis	castorbean	N, C, S
Rotala rotundifolia	dwarf rotala, roundleaf toothcup	S
Ruellia blechum	green shrimp plant	N, C, S
Sesbania punicea	rattlebox	N, C, S
Sida planicaulis	mata-pasto	C, S
Solanum diphyllum	twinleaf nightshade	N, C, S
Solanum torvum	turkey berry	N, C, S
Spermacoce verticillata[3]	shrubby false buttonweed	C, S
Sphagneticola trilobata	wedelia	N, C, S
Stachytarpheta cayennensis	nettle-leaf porterweed	S
Syagrus romanzoffiana	queen palm	C, S
Syzygium jambos	Malabar plum, rose-apple	N, C, S
Taliparitti tiliaceum	mahoe, sea hibiscus	C, S
Terminalia catappa	tropical-almond	C, S
Terminalia muelleri	Australian–almond	C, S
Tribulus cistoides	puncture vine, burr-nut	N, C, S
Urochloa maxima (*Panicum maximum*)	Guineagrass	N, C, S
Vernicia fordii	tung-oil tree	N, C, S
Vitex trifolia	simple-leaf chastetree	C, S
Washingtonia robusta	Washington fan palm	C, S
Wisteria sinensis	Chinese wisteria	N, C
Xanthosoma sagittifolium	malanga, elephant ear	N, C, S

Ocoee Regional Sports Complex – Ocoee, FL

Traffic Impact Analysis

September 2024

Kimley»Horn

Ocoee Regional Sports Complex

Traffic Impact Analysis

City of Ocoee, FL

Prepared by:

Kimley-Horn and Associates, Inc.

JAMES MICHAEL TAYLOR, P.E.

STATE OF FLORIDA,
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September 2024

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1.0 INTRODUCTION

Kimley-Horn has been retained to analyze and document the traffic impacts associated with the development of Ocoee Regional Sports Complex, a proposed recreational complex bounded by Ocoee-Apopka Road (CR 437) to the west and E Fullers Cross Road to the north in the City of Ocoee, Florida. The methodology and correspondence used to guide this transportation analysis are provided in **Appendix A**.

Ocoee Regional Sports Complex is proposed to consist of the following:

- 17 baseball fields
- 1,114 cumulative rooms within 3 hotels
- 160,000 square feet of community center
    - 150,000 square feet of indoor sports facilities
    - 10,000 square feet of corporate offices
- 360,000 square feet of retail
    - 20,000 square feet of welcome center
    - 130,000 square feet of retail
    - 130,000 square feet of restaurants
    - 50,000 square feet of entertainment
    - 30,000 square feet outdoor entertainment

The project site is currently vacant and is anticipated for buildout in Year 2027. As requested by the City, 17th Avenue will be extended to connect with Ocoee-Apopka Road. Access to the development is proposed via four (4) driveways along Ocoee-Apopka Road, two (2) driveways along Fullers Cross Road, and three (3) driveways along the 17th Avenue Extension. For ease of review, project driveways have been numbered in **Figure 1** as follows:

- **Driveway 1:** Full-access driveway along Fullers Cross Road (signalized)
- **Driveway 2:** Right-in/right-out (RI/RO) driveway along Fullers Cross Road (unsignalized)
- **Driveway 3:** Northern service exit-only driveway along Ocoee-Apopka Road (unsignalized)
- **Driveway 4:** Northern full-access driveway along Ocoee-Apopka Road (signalized)
- **Driveway 5:** Northern access driveway along Ocoee-Apopka Road (unsignalized)
- **Driveway 6:** Middle directional-access (left-in/right-in/right-out) driveway along Ocoee-Apopka Road (unsignalized)
- **Driveway 7:** Middle RI/RO service driveway along Ocoee-Apopka Road (unsignalized)
- **Driveway 8:** Southern full-access driveway along Ocoee-Apopka Road (unsignalized)
- **Driveway 9:** Western full-access driveway along 17th Avenue Extension (unsignalized)
- **Driveway 10:** Middle full-access driveway along 17th Avenue Extension (unsignalized)
- **Driveway 11**: Eastern full-access driveway along 17th Avenue Extension (unsignalized)

Figure 1 shows the location of the proposed development and driveways. A site plan is provided in **Appendix B**.

1.1 STUDY AREA

The study area for the proposed development was determined in the traffic impact analysis (TIA) methodology using City of Ocoee's TIA procedures. In addition to the study intersections and project driveways, the two connection points of the 17th Avenue Extension will also be included in the analysis. The TIA methodology (dated May 8, 2023) is provided in **Appendix A**. The study area includes the following intersections and roadway segments, as displayed in **Figure 1**:

Study Area Intersections

1. Ocoee Apopka Road & West Road / Ocoee Crown Point Parkway
2. SR 429 SB Ramps & West Road / Clarcona Ocoee Road
3. SR 429 NB Ramps & West Road / Clarcona Ocoee Road
4. N Lakewood Avenue & Clarcona Ocoee Road
5. N Lakewood Avenue & E Fullers Cross Road
6. Ocoee Apopka Road & E Fullers Cross Road
7. N Lakewood Avenue & Wurst Road / Clinger Cove Road
8. Ocoee Apopka Road & W Silver Star Road
9. Ocoee Apopka Road / Maguire Road & W Franklin Street
10. SR 429 NB Ramps & W Franklin Street / Plant Street
11. SR 429 SB Ramps & W Franklin Street / Plant Street
12. Maguire Road & SR 50 (W Colonial Drive)

Study Area Roadway Segments

- E Crown Point Road
  - *SR 438 to Palm Drive*
  - *Palm Drive to E Fullers Cross Road*
  - *E Fullers Cross Road to Ocoee Apopka Road*
- Fullers Cross Road
  - *Ocoee Apopka Road to Lakewood Avenue*
- Lakewood Avenue
  - *Rewis Street to Wurst Road*
  - *Wurst Road to Fullers Cross Road*
  - *Fullers Cross Road to Clarcona Ocoee Road*
- Maguire Road
  - *SR 50 (W Colonial Drive) to Marshall Farms Road*
  - *Marshall Farms Road to Story Road*
  - *Story Road to Kissimmee Avenue*
  - *Kissimmee Avenue to SR 438 (W Franklin Street)*
- CR 437 (Ocoee Apopka Road)
  - *SR 438 (W Franklin Street) to SR 438 (W Silver Star Road)*
  - *SR 438 (W Silver Star Road) to Fullers Cross Road*
  - *Fullers Cross Road to West Road*
  - *West Road to McCormick Road*
- SR 438 (Plant Street / Franklin Street)
  - *E Crown Point Road to SR 429*
  - *SR 429 to Ocoee Apopka Road*
- SR 438 (Silver Star Road)
  - *Ocoee Apopka Road to Bluford Avenue*
  - *Bluford Avenue to Ocoee-Hills Road*
  - *Ocoee-Hills Road to Clarke Road*

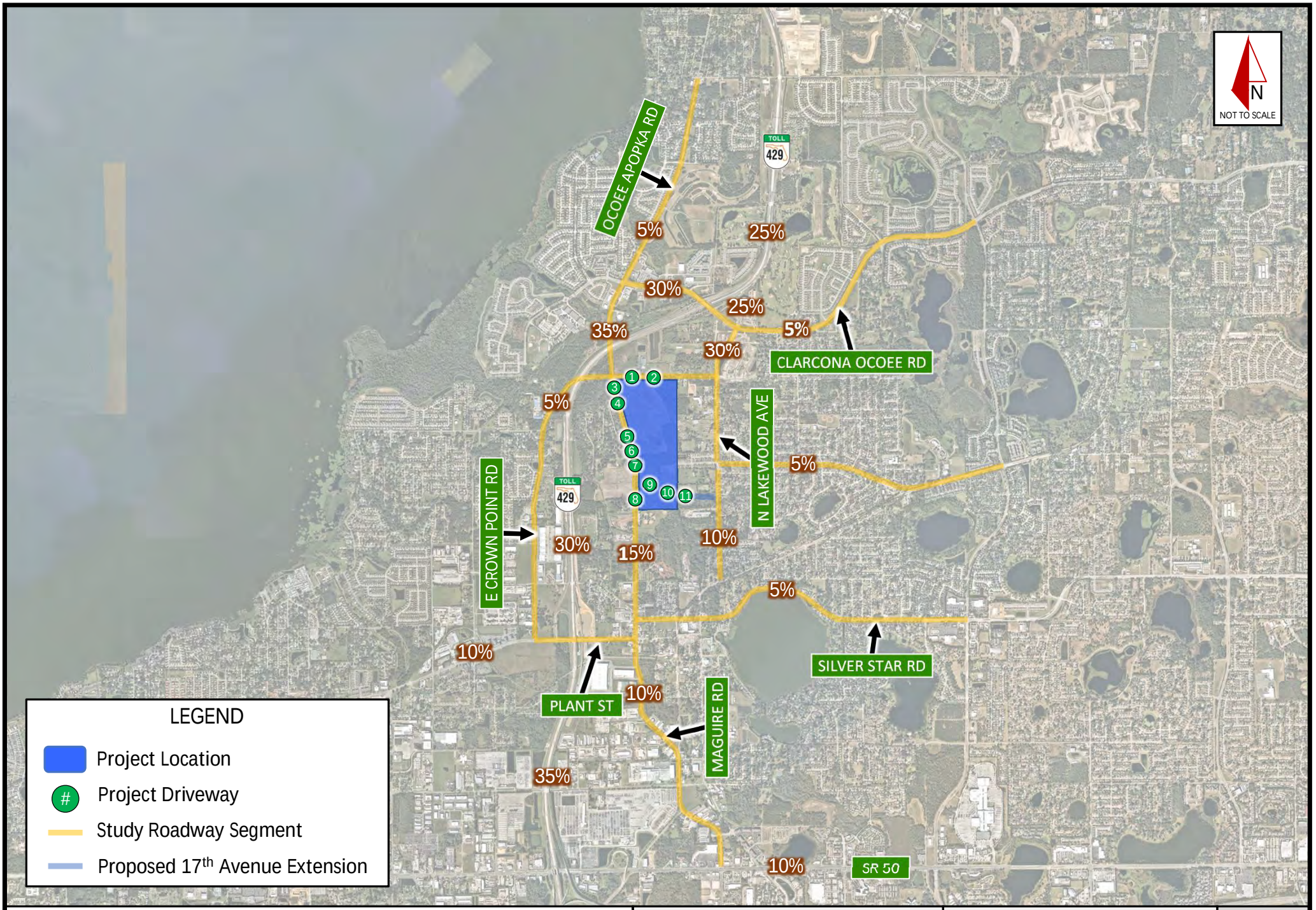

Figure 1:
Project Location, Study Area, and Distribution

Ocoee Regional Sports Complex
Traffic Impact Analysis
September 2024

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2.0 EXISTING CONDITIONS ANALYSIS – YEAR 2023

2.1 EXISTING DATA

Turning movement counts (TMCs) were collected at study intersections on Thursday, May 25, 2023, during the PM peak period (4:00 PM – 6:00 PM) and on Saturday, April 15, 2023 during the Saturday peak period (1:00 PM – 3:00 PM). All raw TMCs are provided in **Appendix C**. It should be noted that due to construction at the time of data collection full turning movement counts at the intersections of Clarcona-Ocoee Road with Lakewood Avenue and Lakewood Avenue with Fullers Cross Road were not available.

The existing turning movement volumes were adjusted using the seasonal factors published in the Florida Department of Transportation (FDOT) *Florida Traffic Online* (FTO) database. Relevant seasonal factor data is provided in **Appendix D**. The volume development worksheets provided in **Appendix E** display the raw TMCs and corresponding seasonal adjustment. Signal timings are included in **Appendix F**.

Existing turning movement volumes are illustrated in **Figure 2**.

2.2 EXISTING INTERSECTION ANALYSIS

An intersection operational analysis was performed for existing (2023) PM and Saturday peak hour conditions using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v12) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for existing conditions are provided in **Table 1** for the weekday PM peak hour and **Table 2** for the Saturday PM peak hour. Synchro outputs are provided in **Appendix G**.

As shown in **Table 1** and **Table 2**, all study area intersections operate with acceptable overall LOS and v/c ratios less than 1.00 under existing weekday and Saturday PM peak hour conditions with the exception of the following:

- Weekday PM Peak Hour
  - Clarcona Ocoee Road & SR 429 NB Ramps
    - Northbound right (v/c >1.00)
  - Ocoee-Apopka Road & Fullers Cross Road
    - Eastbound left (v/c >1.00)
  - SR 50 & Maguire Road
    - Eastbound left (v/c > 1.00)
    - Eastbound right (v/c > 1.00)
- Saturday PM Peak Hour
  - Clarcona Ocoee Road & SR 429 NB Ramps
    - Northbound right (v/c > 1.00)

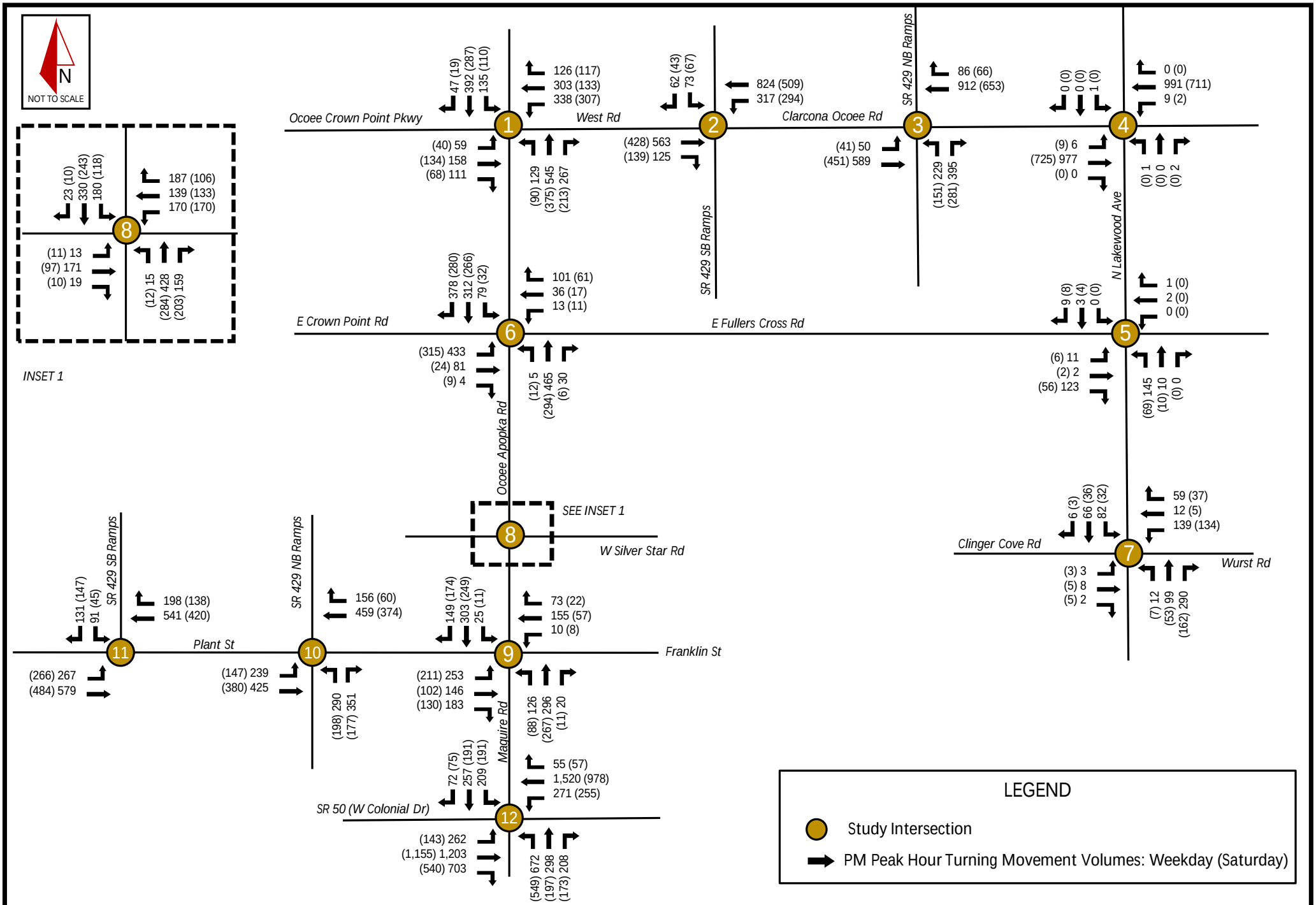

Figure 2: Existing Volumes

Ocoee Regional Sports Complex
Traffic Impact Analysis
September 2024

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Table 1: Existing (2023) Intersection Conditions (Weekday PM Peak Hour)

Intersection		Control Type	Approach	Weekday PM Peak Hour		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	D	0.20 (EBR)	150 (EBR)
			WB	D	0.61 (WBL)	250 (WBT)
			NB	D	0.90 (NBT)	725 (NBT)
			SB	D	0.74 (SBT/R)	575 (SBT/R)
			Overall	D (47.6 s)	0.90 (NBT)	725 (NBT)
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.26 (EBT/R)	150 (EBT/R)
			WB	A	0.48 (WBL)	75 (WBL)
			SB	F	0.76 (SBL)	150 (SBL)
			Overall	A (8.3 s)	0.76 (SBL)	150 (SBL)
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.25 (EBT)	25 (EBL)
			WB	B	0.43 (WBT)	325 (WBT)
			NB	F	1.10 (NBR)	775 (NBR)
			Overall	D (37.1 s)	1.10 (NBR)	775 (NBR)
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	A	0.48 (EBT)	25 (EBT/R)
			WB	C	0.53 (WBT/R)	475 (WBT/R)
			NB	E	0.01 (NBR)	25 (NBR)
			SB	E	0.00 (SBL)	25 (SBL)
			Overall	B (13.4 s)	0.53 (WBT/R)	475 (WBT/R)
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	A	0.13 (EBL/T/R)	0 (EBL/T/R)
			WB	A	0.00 (WBL/T/R)	0 (WBL/T/R)
			NB	A	0.15 (NBL/T/R)	25 (NBL/T/R)
			SB	A	0.01 (SBL/T/R)	0 (SBL/T/R)
			Overall	A (3.8 s)	0.15 (NBL/T/R)	25 (NBL/T/R)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	F	1.20 (EBL)	625 (EBL)
			WB	E	0.81 (WBR)	200 (WBR)
			NB	C	0.45 (NBT)	400 (NBT)
			SB	B	0.37 (SBR)	275 (SBR)
			Overall	E (59.9 s)	1.20 (EBL)	625 (EBL)
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	A	0.02 (EBL/T/R)	25 (EBL/T/R)
			WB	B	0.34 (WBL/T/R)	50 (WBL/T/R)
			NB	B	0.53 (NBL/T/R)	100 (NBL/T/R)
			SB	A	0.24 (SBL/T/R)	25 (SBL/T/R)
			Overall	B (11.4 s)	0.53 (NBL/T/R)	100 (NBL/T/R)
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	D	0.42 (EBT/R)	250 (EBT/R)
			WB	E	0.79 (WBT/R)	425 (WBT/R)
			NB	A	0.61 (NBT/R)	50 (NBT/R)
			SB	B	0.30 (SBT/R)	200 (SBT/R)
			Overall	C (23.3 s)	0.79 (WBT/R)	425 (WBT/R)
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	C	0.51 (EBL)	425 (EBT/R)
			WB	C	0.39 (WBT/R)	250 (WBT/R)
			NB	D	0.69 (NBL)	350 (NBT/R)
			SB	E	0.94 (SBT/R)	675 (SBT/R)
			Overall	D (46.3 s)	0.94 (SBT/R)	675 (SBT/R)
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.55 (EBL)	150 (EBL)
			WB	C	0.51 (WBT)	475 (WBT)
			NB	E	0.93 (NBR)	475 (NBR)
			Overall	C (31.3 s)	0.93 (NBR)	475 (WBT)
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.43 (EBL)	200 (EBT)
			WB	A	0.45 (WBT)	25 (WBT)
			SB	E	0.81 (SBR)	375 (SBR)
			Overall	B (11.1 s)	0.81 (SBR)	375 (SBR)
12	SR 50 & Maguire Rd	Signalized	EB	F	1.08 (EBL/EBR)	825 (EBR)
			WB	E	0.89 (WBL)	725 (WBT/R)
			NB	E	0.94 (NBT)	625 (NBL)
			SB	F	0.99 (SBT)	575 (SBT)
			Overall	E (75.9 s)	1.08 (EBL/EBR)	825 (EBR)

Table 2: Existing (2023) Intersection Conditions (Saturday Peak Hour)

Intersection		Control Type	Approach	Saturday PM Peak Hour		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	C	0.11 (EBR)	75 (EBT)
			WB	B	0.48 (WBL)	225 (WBT)
			NB	D	0.84 (NBT)	450 (NBT)
			SB	D	0.66 (SBT/R)	375 (SBT/R)
			Overall	D (35.6 s)	0.84 (NBT)	450 (NBT)
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.23 (EBT/R)	25 (EBT/R)
			WB	A	0.38 (WBL)	50 (WBL)
			SB	E	0.72 (SBL)	125 (SBL)
			Overall	A (5.6 s)	0.72 (SBL)	125 (SBL)
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.18 (EBT)	25 (EBL)
			WB	A	0.30 (WBT)	175 (WBT)
			NB	F	1.16 (NBR)	575 (NBR)
			Overall	D (36.1 s)	1.16 (NBR)	575 (NBR)
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	A	0.44 (EBT)	25 (EBT)
			WB	C	0.44 (WBT)	300 (WBT)
			NB	-	0.00 (-)	(-)
			SB	-	0.00 (-)	(-)
			Overall	B (11.1 s)	0.44 (EBT)	300 (WBT)
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	A	0.06 (EBL/T/R)	0 (EBL/T/R)
			WB	-	0.00 (-)	(-)
			NB	A	0.07 (NBL/T/R)	0 (NBL/T/R)
			SB	A	0.01 (SBL/T/R)	0 (SBL/T/R)
			Overall	A (3.3 s)	0.07 (NBL/T/R)	(EBL/T/R)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	D	0.75 (EBL)	400 (EBL)
			WB	E	0.70 (WBR)	25 (WBR)
			NB	B	0.31 (NBT)	225 (NBT)
			SB	B	0.30 (SBR)	200 (SBR)
			Overall	C (29.0 s)	0.75 (EBL)	400 (EBL)
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	A	0.02 (EBL/T/R)	25 (EBL/T/R)
			WB	A	0.25 (WBL/T/R)	25 (WBL/T/R)
			NB	A	0.27 (NBL/T/R)	50 (NBL/T/R)
			SB	A	0.10 (SBL/T/R)	25 (SBL/T/R)
			Overall	A (8.8 s)	0.27 (NBL/T/R)	50 (NBL/T/R)
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	D	0.28 (EBT/R)	125 (EBT/R)
			WB	D	0.66 (WBT/R)	275 (WBT/R)
			NB	A	0.52 (NBT/R)	25 (NBT/R)
			SB	A	0.22 (SBT/R)	125 (SBT/R)
			Overall	B (18.5 s)	0.66 (WBT/R)	275 (WBT/R)
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	C	0.34 (EBL)	275 (EBT/R)
			WB	C	0.13 (WBT/R)	75 (WBT/R)
			NB	C	0.50 (NBT/R)	275 (NBT/R)
			SB	D	0.94 (SBT/R)	375 (SBT/R)
			Overall	C (32.6 s)	0.94 (SBT/R)	375 (SBT/R)
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.30 (EBT)	50 (EBL)
			WB	A	0.34 (WBT)	25 (WBT)
			NB	D	0.86 (NBL)	250 (NBR)
			Overall	B (14.6 s)	0.86 (NBL)	250 (NBR)
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.42 (EBL)	150 (EBT)
			WB	A	0.39 (WBT)	100 (WBT)
			SB	E	0.82 (SBR)	350 (SBT/R)
			Overall	B (11.4 s)	0.82 (SBR)	350 (SBT/R)
12	SR 50 & Maguire Rd	Signalized	EB	C	0.76 (EBL)	400 (EBT)
			WB	D	0.95 (WBL)	375 (WBT/R)
			NB	E	0.92 (NBL)	450 (NBL/T/R)
			SB	F	0.85 (SBT)	375 (SBT/R)
			Overall	D (48.2 s)	0.95 (WBL)	450 (NBL/T/R)

3.0 DEVELOPMENT TRAFFIC

The applicant is proposing to develop the site to consist of 17 baseball fields, 1,114 room hotels, 160,000 square feet of community center (10,000 square feet of corporate offices and 150,000 square feet of indoor sports facilities), and 360,000 square feet of retail (20,000 square feet of welcome center, 130,000 square feet of retail, 130,000 square feet of restaurants, 50,000 square feet of entertainment, and 30,000 square feet of outdoor entertainment). The latest industry standards were used to estimate new external trips to be generated by the site at buildout. FDOT's districtwide travel demand model was used to assign trips throughout the study area. Buildout of the proposed development is anticipated in Year 2027.

3.1 TRIP GENERATION

With the exception of the baseball fields, trip generation for the proposed development was estimated using weekday and Saturday data provided in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Based on the proposed development program and the unique nature of the development internal capture was estimated at 40%. Pass-by trip rates for the retail component of the development program were obtained from ITE's *Trip Generation Manual*, 11th Edition.

The baseball fields will typically be used for tournaments, rather than everyday use. Since ITE does not provide data for baseball fields, data was collected at the United States Specialty Sports Association (USSSA) Space Coast Complex in Melbourne, Florida, which is a similar facility consisting of 15 baseball fields. Data was collected at the USSSA Space Coast Complex during typical weekday operations and during a Saturday baseball tournament to develop trip generation rates applicable for weekday and Saturday peak hour project trips. The Saturday trip rate is generally reflective of the highest trip rate for the facility. The trip generation study is included in the TIA methodology provided in **Appendix A**.

Table 3 and 4 provide the Daily and PM peak hour trip generation summaries for the project under typical weekday and Saturday (during a tournament) conditions. The proposed development program is anticipated to generate the following:

- **Weekday**: 17,960 net new external daily trips, 1,439 net new external PM peak hour trips
- **Saturday**: 16,784 net new external daily trips, 1,590 net new external PM peak hour trips

Table 3: Trip Generation Summary (Weekday)

	Land Use	Size	Units	Trip Rate	Daily (Weekday)				
					Total	In		Out	
Daily (Weekday)	Baseball Fields (Weekday)[4]	**17**	Fields	169.13	2,876	*50%*	1,438	*50%*	1,438
	ITE LUC 310: Hotel [1]	**1,114**	Rooms	10.46	11,652	*50%*	5,826	*50%*	5,826
	ITE LUC 495: Recreational Community Center [1]	**160**	KSF	28.82	4,612	*50%*	2,306	*50%*	2,306
	ITE LUC 820: Shopping Center (>150k) [1]	**360**	KSF	37.01	13,324	*50%*	6,662	*50%*	6,662
	Total Generated Trips				**32,464**	**16,232**		**16,232**	
	Internal Capture[2] = *40.0%*				*12,986*	*6,493*		*6,493*	
	Net External Trips				**19,478**	**9,739**		**9,739**	
	Pass by Trips[3] = *19.0%* *of external retail trips*				*1,518*	759		759	
	Net New External Trips				**17,960**	**8,980**		**8,980**	
	Land Use	**Size**	**Units**	**Trip Rate**	**PM Peak Hour (Weekday)**				
					Total	**In**		**Out**	
PM Peak Hour (Weekday)	Baseball Fields (Weekday)[4]	**17**	Fields	12.33	210	*77%*	161	*23%*	49
	ITE LUC 310: Hotel [1]	**1,114**	Rooms	0.72	797	*51%*	406	*49%*	391
	ITE LUC 495: Recreational Community Center [1]	**160**	KSF	2.50	400	*47%*	188	*53%*	212
	ITE LUC 820: Shopping Center (>150k) [1]	**360**	KSF	3.40	1,224	*48%*	588	*52%*	636
	Total Generated Trips				**2,631**	**1,343**		**1,288**	
	Internal Capture[2] = *40.0%*				1,052	526		526	
	Net External Trips				**1,579**	**817**		**762**	
	Pass by Trips[3] = *19.0%* *of external retail trips*				*140*	*70*		*70*	
	Net New External Trips				**1,439**	**747**		**692**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition.*

[2] Internal Capture assumed to be 40% based on development program and intensity.

[3] Pass-by trip rate per ITE Trip Generation Manual, 11th Edition.

[4] Trip rate obtained from trip generation study performed for USSSA Space Coast Complex.

Table 4: Trip Generation Summary (Saturday)

	Land Use	Size	Units	Trip Rate	Daily (Saturday)				
					Total	In		Out	
Daily (Saturday)	Baseball Fields (Tournament)[4]	17	Fields	263.20	4,474	50%	2,237	50%	2,237
	ITE LUC 310: Hotel [1]	1114	Rooms	9.40	10,468	50%	5,234	50%	5,234
	ITE LUC 495: Recreational Community Center [1]	160	KSF	9.10	1,456	50%	728	50%	728
	ITE LUC 820: Shopping Center (>150k) [1]	360	KSF	46.60	16,776	50%	8,388	50%	8,388
	Total Generated Trips				**33,174**	**16,587**		**16,587**	
	Internal Capture[2] =	*40.0%*			*13,270*	*6,635*		*6,635*	
	Net External Trips				**19,904**	**9,952**		**9,952**	
	Pass by Trips[3] =	*31.0%*	*of external retail trips*		*3,120*	1,560		1,560	
	Net New External Trips				**16,784**	**8,392**		**8,392**	
	Land Use	**Size**	**Units**	**Trip Rate**	**PM Peak Hour (Saturday)**				
					Total	**In**		**Out**	
PM Peak Hour (Saturday)	Baseball Fields (Tournament)[4]	17	Fields	35.87	610	51%	311	49%	299
	ITE LUC 310: Hotel [1]	1114	Rooms	0.70	775	56%	434	44%	341
	ITE LUC 495: Recreational Community Center [1]	160	KSF	1.07	171	54%	92	46%	79
	ITE LUC 820: Shopping Center (>150k) [1]	360	KSF	4.40	1,584	52%	824	48%	760
	Total Generated Trips				**3,140**	**1,661**		**1,479**	
	Internal Capture[2] =	*40.0%*			1,256	628		628	
	Net External Trips				**1,884**	**1,033**		**851**	
	Pass by Trips[3] =	*31.0%*	*of external retail trips*		*294*	*147*		*147*	
	Net New External Trips				**1,590**	**886**		**704**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition*

[2] Internal Capture assumed to be 40% based on development program and intensity.

[3] Pass-by trip rate based on LUC 821 Saturday rates per ITE Trip Generation Manual, 11th Edition.

[4] Trip rate obtained from trip generation study performed for USSSA Space Coast Complex

3.2 TRIP DISTRIBUTION

Projected traffic demand for project trips on study roadways was derived with the use of 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) model set and situated within the existing roadway network. 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.

Since the proposed development is expected to generate trips from across the region, a revised daily project distribution was created based on engineering judgement.

The original model plot showing the percent of daily project distribution is included in the TIA methodology (dated May 8, 2023) provided in **Appendix A**.

The revised daily model project distribution was then referenced to manually assign project distribution at study area intersections and driveways in general accordance with the model output. **Figures 3a, 3b, and 3c** show the intersection movement project distribution generated by the proposed development within the study area.

3.3 TRIP ASSIGNMENT

Project trip distribution percentages were used to assign anticipated project trips to the study area intersections and driveways. **Figures 4a, 4b, and 4c** show the anticipated PM peak hour project movements generated by the proposed development at study area intersections and driveways on weekdays and Saturday.

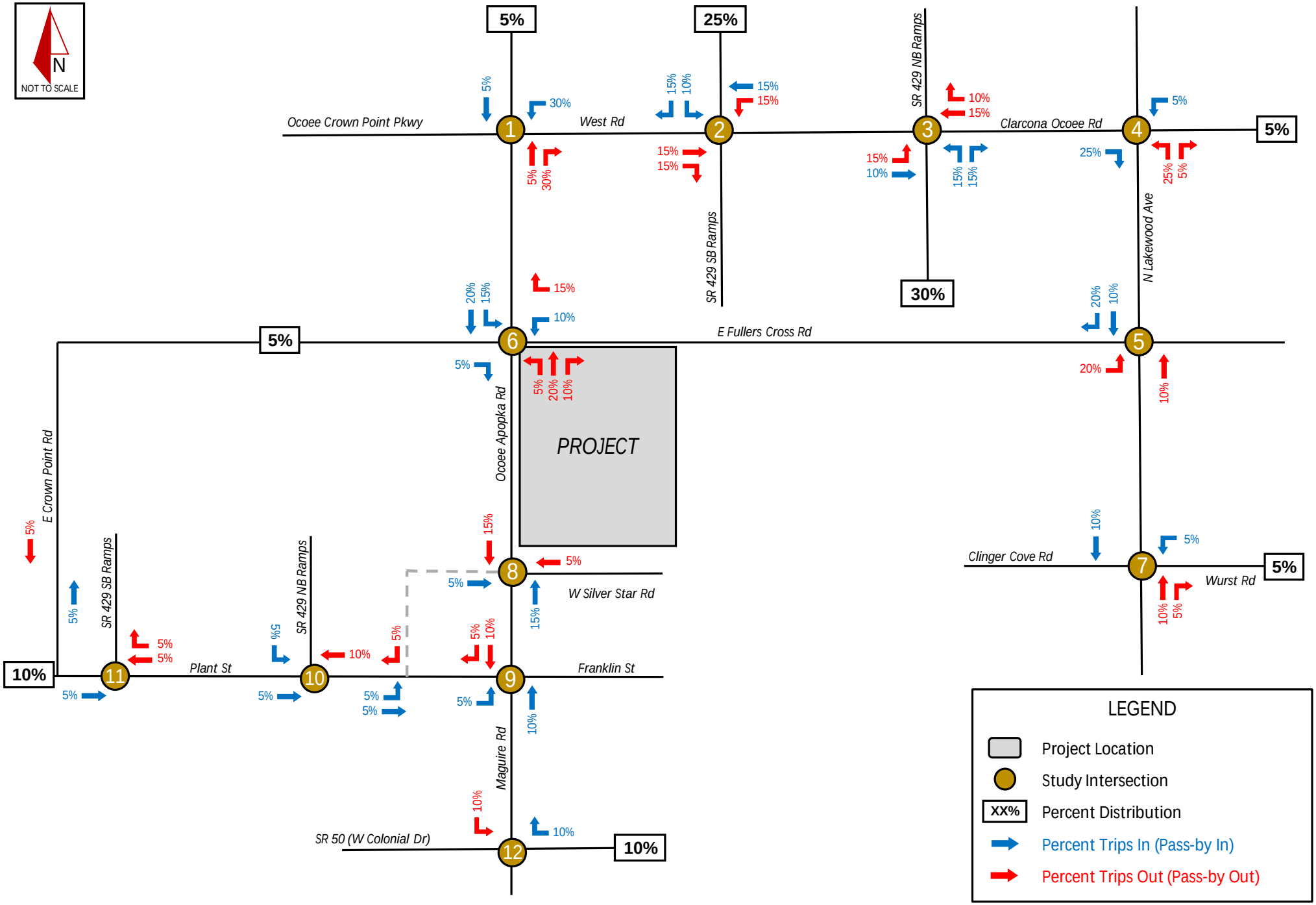

Figure 3a: Project Trip Distribution

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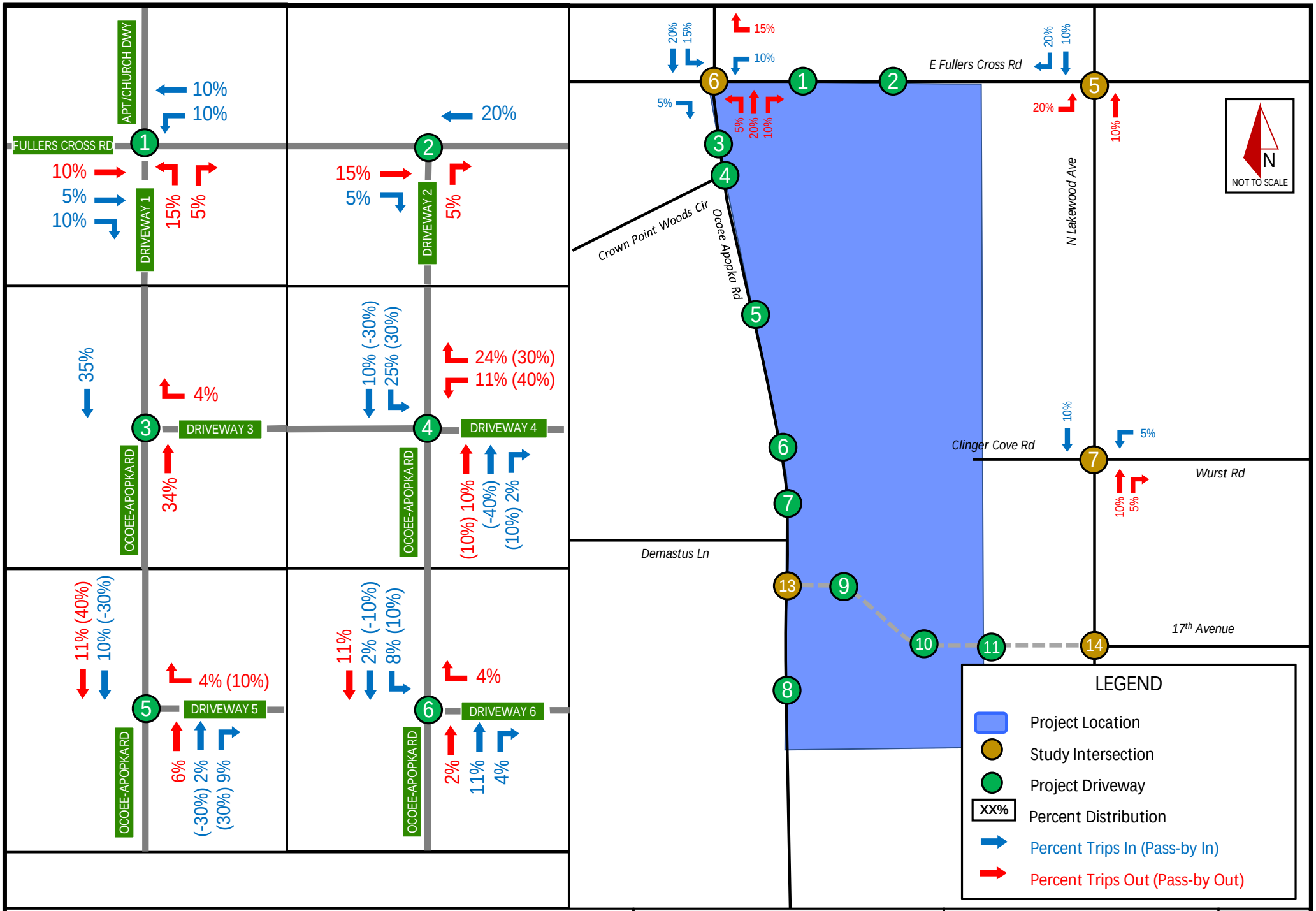

Figure 3b: Project Trip Distribution (Zoom In)

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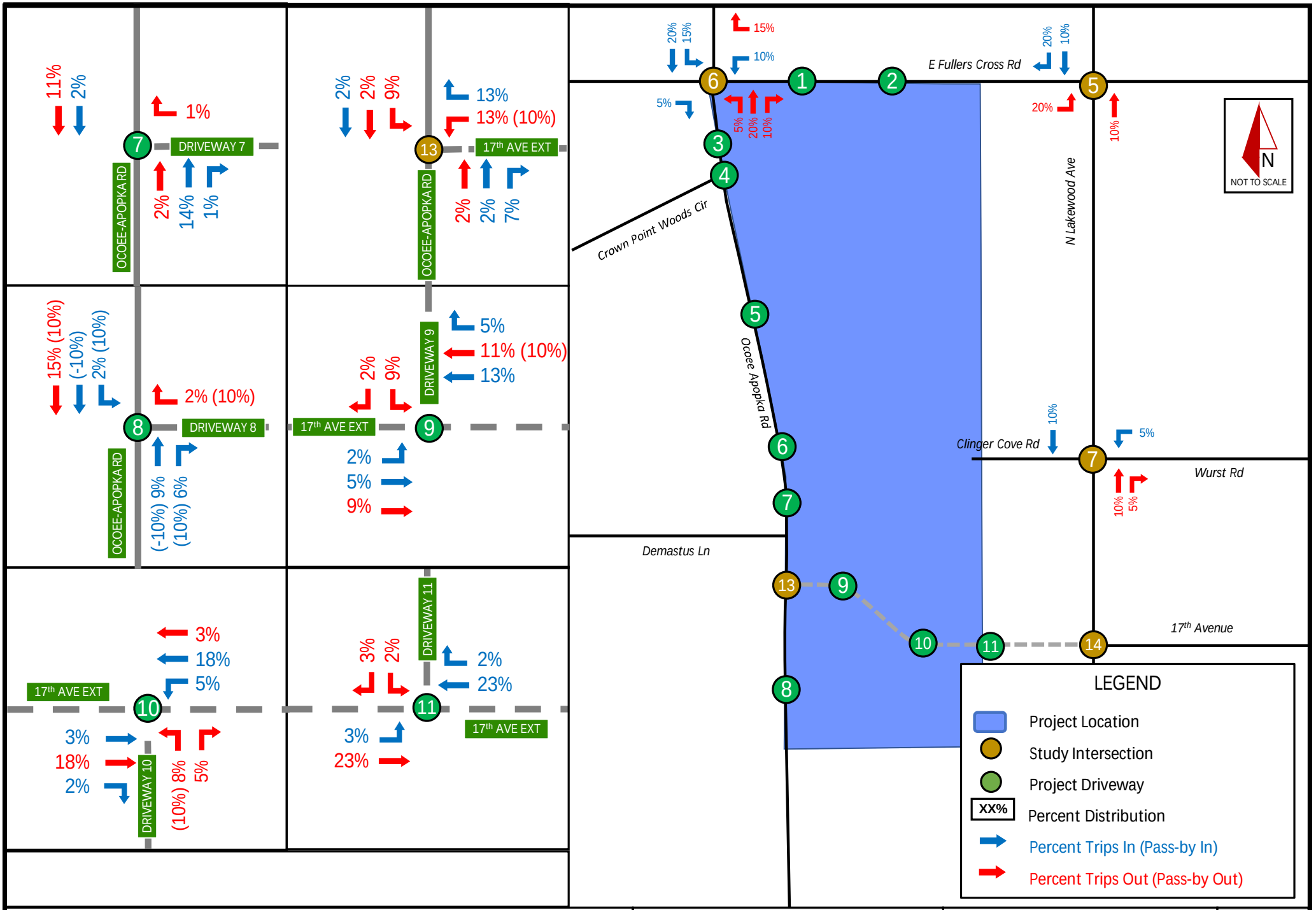

Figure 3c: Project Trip Distribution (Zoom In)

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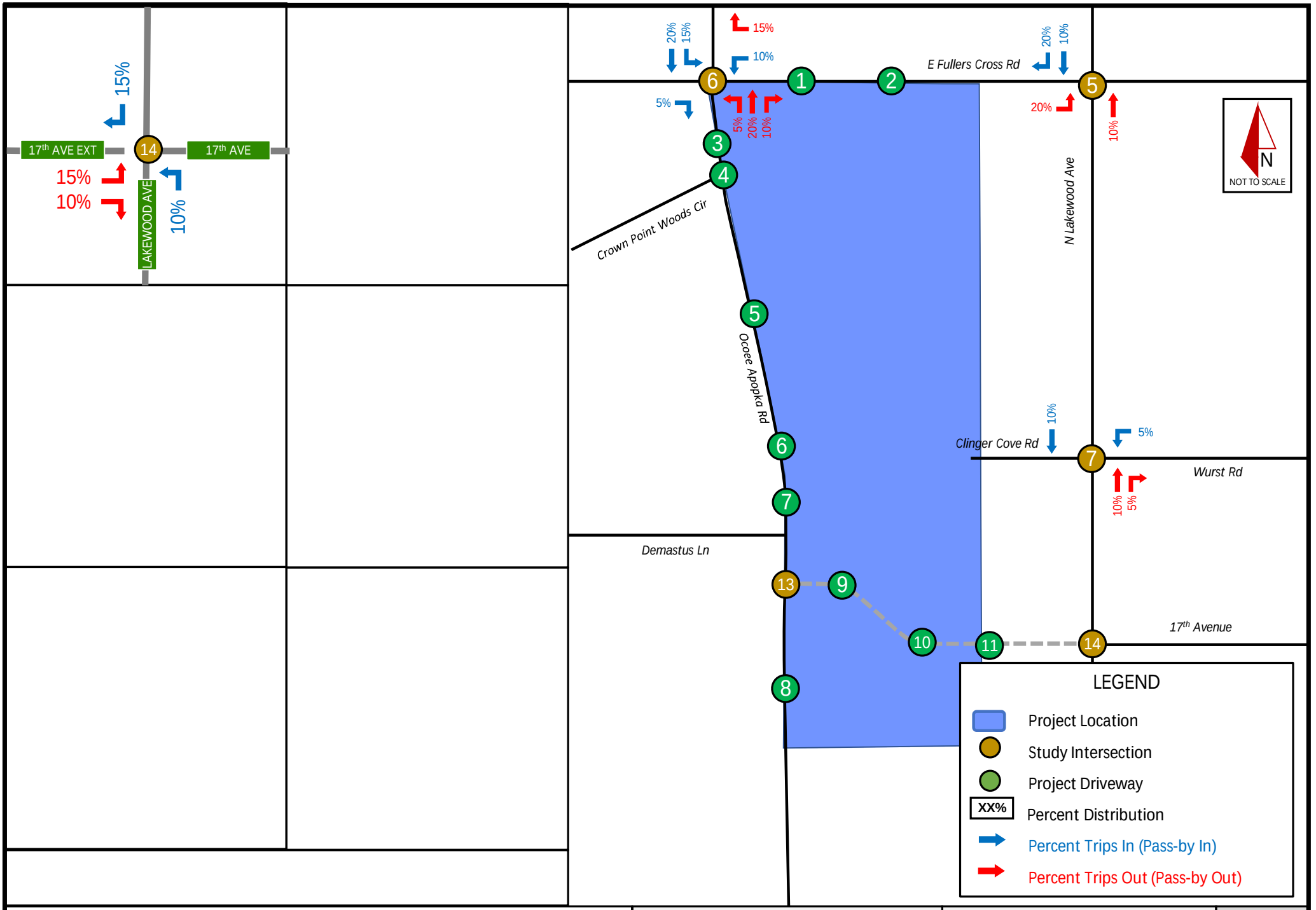

Figure 3c: Project Trip Distribution (Zoom In)

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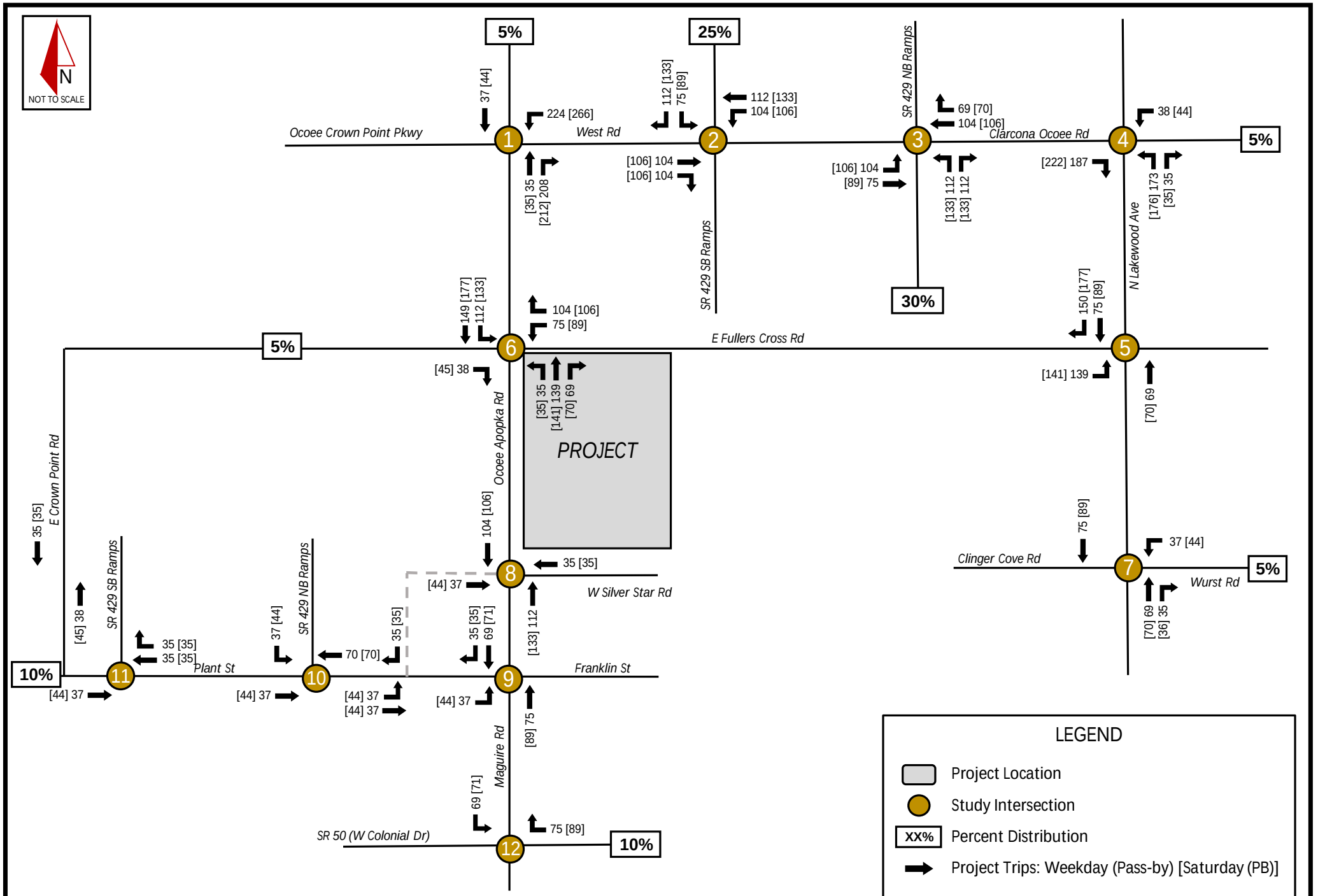

Figure 4a: Project Trip Assignment

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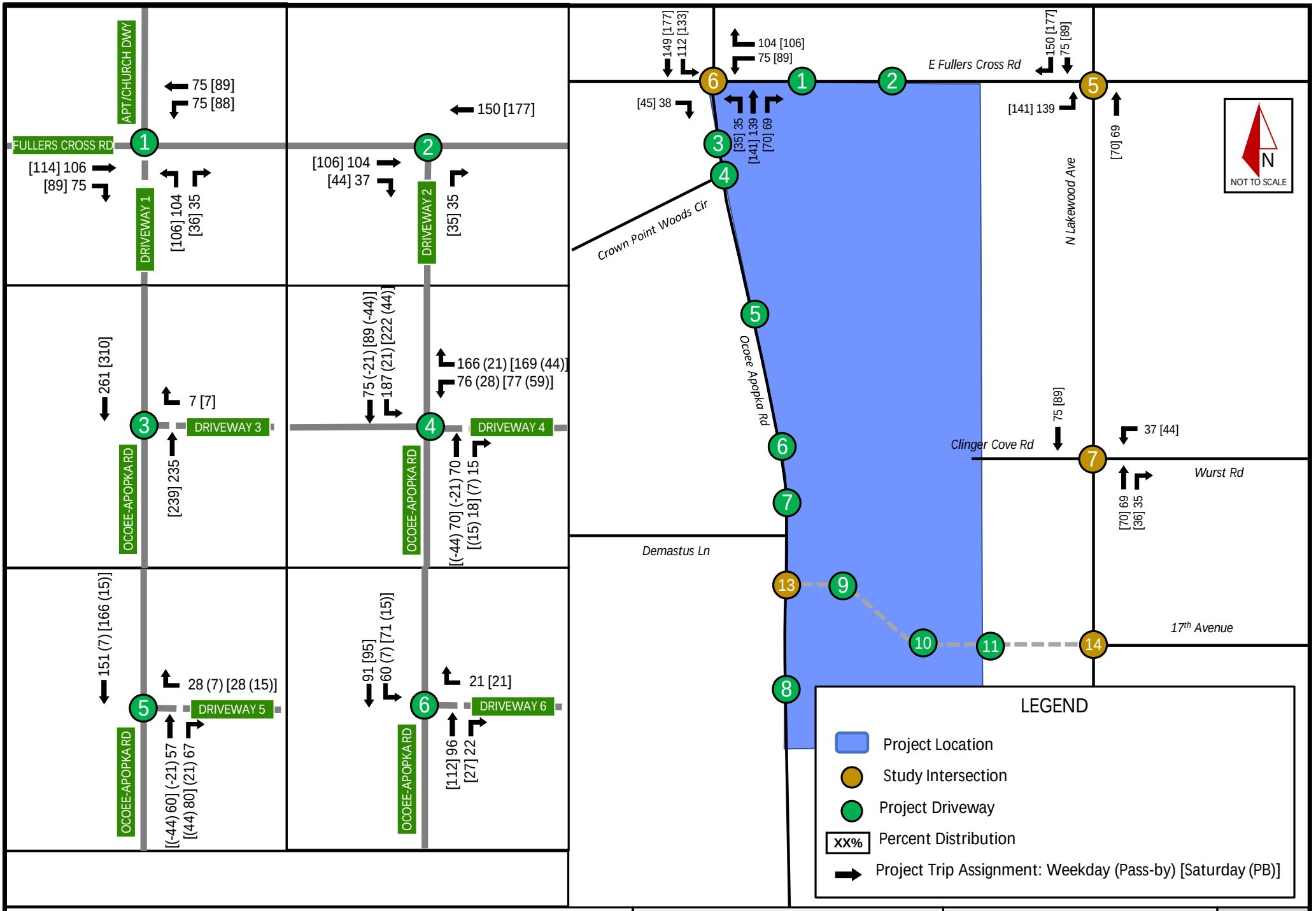

Figure 4b: Project Trip Assignment (Zoom In)

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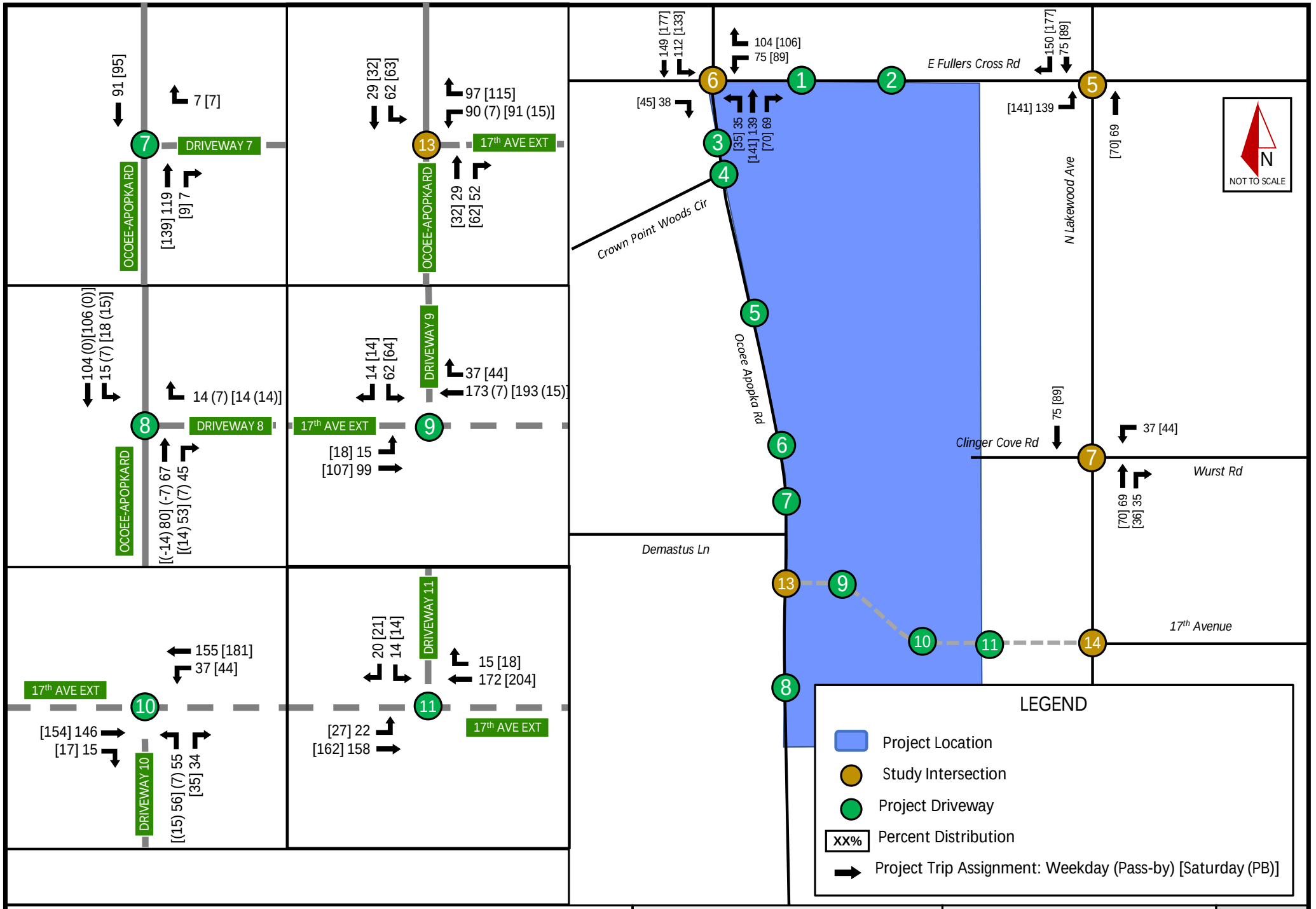

Figure 4c: Project Trip Assignment (Zoom In)

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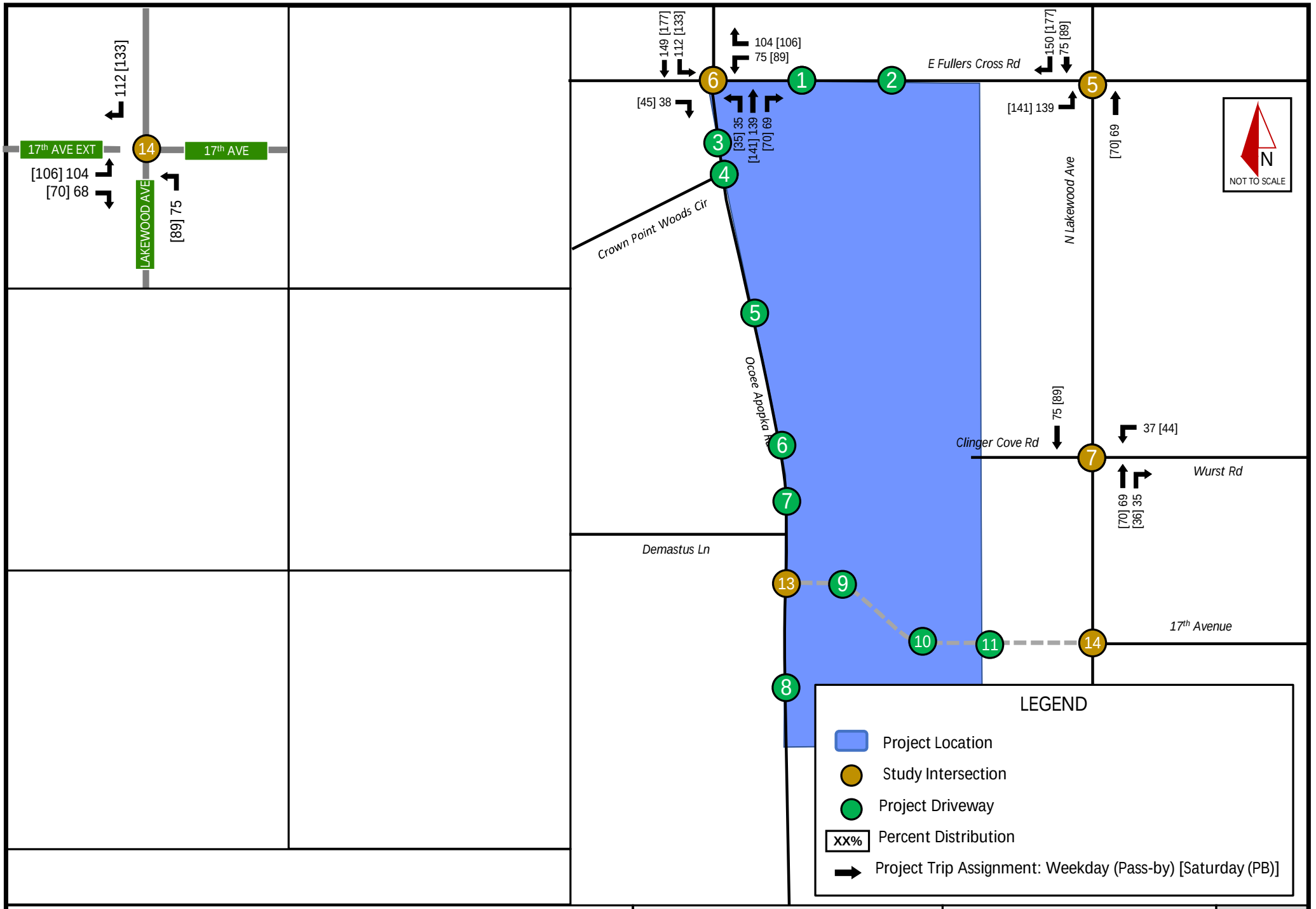

Figure 4d: Project Trip Assignment (Zoom In)

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4.0 BACKGROUND CONDITIONS ANALYSIS – YEAR 2027

4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for Year 2027 background conditions, without the addition of project trips on the roadway network. Background growth for was estimated using an annual growth rate of two percent (2%) plus vested trips as reported in the Ocoee CMS, for roadways not documented in the Ocoee CMS, a five (5%) growth rate was utilized to account for vested traffic. A 5% growth rate was used to forecast the Saturday peak period because there the vested trips as reported in the Ocoee CMS only reflect estimated weekday vested weekday trips. The intersections of Clarcona Ocoee Road with Lakewood Avenue, Fullers Cross Road with Lakewood Avenue, and Ocoee-Apopka Road with Fullers Cross Road were updated with buildout volumes from the Ocoee Village Center TIA and Fullers Cross Apartment TIA previously submitted to the City to account for the change in traffic patterns not captured in existing counts. Excerpts from the previously submitted studies are provided in **Appendix E**. Turning movement volumes at the intersection of Clarcona Ocoee Road and SR 429 Northbound Ramps were balanced to account for differences in traffic patterns between the Ocoee Village Center and traffic data collected for this study. Volumes were adjusted such that approach and departure volumes between the adjacent intersections were within 10 percent (10%) of each other. Volumes from the Ocoee Village Center TIA and Fullers Cross Apartment TIA were adjusted to Saturday volumes by applying the ratio of the Saturday volumes to the Weekday volumes utilizing data collected for the study.

The volume development worksheets provided in **Appendix E**. Background volumes are in **Figure 5.**

4.2 FUTURE IMPROVEMENTS

Based on a review of the MetroPlan Orlando's Transportation Improvement Plan (TIP) for Fiscal Years 2023/24 – 2027/28, and City of Ocoee's Annual Budget for Fiscal Years 2023-2024. The relocation of the SR 429 Northbound Ramp was identified as part of the Central Florida Expressway's (CFX) as SR 429 Capacity Improvements Project and is currently under construction and thus included in background conditions. Maguire Road Phase 5 was identified in the City of Ocoee's Annual Budget for Fiscal Years 2023-2024 but it not currently funded for construction. An excerpt about the SR NB Ramp relocation is included in **Appendix H**.

4.3 BACKGROUND INTERSECTION ANALYSIS

An intersection operational analysis was performed for background (2027) Weekday PM peak hour and Saturday peak hour conditions using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v12) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for background conditions are provided in **Table 5** for the weekday PM peak hour and **Table 6** for the Saturday PM peak hour. Synchro outputs are provided in **Appendix G**.

As shown in **Table 5** and **Table 6**, all study area intersections are expected to operate with acceptable overall LOS and v/c ratios less than 1.00 under background weekday PM peak hour and Saturday PM peak hour conditions with the exception of the following:

- Weekday PM Peak Hour
    - Clarcona Ocoee Road & SR 429 NB Ramps
        - Northbound right (v/c > 1.00)
    - Clarcona Ocoee Road & Lakewood Avenue (overall LOS F)
        - Westbound left (v/c > 1.00)
        - Northbound right (v/c > 1.00)

    - Lakewood Avenue & Fullers Cross Road
        - Southbound approach (v/c >1.00)
    - Ocoee-Apopka Road & Fullers Cross Road (overall LOS F)
        - Eastbound left (v/c > 1.00)
    - Ocoee-Apopka Road & Silver Star Road
        - Northbound through/right (v/c > 1.00)
    - Ocoee-Apopka Road/Maguire Road & Franklin Street
        - Southbound through/right (v/c > 1.00)
    - SR 50 & Maguire Road (overall LOS F)
        - Eastbound left (v/c > 1.00)
        - Eastbound right (v/c > 1.00)
        - Westbound left (v/c > 1.00)
        - Northbound left (v/c > 1.00)
        - Southbound through (v/c > 1.00)
- Saturday PM Peak Hour
    - Clarcona Ocoee Road & SR 429 NB Ramps
        - Northbound right (v/c > 1.00)
    - Clarcona Ocoee Road & Lakewood Avenue
        - Westbound left (v/c > 1.00)
        - Northbound right (v/c > 1.00)
    - SR 50 & Maguire Road
        - Westbound left (v/c > 1.00)
        - Northbound left (v/c > 1.00)
        - Southbound through (v/c > 1.00)

To accommodate background traffic the following improvements are recommended:

- Clarcona Ocoee Road & SR 429 NB Ramps
    - Dual northbound right turn lanes
    - Signal timing adjustments
- Clarcona Ocoee Road & Lakewood Avenue
    - Dual westbound left-turn lanes and an additional south leg receiving lane
    - Northbound right-turn overlap phase
    - Signal timing modification
- Lakewood Avenue & Fullers Cross Road
    - Exclusive southbound right-turn lane
- Ocoee-Apopka Road & Fullers Cross Road
    - Dual eastbound left-turn lane and an additional north leg receiving lane
    - Signal timing modification
- Ocoee-Apopka Road & Silver Star Road
    - Exclusive northbound right-turn lane
- Ocoee-Apopka Road/Maguire Road & Franklin Street
    - Exclusive southbound right-turn lane
- SR 50 & Maguire Road
    - Eastbound right-turn overlap phase
    - Dual southbound through lanes
    - Signal timing modifications

It should be noted that the intersection of SR 50 and Maguire Road is constrained and therefore only improvements that were considered feasible due to the physical constraints of the intersection were included as background improvements. Additionally, there are parallel routes with intersections along SR 50 such as Bluford Avenue and Blackwood Avenue that motorists can utilize.

An intersection operational analysis was performed for background (2027) Weekday PM peak hour and Saturday peak hour conditions with improvements using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v12) software. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for background conditions are provided in **Table 5** for the weekday PM peak hour and **Table 6** for the Saturday PM peak hour. Synchro outputs are provided in **Appendix G**. With the improvements in place the study area intersections are expected to operate with acceptable overall LOS and v/c ratios less than 1.00 under background weekday PM peak hour and Saturday PM peak hour conditions, with the exception of SR 50 and Maguire Road.

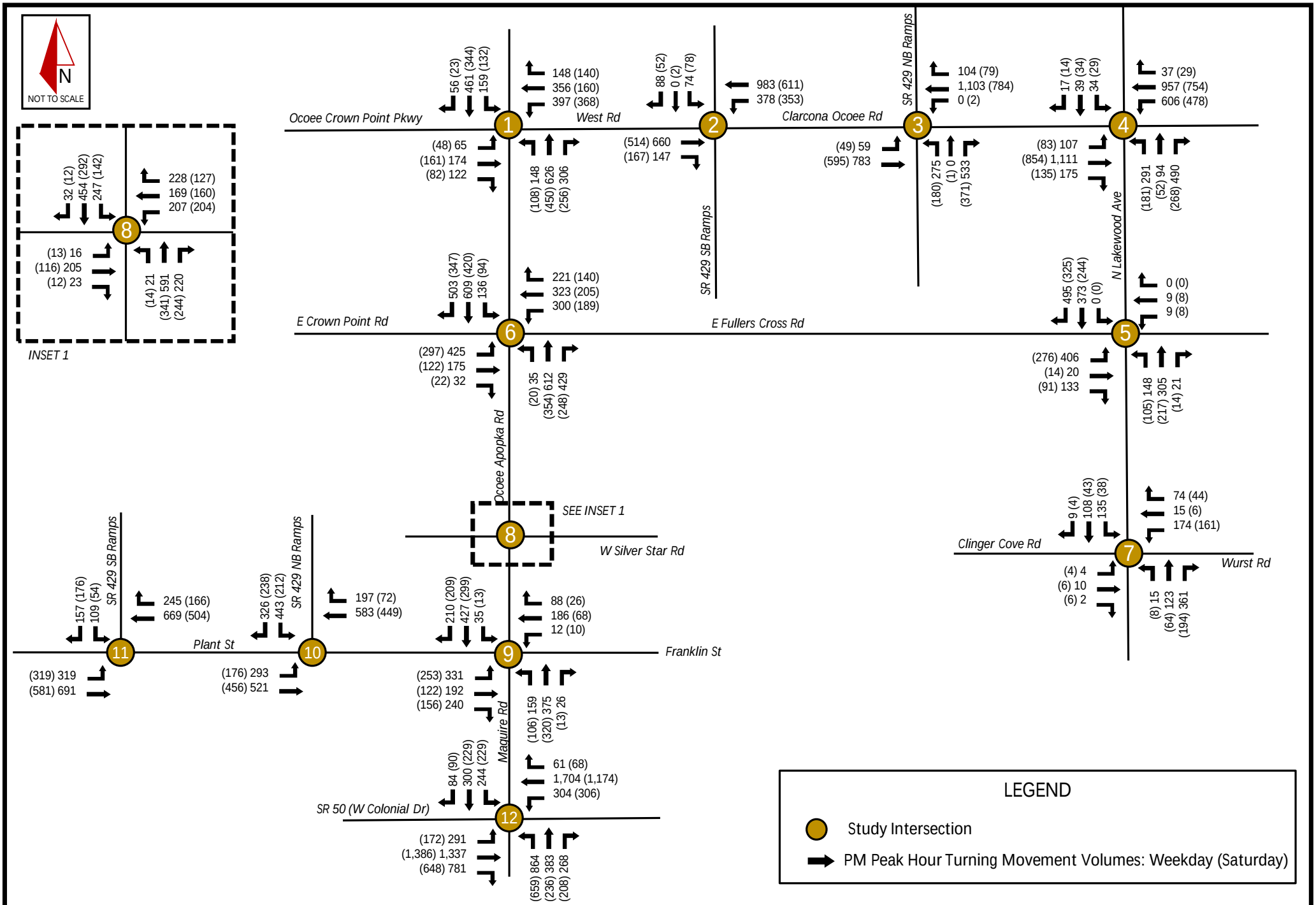

Figure 5: Background (2027) Intersection Volumes

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Table 5: Background (2027) Intersection Conditions (Weekday PM Peak Hour)

	Intersection	Control Type	Approach	Weekday PM Peak Hour			Recommended Improvements	Weekday PM Peak Hour w/ Improvements		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)		Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	D	0.25 (EBR)	175 (EBR)				
			WB	D	0.79 (WBL)	300 (WBT)				
			NB	D	0.95 (NBT)	725 (NBT)				
			SB	D	0.87 (SBL)	675 (SBT/R)				
			Overall	D (50.1 s)	0.95 (NBT)	725 (NBT)				
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.32 (EBT/R)	25 (EBT/R)				
			WB	A	0.58 (WBL)	100 (WBL)				
			SB	F	0.79 (SBL)	200 (SBL)				
			Overall	A (6.6 s)	0.79 (SBL)	200 (SBL)				
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.33 (EBT)	50 (EBL)	Dual northbound right-turn lanes, signal timing adjustments	A	0.33 (EBT)	50 (EBL)
			WB	B	0.52 (WBT)	400 (WBT)		B	0.51 (WBT)	400 (WBT)
			NB	F	1.50 (NBR)	1,375 (NBR)		E	0.88 (NBR)	450 (NBL)
			Overall	E (67.8 s)	1.50 (NBR)	1,375 (NBR)		C (26.8 s)	0.88 (NBR)	450 (NBL)
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	A	0.60 (EBT)	150 (EBL)	Dual westbound left-turn lanes and an additional receiving lane on south leg, northbound right-turn overlap phase, signal timing modifications	B	0.80 (EBT)	250 (EBT)
			WB	F	1.77 (WBL)	1,600 (WBL)		D	0.90 (WBL)	475 (WBT/R)
			NB	F	2.69 (NBR)	1,725 (NBR)		E	0.84 (NBR)	675 (NBR)
			SB	E	0.18 (SBT)	75 (SBT)		E	0.26 (SBT)	100 (SBT)
			Overall	F (177.1 s)	2.69 (NBR)	1,725 (NBR)		D (41.0 s)	0.90 (WBL)	675 (NBR)
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	D	0.86 (EBL/T/R)	175 (EBL/T/R)	Yield-controlled exclusive right-turn bypass lane added southbound approach.	D	0.86 (EBL/T/R)	275 (EBL/T/R)
			WB	B	0.06 (WBL/T/R)	0 (WBL/T/R)		B	0.06 (WBL/T/R)	0 (WBL/T/R)
			NB	D	0.81 (NBL/T/R)	150 (NBL/T/R)		D	0.81 (NBL/T/R)	225 (NBL/T/R)
			SB	F	1.05 (SBL/T/R)	350 (SBL/T/R)		A	0.59 (SBR)	100 (SBR)
			Overall	C (24.1 s)	1.05 (SBL/T/R)	350 (SBL/T/R)		C (19.6 s)	0.86 (EBL/T/R)	275 (EBL/T/R)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	F	1.36 (EBL)	1,025 (EBL)	Dual eastbound left-turn lane and an additional north leg receiving lane, signal timing modification	E	0.91 (EBL)	400 (EBL)
			WB	E	0.92 (WBT)	575 (WBT)		E	0.92 (WBT)	575 (WBT)
			NB	D	0.81 (NBT)	650 (NBT)		D	0.79 (NBT)	750 (NBT)
			SB	D	0.76 (SBT)	700 (SBT)		D	0.74 (SBT)	725 (SBT)
			Overall	E (68.2 s)	1.36 (EBL)	1,025 (EBL)		D (52.8 s)	0.92 (WBT)	750 (NBT)
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	A	0.03 (EBL/T/R)	25 (EBL/T/R)				
			WB	B	0.48 (WBL/T/R)	75 (WBL/T/R)				
			NB	C	0.73 (NBL/T/R)	175 (NBL/T/R)				
			SB	B	0.44 (SBL/T/R)	75 (SBL/T/R)				
			Overall	C (17.0 s)	0.73 (NBL/T/R)	175 (NBL/T/R)				
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	D	0.45 (EBT/R)	275 (EBT/R)	Exclusive northbound right-turn lane	D	0.45 (EBT/R)	275 (EBT/R)
			WB	E	0.87 (WBT/R)	525 (WBT/R)		E	0.87 (WBT/R)	525 (WBT/R)
			NB	E	1.01 (NBT/R)	925 (NBT/R)		C	0.64 (NBT)	475 (NBT)
			SB	C	0.92 (SBL)	275 (SBT/R)		B	0.66 (SBL)	275 (SBT/R)
			Overall	D (49.7 s)	1.01 (NBT/R)	925 (NBT/R)		C (33.6 s)	0.87 (WBT/R)	525 (WBT/R)
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	D	0.75 (EBL)	500 (EBT/R)	Exclusive southbound right-turn lane	D	0.70 (EBL)	500 (EBT/R)
			WB	D	0.52 (WBT/R)	325 (WBT/R)		D	0.48 (WBT/R)	325 (WBT/R)
			NB	D	0.84 (NBL)	450 (NBT/R)		D	0.74 (NBL)	450 (NBT/R)
			SB	F	1.30 (SBT/R)	1,375 (SBT/R)		E	0.91 (SBT)	575 (SBT)
			Overall	F (84.0 s)	1.30 (SBT/R)	1,375 (SBT/R)		D (44.4 s)	0.91 (SBT)	575 (SBT)
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.78 (EBL)	200 (EBL)				
			WB	C	0.71 (WBT)	525 (WBT)				
			SB	E	0.94 (SBL)	600 (SBL)				
			Overall	C (32.3 s)	0.94 (SBL)	600 (SBL)				
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.58 (EBL)	275 (EBT)				
			WB	A	0.59 (WBT)	25 (WBT)				
			SB	E	0.84 (SBR)	425 (SBR)				
			Overall	B (11.5 s)	0.84 (SBR)	425 (SBR)				
12	SR 50 & Maguire Rd	Signalized	EB	F	1.25 (EBR)	1,200 (EBR)	Eastbound right-turn overlap phase, additional southbound through lane, signal timing modification	E	1.20 (EBL)	650 (EBT)
			WB	F	0.97 (WBL)	1,000 (WBT/R)		E	0.91 (WBT/R)	1,000 (WBT/R)
			NB	F	1.12 (NBL)	950 (NBL)		E	0.97 (NBL)	775 (NBL)
			SB	F	1.15 (SBT)	750 (SBT)		F	0.85 (SBL)	325 (SBT)
			Overall	F (95.1 s)	1.25 (EBR)	1,200 (EBR)		E (69.5 s)	1.20 (EBL)	1,000 (WBT/R)

Table 6: Background (2027) Intersection Conditions (Saturday Peak Hour)

Intersection		Control Type	Approach	Saturday PM Peak Hour			Recommended Improvements	Saturday PM Peak Hour w/ Improvements		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)		Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	C	0.14 (EBT)	100 (EBT)				
			WB	C	0.65 (WBL)	150 (WBL)				
			NB	D	0.89 (NBT)	550 (NBT)				
			SB	D	0.71 (SBT/R)	425 (SBT/R)				
			Overall	D (38.1 s)	0.89 (NBT)	550 (NBT)				
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.28 (EBT/R)	25 (EBT/R)				
			WB	A	0.49 (WBL)	75 (WBL)				
			SB	E	0.74 (SBL)	150 (SBL)				
			Overall	A (5.7 s)	0.74 (SBL)	150 (SBL)				
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.24 (EBT)	25 (EBL)	Dual northbound right-turn lanes, signal timing adjustments	A	0.24 (EBT)	25 (EBL)
			WB	B	0.36 (WBT)	225 (WBT)		A	0.36 (WBT)	225 (WBT)
			NB	F	1.50 (NBR)	950 (NBR)		E	0.80 (NBR)	275 (NBL)
			Overall	E (61.6 s)	1.50 (NBR)	950 (NBR)		B (19.3 s)	0.80 (NBR)	275 (NBL)
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	C	0.47 (EBT)	425 (EBT)	Dual westbound left-turn lanes and an additional receiving lane on south leg, northbound right-turn overlap phase, signal timing modifications	C	0.59 (EBT)	500 (EBT)
			WB	F	1.46 (WBL)	1,100 (WBL)		C	0.88 (WBL)	350 (WBL)
			NB	F	1.17 (NBR)	550 (NBR)		D	0.50 (NBR)	275 (NBR)
			SB	E	0.54 (SBT)	75 (SBT)		E	0.54 (SBT)	75 (SBT)
			Overall	E (76.1 s)	1.46 (WBL)	1,100 (WBL)		D (36.8 s)	0.88 (WBL)	500 (EBT)
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	B	0.60 (EBL/T/R)	100 (EBL/T/R)	Yield-controlled exclusive right-turn bypass lane added southbound approach.	B	0.60 (EBL/T/R)	100 (EBL/T/R)
			WB	A	0.03 (WBL/T/R)	0 (WBL/T/R)		A	0.03 (WBL/T/R)	0 (WBL/T/R)
			NB	B	0.48 (NBL/T/R)	75 (NBL/T/R)		B	0.48 (NBL/T/R)	75 (NBL/T/R)
			SB	C	0.72 (SBL/T/R)	150 (SBL/T/R)		A	0.36 (SBL/T)	50 (SBL/T)
			Overall	B (14.1 s)	0.72 (SBL/T/R)	150 (SBL/T/R)		B (10.2 s)	0.60 (EBL/T/R)	100 (EBL/T/R)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	D	0.83 (EBL)	375 (EBL)	Dual eastbound left-turn lane and an additional north leg receiving lane, signal timing modification	D	0.61 (EBL)	200 (EBL)
			WB	D	0.83 (WBT)	300 (WBT)		D	0.83 (WBT)	300 (WBT)
			NB	C	0.59 (NBT)	300 (NBT)		B	0.38 (NBT)	275 (NBT)
			SB	C	0.49 (SBT)	350 (SBT)		B	0.43 (SBT)	325 (SBT)
			Overall	D (35.1 s)	0.83 (EBL)	375 (EBL)		C (31.9 s)	0.83 (WBT)	325 (SBT)
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	A	0.02 (EBL/T/R)	25 (EBL/T/R)				
			WB	A	0.31 (WBL/T/R)	50 (WBL/T/R)				
			NB	A	0.34 (NBL/T/R)	50 (NBL/T/R)				
			SB	A	0.13 (SBL/T/R)	25 (SBL/T/R)				
			Overall	B (10.2 s)	0.34 (NBL/T/R)	50 (NBL/T/R)				
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	C	0.29 (EBT/R)	150 (EBT/R)	Exclusive northbound right-turn lane	C	0.29 (EBT/R)	150 (EBT/R)
			WB	D	0.68 (WBT/R)	325 (WBT/R)		D	0.68 (WBT/R)	325 (WBT/R)
			NB	A	0.68 (NBT/R)	50 (NBT/R)		A	0.37 (NBT)	25 (NBT)
			SB	A	0.27 (SBT/R)	150 (SBT/R)		A	0.27 (SBT/R)	150 (SBT/R)
			Overall	B (19.0 s)	0.68 (WBT/R)	325 (WBT/R)		B (18.1 s)	0.68 (WBT/R)	325 (WBT/R)
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	C	0.45 (EBL)	325 (EBT/R)	Exclusive southbound right-turn lane	C	0.36 (EBL)	300 (EBT/R)
			WB	C	0.18 (WBT/R)	100 (WBT/R)		B	0.13 (WBT/R)	75 (WBT/R)
			NB	C	0.71 (NBL)	100 (NBL)		C	0.52 (NBL)	125 (NBL)
			SB	D	0.97 (SBT/R)	425 (SBT/R)		D	0.87 (SBT)	275 (SBT)
			Overall	D (36.0 s)	0.97 (SBT/R)	425 (SBT/R)		C (28.4 s)	0.87 (SBT)	300 (EBT/R)
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.37 (EBT)	75 (EBL)				
			WB	A	0.44 (WBT)	25 (WBT)				
			SB	D	0.88 (SBR)	275 (SBR)				
			Overall	B (15.4 s)	0.88 (SBR)	275 (SBR)				
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.56 (EBL)	225 (EBT)				
			WB	A	0.49 (WBT)	175 (WBT)				
			SB	E	0.85 (SBR)	400 (SBR)				
			Overall	B (13.2 s)	0.85 (SBR)	400 (SBR)				
12	SR 50 & Maguire Rd	Signalized	EB	D	0.80 (EBR)	500 (EBT)	Eastbound right-turn overlap phase, additional southbound through lane, signal timing modification	D	0.89 (EBR)	625 (EBT)
			WB	E	1.14 (WBL)	475 (WBT/R)		D	0.88 (WBL)	450 (WBT/R)
			NB	F	1.06 (NBL)	625 (NBL)		E	0.93 (NBL)	525 (NBL)
			SB	F	1.02 (SBT)	500 (SBT)		F	0.83 (SBL)	225 (SBT)
			Overall	E (60.9 s)	1.14 (WBL)	625 (NBL)		D (50.0 s)	0.93 (NBL)	625 (EBT)

5.0 BUILDOUT CONDITIONS ANALYSIS – YEAR 2027

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for Year 2027 buildout conditions. Buildout volumes were developed by adding anticipated project trips to Year 2027 background volumes. Buildout (2027) Weekday PM peak hour and Saturday peak hour turning movement volumes at the study intersections are displayed in **Figures 6a, 6b, 6c, and 6d.** Volume development worksheets for all study area intersections are provided in **Appendix E**.

The following assumptions were made for buildout traffic:

- Volumes to/from Ocoee Crown Point Woods were estimated using ITE LUC 210 for 53 dwelling units
- Volumes to/from the east leg of 17th Avenue were approximately 50% of volumes along Wurst Road

5.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for buildout (2027) Weekday PM peak hour and Saturday peak hour conditions using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v12) software. The widening of Ocoee-Apopka Road to four lanes from W Silver Star Road to West Road is assumed to be in place for buildout geometry as part of project improvements outline in *Section 6.0* of the report.

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for buildout conditions are provided in **Table 7, Table 8, Table 9, and Table 10**. Synchro outputs are provided in **Appendix G**. With the background improvements in place and the addition of project trips, all study intersections are expected to operate with an acceptable overall LOS and v/c ratios less than 1.00 under buildout weekday PM peak hour and Saturday PM peak hour conditions with the exception of the following:

- Weekday PM Peak Hour
    - Ocoee-Apopka Road & West Road
        - Westbound left (v/c > 1.00)
    - Lakewood Avenue and Fullers Cross Road (Overall LOS F)
        - Eastbound approach (v/c > 1.00)
        - Northbound approach (v/c > 1.00)
    - SR 50 & Maguire Road
        - Eastbound left (v/c > 1.00)
- Saturday PM Peak Hour
    - Ocoee-Apopka Road & West Road
        - Westbound left (v/c > 1.00)

No additional intersection capacity deficiencies at SR 50 and Maguire Road were identified as a result of project traffic.

To accommodate buildout traffic the following improvements are recommended:

- Ocoee-Apopka Road & West Road
    - Dual westbound left-turn lanes
    - Signal timing adjustments
- Lakewood Avenue & Fullers Cross Road
    - Exclusive eastbound right-turn bypass lane

- Exclusive northbound left-turn lane
- Exclusive southbound right-turn bypass lane

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for buildout conditions with improvements are provided in **Table 7 and 9**. Additionally, project driveways were evaluated assuming recommended improvements were in place. Synchro outputs are provided in **Appendix G**. With the recommended improvements all study intersections and project driveways are expected to operate with an acceptable overall LOS and v/c ratios less than 1.00 under buildout weekday PM peak hour and Saturday PM peak hour conditions with the exception of SR 50 and Maguire, which was identified as a background deficiency and the minor street approaches at the intersection of Lakewood Avenue and 17th Avenue. The approaches of 17th Avenue are expected to operate with LOS F but with v/c ratios less than 1.00 during the weekday PM peak hour, which is typical of a stop-controlled approach at a two-way stop-controlled intersection.

The intersection of Lakewood Avenue with 17th Avenue/17th Avenue Extension is recommended to remain a two-way stop-controlled intersection consistent with existing conditions.

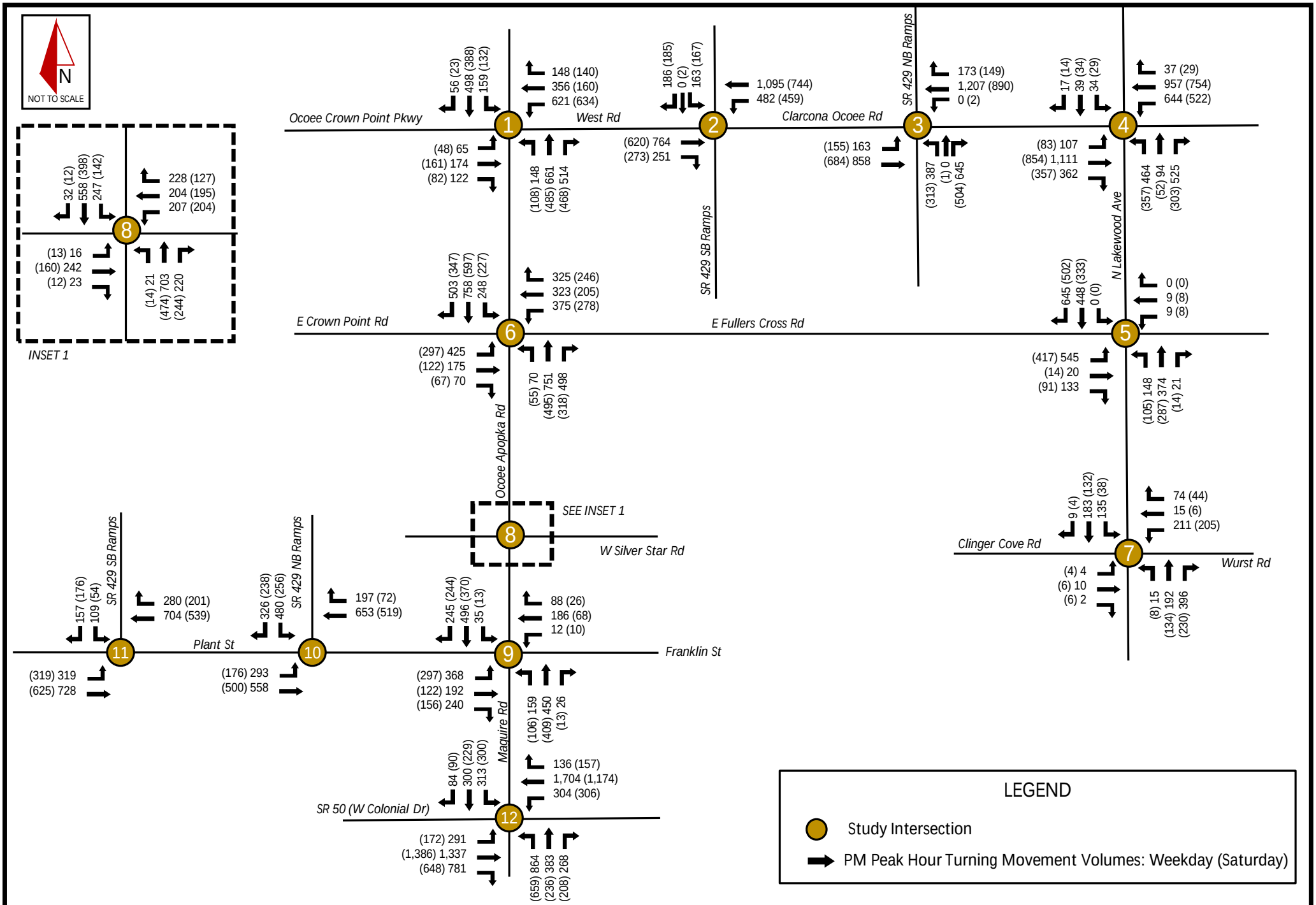

Figure 6a: Buildout (2027) Intersection Volumes

Ocoee Regional Sports Complex
Traffic Impact Analysis
September 2024

Kimley»Horn
© 2024 Kimley-Horn and Associates, Inc.
200 S Orange Ave, Suite 600, Orlando, FL, 32801
Phone: (407)-898-1511

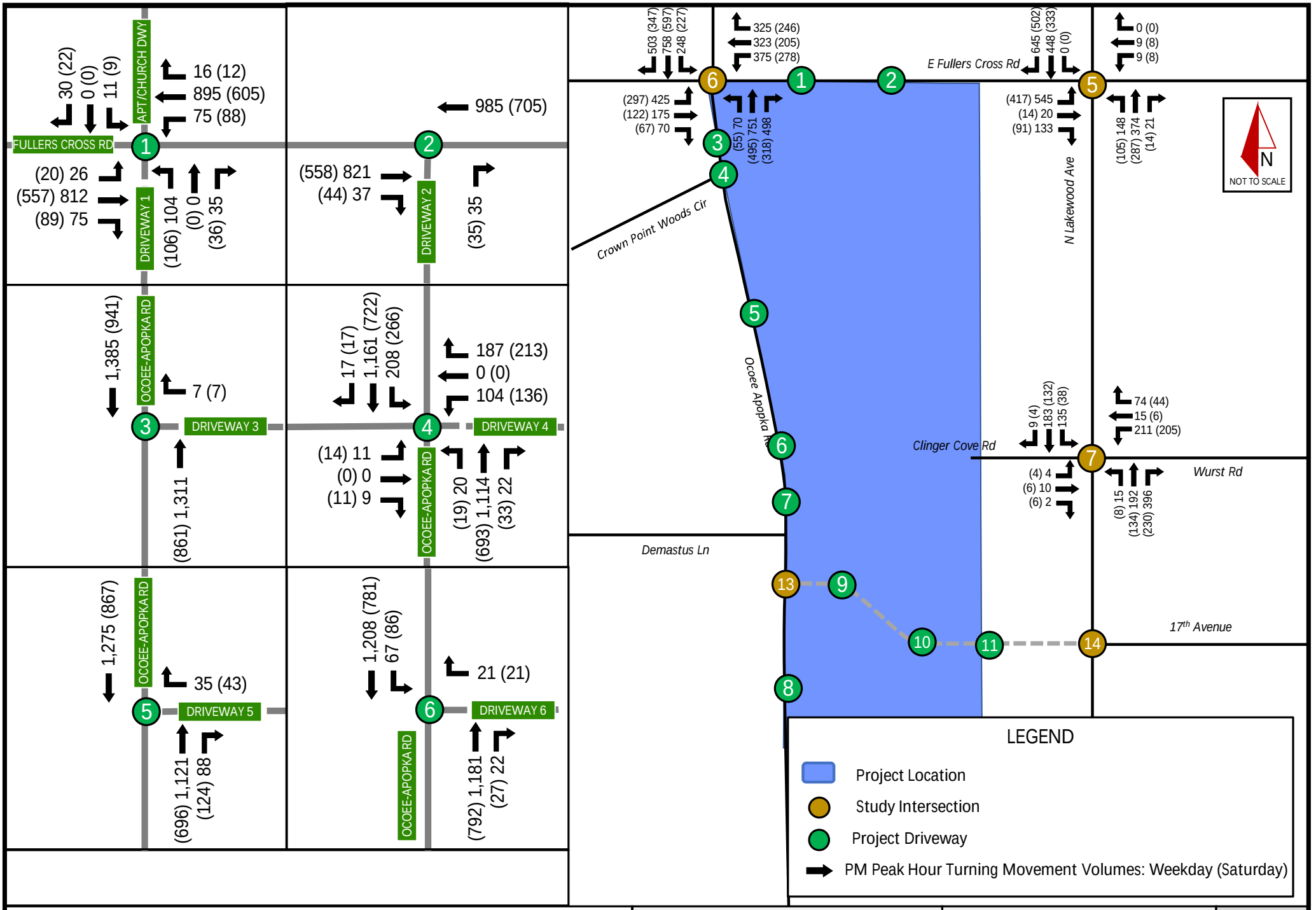

Figure 6b: Buildout (2027) Intersection Volumes (Zoom In)

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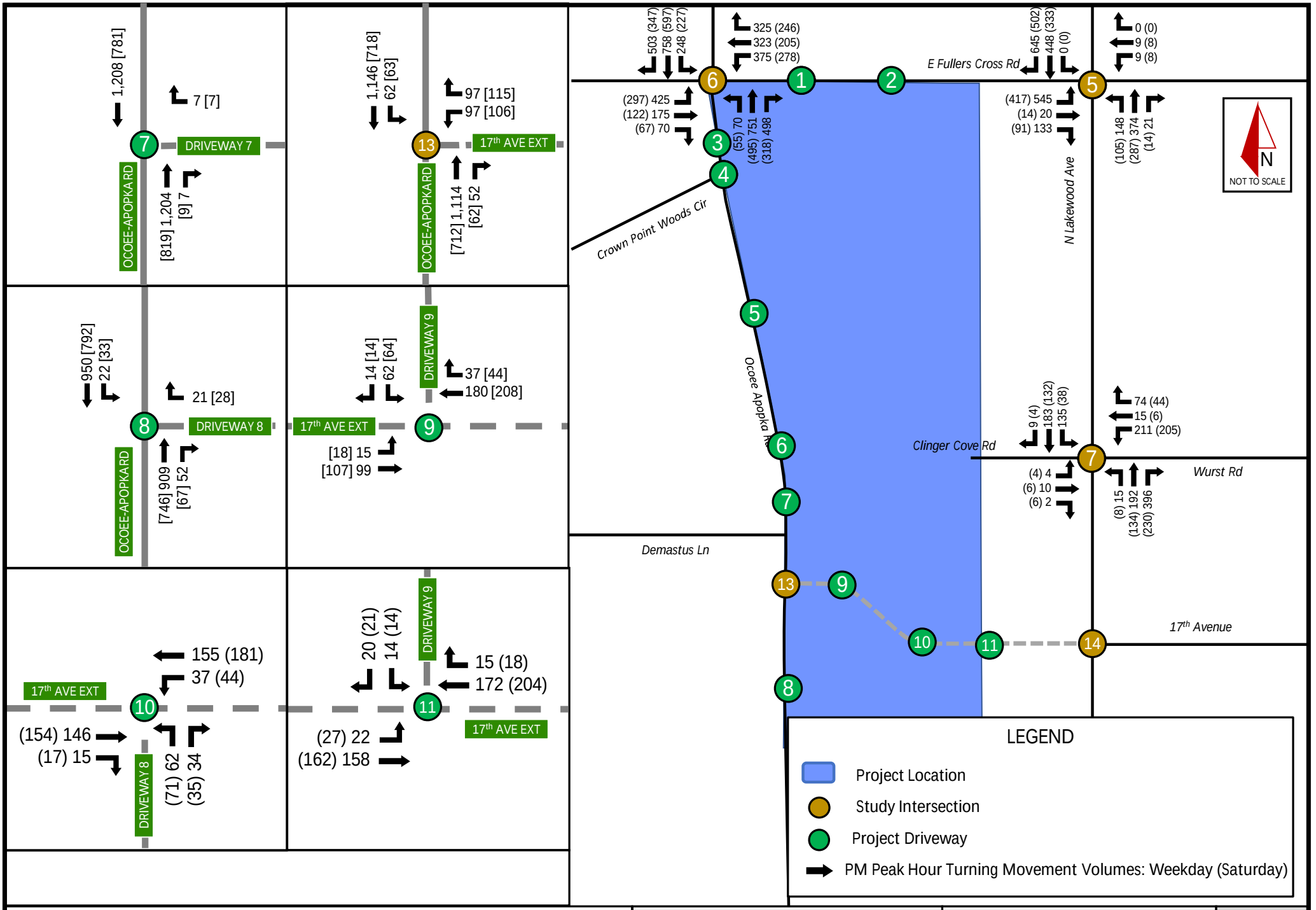

Figure 6c: Buildout (2027) Intersection Volumes (Zoom In)

Ocoee Regional Sports Complex
Traffic Impact Analysis
September 2024

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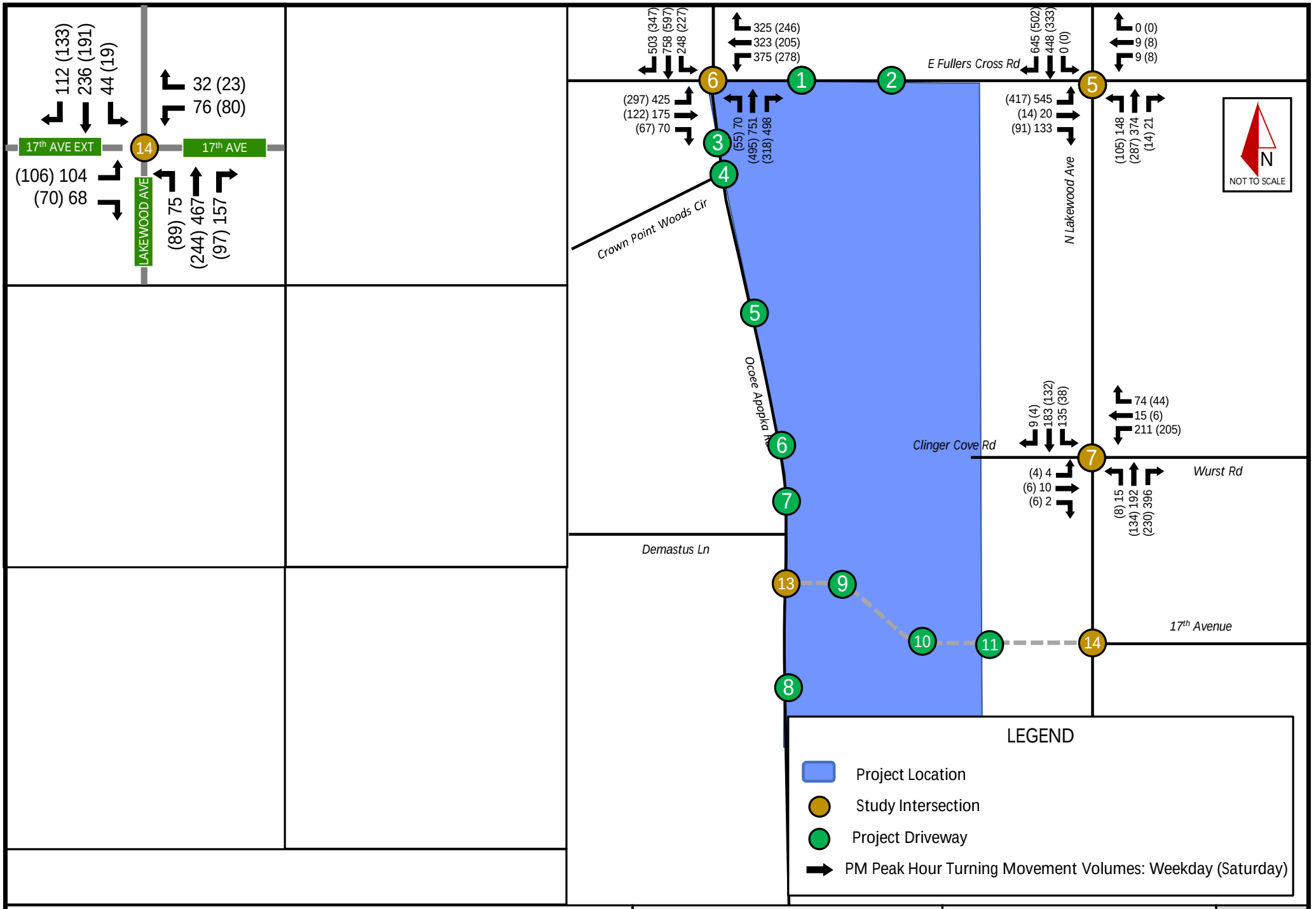

Figure 6d: Buildout (2027) Intersection Volumes (Zoom In)

Ocoee Regional Sports Complex
Traffic Impact Analysis
September 2024

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Table 7: Buildout (2027) Intersection Conditions (Weekday PM Peak Hour)

	Intersection	Control Type	Approach	Weekday PM Peak Hour			Recommended Improvements	Weekday PM Peak Hour w/ Improvements		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)		Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	D	0.26 (EBR)	175 (EBR)	Dual westbound left-turn lanes, signal timing adjustments	E	0.84 (EBR)	225 (EBR)
			WB	F	1.27 (WBL)	1,075 (WBL)		E	0.78 (WBT)	475 (WBL)
			NB	E	0.99 (NBT)	1,050 (NBT)		D	0.94 (NBT)	950 (NBT)
			SB	E	0.88 (SBL)	750 (SBT/R)		D	0.88 (SBL)	725 (SBT/R)
			Overall	F (82.8 s)	1.27 (WBL)	1,075 (WBL)		C (58.8 s)	0.94 (NBT)	950 (NBT)
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.48 (EBT/R)	25 (EBT/R)				
			WB	A	0.79 (WBL)	175 (WBL)				
			SB	F	0.91 (SBR)	375 (SBR)				
			Overall	B (13.1 s)	0.91 (SBR)	375 (SBR)				
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.60 (EBL)	100 (EBL)				
			WB	C	0.62 (WBT)	525 (WBT)				
			NB	F	0.94 (NBL)	675 (NBL)				
			Overall	C (34.4 s)	0.94 (NBL)	675 (NBL)				
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	B	0.82 (EBT)	250 (EBT)				
			WB	D	0.91 (WBL)	475 (WBL)				
			NB	E	0.94 (NBL)	725 (NBR)				
			SB	E	0.26 (SBT)	100 (SBT)				
			Overall	D (44.2 s)	0.94 (NBL)	725 (NBR)				
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	F	1.18 (EBL/T/R)	700 (EBL/T/R)	Yield-controlled exclusive right-turn bypass lane added to eastbound approach. Exclusive northbound left-turn lane.	D	0.88 (EBL/T)	275 (EBL/T)
			WB	B	0.09 (WBL/T/R)	0 (WBL/T/R)		C	0.09 (WBL/T/R)	0 (WBL/T/R)
			NB	F	1.12 (NBL/T/R)	525 (NBL/T/R)		C	0.74 (NBT/R)	175 (NBT/R)
			SB	B	0.77 (SBR)	200 (SBL/T/R)		B	0.77 (SBR)	200 (SBR)
			Overall	F (64.0 s)	1.18 (EBL/T/R)	700 (EBL/T/R)		C (18.9 s)	0.88 (EBL/T)	275 (EBL/T)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	E	0.91 (EBL)	400 (EBL)				
			WB	F	0.98 (WBR)	600 (WBR)				
			NB	D	0.91 (NBR)	700 (NBR)				
			SB	E	0.92 (SBT/R)	925 (SBT/R)				
			Overall	E (61.6 s)	0.98 (WBR)	925 (SBT/R)				
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	B	0.04 (EBL/T/R)	25 (EBL/T/R)				
			WB	C	0.61 (WBL/T/R)	100 (WBL/T/R)				
			NB	F	0.99 (NBL/T/R)	400 (NBL/T/R)				
			SB	C	0.62 (SBL/T/R)	125 (SBL/T/R)				
			Overall	E (37.5 s)	0.99 (NBL/T/R)	400 (NBL/T/R)				
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	D	0.53 (EBT/R)	300 (EBT/R)				
			WB	F	0.94 (WBT/R)	625 (WBT/R)				
			NB	D	0.77 (NBT)	700 (NBT)				
			SB	C	0.84 (SBL)	375 (SBT/R)				
			Overall	D (43.1 s)	0.94 (WBT/R)	700 (NBT)				
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	D	0.83 (EBL)	500 (EBT/R)				
			WB	D	0.52 (WBT/R)	325 (WBT/R)				
			NB	D	0.80 (NBL)	550 (NBT/R)				
			SB	E	0.96 (SBT)	675 (SBT)				
			Overall	D (48.7 s)	0.96 (SBT)	675 (SBT)				
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.71 (EBL)	200 (EBL)				
			WB	B	0.83 (WBT)	225 (WBT)				
			SB	E	0.95 (SBL)	675 (SBL)				
			Overall	C (26.3 s)	0.95 (SBL)	675 (SBL)				
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.60 (EBL)	275 (EBT)				
			WB	A	0.62 (WBT)	25 (WBT)				
			SB	E	0.84 (SBR)	425 (SBR)				
			Overall	B (12.0 s)	0.84 (SBR)	425 (SBR)				
12	SR 50 & Maguire Rd	Signalized	EB	E	1.20 (EBL)	650 (EBT)				
			WB	E	0.96 (WBT/R)	1,075 (WBT/R)				
			NB	E	0.97 (NBL)	525 (NBL)				
			SB	F	0.89 (SBL)	350 (SBL)				
			Overall	E (72.5 s)	1.20 (EBL)	1,075 (WBT/R)				
13	Ocoee-Apopka Road & 17th Avenue Extension	Stop-Controlled (TWSC)	WB	F	0.91 (WBL/R)	200 (WBL/R)				
			SB(L)	E	0.12 (SBL)	25 (SBL)				
			Overall	-	0.91 (WBL/R)	200 (WBL/R)				
14	Lakewood Avenue & 17th Avenue	Stop-Controlled (TWSC)	EB	F	0.92 (EBL/T/R)	200 (EBL/T/R)				
			WB	F	0.71 (WBL/T/R)	125 (WBL/T/R)				
			NB(L)	A	0.07 (NBL)	25 (NBL)				
			SB(L)	A	0.05 (SBL)	25 (SBL)				
			Overall	-	0.92 (EBL/T/R)	200 (EBL/T/R)				

Table 8: Buildout (2027) Intersection Conditions (Weekday PM Peak Hour) - 2

Intersection		Control Type	Approach	Weekday PM Peak Hour		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
15	Fullers Cross Road & Driveway 1	Signalized	EB	A	0.58 (EBT)	25 (EBT)
			WB	A	0.65 (WBT/R)	450 (WBT/R)
			NB	F	0.78 (NBL/T/R)	175 (NBL/T/R)
			SB	F	0.71 (SBR)	75 (SBR)
			Overall	B (13.0 s)	0.78 (NBL/T/R)	450 (WBT/R)
16	Fullers Cross Road & Driveway 2	Stop-Controlled (TWSC)	NB(R)	B	0.09 (NBR)	25 (NBR)
			Overall	-	0.09 (NBR)	25 (NBR)
17	Ocoee-Apopka Road & Driveway 3	Stop-Controlled (TWSC)	WB(R)	B	0.01 (WBR)	0 (WBT/R)
			Overall	-	0.01 (WBR)	(WBT/R)
18	Ocoee-Apopka Road & Driveway 4	Signalized	EB	E	0.27 (EBL/T/R)	50 (EBL/T/R)
			WB	E	0.86 (WBT/R)	200 (WBT/R)
			NB	B	0.47 (NBT)	350 (NBT)
			SB	A	0.56 (SBL)	100 (SBL)
			Overall	B (13.5 s)	0.86 (WBT/R)	350 (NBT)
19	Ocoee-Apopka Road & Driveway 5	Stop-Controlled (TWSC)	WB(R)	B	0.08 (WBR)	25 (WBR)
			Overall	-	0.08 (WBR)	25 (WBR)
20	Ocoee-Apopka Road & Driveway 6	Stop-Controlled (TWSC)	WB(R)	B	0.05 (WBR)	25 (WBR)
			SB(L)	B	0.13 (SBL)	25 (SBL)
			Overall	-	0.13 (SBL)	25 (SBL)
21	Ocoee-Apopka Road & Driveway 7	Stop-Controlled (TWSC)	WB(R)	B	0.02 (WBR)	25 (WBR)
			Overall	-	0.02 (WBR)	25 (WBR)
22	Ocoee-Apopka Road & Driveway 8	Stop-Controlled (TWSC)	WB(R)	C	0.07 (WBR)	25 (WBR)
			SBL	B	0.03 (SBL)	25 (SBL)
			Overall	-	0.07 (WBR)	25 (WBR)
23	17th Avenue Extension & Driveway 9	Stop-Controlled (TWSC)	EB(L)	A	0.01 (EBL/T)	0 (EBL/T)
			SB	B	0.13 (SBL/R)	25 (SBL/R)
			Overall	-	0.13 (SBL/R)	25 (SBL/R)
24	17th Avenue Extension & Driveway 10	Stop-Controlled (TWSC)	WB(L)	A	0.03 (WBL/T)	25 (WBL/T)
			NB	B	0.16 (NBL/R)	25 (NBL/R)
			Overall	-	0.16 (NBL/R)	25 (NBL/R)
25	17th Avenue Extension & Driveway 11	Stop-Controlled (TWSC)	EB(L)	A	0.02 (EBL/T)	25 (EBL/T)
			SB	A	0.05 (SBL/R)	25 (SBL/R)
			Overall	-	0.05 (SBL/R)	25 (SBL/R)

Table 9: Buildout (2027) Intersection Conditions (Saturday PM Peak Hour)

Intersection		Control Type	Approach	Saturday PM Peak Hour			Recommended Improvements	Saturday PM Peak Hour w/ Improvements		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)		Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
1	Ocoee Apopka Rd & Ocoee Crown Point Rd	Signalized	EB	D	0.24 (EBR)	125 (EBR)	Dual westbound left-turn lanes, signal timing adjustments	D	0.24 (EBR)	125 (EBR)
			WB	E	1.05 (WBL)	600 (WBL)		D	0.97 (WBL)	425 (WBL)
			NB	E	0.95 (NBR)	625 (NBT)		E	0.95 (NBR)	625 (NBT)
			SB	D	0.75 (SBT/R)	475 (SBT/R)		D	0.75 (SBT/R)	475 (SBT/R)
			Overall	D (57.2 s)	1.05 (WBL)	625 (NBT)		D (54.3 s)	0.97 (WBL)	625 (NBT)
2	Clarcona Ocoee Rd & SR 429 SB Ramps	Signalized	EB	A	0.45 (EBT/R)	25 (EBT/R)				
			WB	A	0.70 (WBL)	150 (WBL)				
			SB	E	0.87 (SBR)	300 (SBR)				
			Overall	B (12.0 s)	0.87 (SBR)	300 (SBR)				
3	Clarcona Ocoee Rd & SR 429 NB Ramps	Signalized	EB	A	0.42 (EBL)	75 (EBL)				
			WB	B	0.47 (WBT)	325 (WBT)				
			NB	E	0.90 (NBL)	475 (NBL)				
			Overall	C (26.2 s)	0.90 (NBL)	475 (NBL)				
4	Clarcona Ocoee Rd & Lakewood Avenue	Signalized	EB	D	0.71 (EBT)	575 (EBT)				
			WB	D	0.89 (WBL)	375 (WBL)				
			NB	E	0.80 (NBL)	350 (NBR)				
			SB	E	0.19 (SBT)	75 (SBT)				
			Overall	D (47.5 s)	0.89 (WBL)	575 (EBT)				
5	Lakewood Avenue & Fullers Cross Road	Roundabout	EB	F	0.99 (EBL/T/R)	375 (EBL/T/R)	Yield-controlled exclusive right-turn bypass lane added to eastbound approach. Exclusive northbound left-turn lane.	C	0.76 (EBL/T)	175 (EBL/T)
			WB	A	0.05 (WBL/T/R)	0 (WBL/T/R)		A	0.05 (WBL/T/R)	0 (WBL/T/R)
			NB	C	0.72 (NBL/T/R)	150 (NBL/T/R)		B	0.50 (NBT/R)	75 (NBT/R)
			SB	A	0.50 (SBR)	75 (SBL/T/R)		A	0.50 (SBR)	75 (SBR)
			Overall	D (26.4 s)	0.99 (EBL/T/R)	375 (EBL/T/R)		B (12.9 s)	0.76 (EBL/T)	175 (EBL/T)
6	Ocoee Apopka Rd & Fullers Cross Rd	Signalized	EB	D	0.56 (EBL)	200 (EBL)				
			WB	E	0.84 (WBR)	325 (WBR)				
			NB	A	0.42 (NBR)	75 (NBR)				
			SB	C	0.55 (SBT/R)	400 (SBT/R)				
			Overall	C (30.5 s)	0.84 (WBR)	400 (SBT/R)				
7	Lakewood Ave & Wurst Rd/ Clinger Cove Rd	Stop-Controlled (AWSC)	EB	A	0.03 (EBL/T/R)	25 (EBL/T/R)				
			WB	B	0.42 (WBL/T/R)	75 (WBL/T/R)				
			NB	B	0.53 (NBL/T/R)	100 (NBL/T/R)				
			SB	B	0.28 (SBL/T/R)	50 (SBL/T/R)				
			Overall	B (12.2 s)	0.53 (NBL/T/R)	100 (NBL/T/R)				
8	Ocoee Apopka Rd & Silver Star Rd	Signalized	EB	C	0.35 (EBT/R)	175 (EBT/R)				
			WB	D	0.69 (WBT/R)	350 (WBT/R)				
			NB	A	0.54 (NBT)	25 (NBT)				
			SB	B	0.38 (SBT/R)	225 (SBT/R)				
			Overall	B (17.9 s)	0.69 (WBT/R)	350 (WBT/R)				
9	Ocoee Apopka Rd & Franklin St	Signalized	EB	C	0.45 (EBL)	300 (EBT/R)				
			WB	C	0.14 (WBT/R)	100 (WBT/R)				
			NB	D	0.84 (NBT/R)	450 (NBT/R)				
			SB	C	0.90 (SBT)	325 (SBT)				
			Overall	C (32.7 s)	0.90 (SBT)	450 (NBT/R)				
10	Plant St/ W Franklin St & SR 429 NB Ramps	Signalized	EB	A	0.41 (EBT)	75 (EBL)				
			WB	A	0.52 (WBT)	25 (WBT)				
			SB	E	0.87 (SBL)	325 (SBL)				
			Overall	B (16.5 s)	0.87 (SBL)	325 (SBL)				
11	Plant St/ W Franklin St & SR 429 SB Ramps	Signalized	EB	A	0.60 (EBL)	225 (EBT)				
			WB	A	0.52 (WBT)	175 (WBT)				
			SB	E	0.85 (SBR)	400 (SBR)				
			Overall	B (13.0 s)	0.85 (SBR)	400 (SBR)				
12	SR 50 & Maguire Rd	Signalized	EB	C	0.80 (EBL)	525 (EBT)				
			WB	D	0.88 (WBL)	475 (WBT/R)				
			NB	E	0.93 (NBL)	525 (NBL)				
			SB	F	0.90 (SBL)	300 (SBL)				
			Overall	D (49.0 s)	0.93 (NBL)	525 (NBL)				
13	Ocoee-Apopka Road & 17th Avenue Extension	Stop-Controlled (TWSC)	WB	D	0.58 (WBL/R)	100 (WBL/R)				
			SB(L)	A	0.08 (SBL)	25 (SBL)				
			Overall	-	0.58 (WBL/R)	100 (WBL/R)				
14	Lakewood Avenue & 17th Avenue	Stop-Controlled (TWSC)	EB	D	0.56 (EBL/T/R)	100 (EBL/T/R)				
			WB	D	0.42 (WBL/T/R)	50 (WBL/T/R)				
			NB(L)	A	0.08 (NBL)	25 (NBL)				
			SB(L)	A	0.02 (SBL)	25 (SBL)				
			Overall	-	0.56 (EBL/T/R)	100 (EBL/T/R)				

Table 10: Buildout (2027) Intersection Conditions (Saturday PM Peak Hour) - 2

Intersection		Control Type	Approach	Saturday PM Peak Hour		
				Level of Service (*overall delay*)	Max Movement V/C Ratio	Max 95th Percentile Queue (ft)
15	Fullers Cross Road & Driveway 1	Signalized	EB	A	0.55 (EBT)	200 (EBT)
			WB	A	0.58 (WBT/R)	425 (WBT/R)
			NB	F	0.32 (NBL/T/R)	125 (NBL/T/R)
			SB	F	0.10 (SBR)	50 (SBR)
			Overall	B (19.0 s)	0.58 (WBT/R)	425 (WBT/R)
16	Fullers Cross Road & Driveway 2	Stop-Controlled (TWSC)	NB(R)	B	0.01 (NBR)	0 (NBR)
			Overall	-	0.01 (NBR)	(NBR)
17	Ocoee-Apopka Road & Driveway 3	Stop-Controlled (TWSC)	WB(R)	A	0.01 (WBR)	0 (WBT/R)
			Overall	-	0.01 (WBR)	(WBT/R)
18	Ocoee-Apopka Road & Driveway 4	Signalized	EB	D	0.26 (EBL/T/R)	50 (EBL/T/R)
			WB	E	0.61 (WBT/R)	300 (WBT/R)
			NB	B	0.32 (NBT)	200 (NBT)
			SB	A	0.47 (SBL)	100 (SBL)
			Overall	B (15.0 s)	0.61 (WBT/R)	300 (WBT/R)
19	Ocoee-Apopka Road & Driveway 5	Stop-Controlled (TWSC)	WB(R)	B	0.07 (WBR)	25 (WBR)
			Overall	-	0.07 (WBR)	25 (WBR)
20	Ocoee-Apopka Road & Driveway 6	Stop-Controlled (TWSC)	WB(R)	B	0.04 (WBR)	25 (WBR)
			SB(L)	B	0.12 (SBL)	25 (SBL)
			Overall	-	0.12 (SBL)	25 (SBL)
21	Ocoee-Apopka Road & Driveway 7	Stop-Controlled (TWSC)	WB(R)	B	0.01 (WBR)	0 (WBR)
			Overall	-	0.01 (WBR)	(WBR)
22	Ocoee-Apopka Road & Driveway 8	Stop-Controlled (TWSC)	WB(R)	B	0.07 (WBR)	25 (WBR)
			SBL	A	0.04 (SBL)	25 (SBL)
			Overall	-	0.07 (WBR)	25 (WBR)
23	17th Avenue Extension & Driveway 9	Stop-Controlled (TWSC)	EB(L)	A	0.02 (EBL/T)	0 (EBL/T)
			SB	B	0.14 (SBL/R)	25 (SBL/R)
			Overall	-	0.14 (SBL/R)	25 (SBL/R)
24	17th Avenue Extension & Driveway 10	Stop-Controlled (TWSC)	WB(L)	A	0.03 (WBL/T)	25 (WBL/T)
			NB	B	0.19 (NBL/R)	25 (NBL/R)
			Overall	-	0.19 (NBL/R)	25 (NBL/R)
25	17th Avenue Extension & Driveway 11	Stop-Controlled (TWSC)	EB(L)	A	0.02 (EBL/T)	25 (EBL/T)
			SB	A	0.06 (SBL/R)	25 (SBL/R)
			Overall	-	0.06 (SBL/R)	25 (SBL/R)

5.3 BUILDOUT TURN LANE ANALYSIS

A turn lane analysis was conducted at the proposed project driveway to assess the need for exclusive ingress left-turn and right-turn lanes utilizing procedures outlined in the National Highway Cooperative Research Program (NCHRP) Report 457. The turn lane analysis was performed assuming the widening of Ocoee Apopka Road would be in place. **Table 11** summarizes the turn lane analysis. NCHRP Worksheets are provided in **Appendix I.**

Table 11: Turn Lane Analysis Summary

Driveway	Turn Lane	Weekday PM Peak Hour		Saturday PM Peak Hour	
		Warrant Met?	95th percentile queue	Warrant Met?	95th percentile queue
Fullers Cross Rd & Driveway 2	Eastbound Right-Turn	**Yes**	N/A	No	N/A
Ocoee-Apopka Rd & Driveway 5	Northbound Right-Turn	**Yes**	N/A	**Yes**	N/A
Ocoee-Apopka Rd & Driveway 6	Southbound Left-Turn	**Yes**	< 1 veh	**Yes**	< 1 veh
	Northbound Right-Turn	**Yes**	N/A	No	N/A
Ocoee-Apopka Rd & Driveway 7	Northbound Right-Turn	No	N/A	No	N/A
Ocoee-Apopka Rd & Driveway 8	Southbound Left-Turn	**Yes**	< 1 veh	**Yes**	< 1 veh
	Northbound Right-Turn	**Yes**	N/A	**Yes**	N/A
17th Ave Extension & Driveway 9	Westbound Right-Turn	No	N/A	No	N/A
	Eastbound Left-Turn	No	N/A	No	N/A
17th Ave Extension & Driveway 10	Westbound Left-Turn	No	N/A	No	N/A
	Eastbound Right-Turn	No	N/A	No	N/A
17th Ave Extension & Driveway 11	Eastbound Left-Turn	No	N/A	No	N/A
	Westbound Right-Turn	No	N/A	No	N/A
17th Ave Extension Ocoee-Apopka Road	Northbound Right-Turn	**Yes**	N/A	**Yes**	N/A
	Soutbound Left-Turn	**Yes**	< 1 veh	**Yes**	< 1 veh
17th Ave Extension & Lakewood Avenue	Northbound Left-Turn	**Yes**	< 1 veh	**Yes**	< 1 veh
	Southbound Right-Turn	No	N/A	No	N/A

DRIVEWAY 2

Based on the anticipated weekday PM peak hour volumes making an eastbound right-turn movement at Driveway 2, an ingress right-turn lane is warranted. The recommended deceleration length for a roadway with a design speed of 40 miles per hour (posted speed is 35 mph) is 155 feet, per the FDOT Design Manual.

DRIVEWAY 5

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a northbound right-turn movement at Driveway 4, an ingress right-turn lane is warranted. The recommended deceleration length for a roadway with a design speed of 50 miles per hour (posted speed is 45 mph) is 290 feet, per the FDOT Design Manual.

DRIVEWAY 6

Based on the anticipated buildout weekday PM peak hour volumes making a northbound right-turn movement at Driveway 5, an ingress right-turn lane is warranted. The recommended deceleration length for a roadway with a design speed of 50 miles per hour (posted speed is 45 mph) is 290 feet, per the FDOT Design Manual.

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a southbound left-turn movement at Driveway 5, an ingress left-turn is warranted. The recommended turn lane length for the southbound left-turn lane at Driveway 5 is 340 feet to accommodate for deceleration from the 50 mph design speed and two queued vehicles (50 feet).

DRIVEWAY 8

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a northbound right-turn movement at Driveway 6, an ingress right-turn lane is warranted. The recommended deceleration length for a roadway with a design speed of 50 miles per hour (posted speed is 45 mph) is 290 feet, per the FDOT Design Manual.

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a southbound left-turn movement at Driveway 6, an ingress left-turn is warranted. The recommended turn lane length for the southbound left-turn lane at Driveway 5 is 340 feet to accommodate for deceleration from the 50 mph design speed and two queued vehicles (50 feet).

OCOEE-APOPKA ROAD AND 17TH AVENUE EXTENSION

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a northbound right-turn at the intersection of Ocoee-Apopka Road and the 17th Avenue Extension, a right-turn lane is warranted. The recommended deceleration length for a roadway with a design speed of 50 miles per hour (posted speed is 45 mph) is 290 feet, per the FDOT Design Manual.

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a southbound left-turn at the intersection of Ocoee-Apopka Road and the 17th Avenue Extension, a left-turn lane is warranted. The recommended turn lane length for the southbound left-turn lane at Driveway 5 is 340 feet to accommodate for deceleration from the 50 mph design speed and two queued vehicles (50 feet).

LAKEWOOD AVENUE AND 17TH AVENUE EXTENSION

Based on the anticipated buildout weekday PM peak hour and Saturday PM peak hour volumes making a northbound left-turn movement at the intersection of Lakewood Avenue and 17th Avenue, a left-turn lane is warranted. The recommended turn lane length for the northbound left-turn lane at is 195 feet to accommodate for deceleration from the assumed design speed of 35 mph and two queued vehicles (50 feet).

6.0 ROADWAY SEGMENT ANALYSIS

A daily roadway segment analysis was performed for existing, future background, and future buildout conditions. Roadway data was obtained from the City of Ocoee's Concurrency Management System (updated 10/18/2023). The City of Ocoee's Management System is included in **Appendix J.**

Background growth was developed by forecasting Year 2023 daily volumes using a two percent (2%) annual growth rate and adding vested trips as reported in the City of Ocoee's CMS. Buildout volumes were developed by adding anticipated project trips to background volumes. **Tables 12 and 13** provide the existing and future roadway segment analyses, respectively.

The following roadway segments are expected to exceed their adopted LOS with the addition of project traffic:

- Maguire Road, from Story Road to Kissimmee Avenue
- Ocoee-Apopka Road, from W Silver Star Road to Fullers Cross Road
- Ocoee-Apopka Road, from Fullers Cross Road to West Road

The following improvements are recommended to accommodate project traffic:

- Widen Maguire Road from two lanes to four lanes, from Story Road to Kissimmee Avenue
- Widen Ocoee-Apopka Road two lanes to four lanes, from W Silver Star Road to West Road

Maguire Road Phase 5 improvements include the widening on Maguire Road from SR 50 to Story Road. Ocoee-Apopka Road can be widened from two lanes to four lanes adjacent to the project frontage; however, Orange County will need to acquire additional right-of-way to complete the rest of the recommended improvement.

Table 12: Existing Roadway Segment Analysis (Weekday Daily Conditions)

Roadway Segment		Roadway Attributes[1]				Existing (2023) Conditions - Daily				
From	To	Adopted LOS	Number of Lanes	Context Classification	Daily MSV	Volumes [1]	Vested Trips[1]	Daily + Vested	V/C Ratio	LOS
E Crown Point Road										
SR 438 (Silver Star Rd)	*Palm Dr*	E	2	C3C	19,530	8,532	538	9,070	0.46	C
Palm Dr	*Fullers Cross Rd*	E	2	C3R	20,160	8,262	916	9,178	0.46	C
Fullers Cross Rd	*Ocoee Apopka Rd*	E	2	C3R	20,160	10,544	1,010	11,554	0.57	C
Fullers Cross Road										
Ocoee Apopka Rd	*Lakewood Ave*	E	2	C3R	20,160	3,867	2,548	6,415	0.32	C
Lakewood Avenue										
Rewis St	*Wurst Rd*	C	2	C3R	17,640	7,481	1,378	8,859	0.50	C
Wurst Rd	*Fullers Cross Rd*	E	2	C3R	20,160	7,481	2,052	9,533	0.47	C
Fullers Cross Rd	*Clarcona Ocoee Rd*	E	2	C3R	20,160	5,712	4,441	10,153	0.50	C
Maguire Road										
SR 50 (W Colonial Dr)	*Marshall Farms Rd*	D	2	C3C	19,530	13,905	1,111	15,016	0.77	D
Marshall Farms Rd	*Story Rd*	D	2	C3C	19,530	13,770	552	14,322	0.73	D
Story Rd	*Kissimmee Ave*	D	2	C3C	19,530	15,626	1,342	16,968	0.87	D
Kissimmee Ave	*SR 438 (W Franklin St)*	D	2	C3C	19,530	13,974	1,710	15,684	0.80	D
CR 437 (Ocoee Apopka Road)										
SR 438 (W Franklin St)	*SR 438 (W Silver Star Rd)*	E	2	C3C	21,700	13,260	3,769	17,029	0.78	D
SR 438 (W Silver Star Rd)	*Fullers Cross Rd*	E	2	C3C	19,530	11,126	5,626	16,752	0.86	D
Fullers Cross Rd	*West Rd*	E	2	C3C	19,530	14,688	1,788	16,476	0.84	D
West Rd	*McCormick Rd*	E	2	C3C	19,530	14,835	1,314	16,149	0.83	D
SR 438 (Plant Street/ Franklin Street)										
E Crown Point Rd	*SR 429*	E	2	C3C	21,700	15,198	2,009	17,207	0.79	D
SR 429	*Ocoee Apopka Rd*	E	2	C3C	21,700	13,668	2,775	16,443	0.76	D
SR 438 (Silver Star Road)										
Ocoee Apopka Rd	*Bluford Ave*	E	2	C3C	21,700	15,198	1,410	16,608	0.77	D
Bluford Ave	*Ocoee-Hills Rd*	E	2	C3R	22,400	11,934	1,096	13,030	0.58	C
Ocoee-Hills Rd	*Clarke Rd*	E	2	C3R	22,400	15,410	1,308	16,718	0.75	C
West Road										
Ocoee Apopka Rd	*SR 429*	E	4	C3C	32,940	19,588	1,530	21,118	0.64	C

Notes:

1. Data obtained from the City of Ocoee's Concurrency Management Spreadsheet (updated 10/18/2023).

Table 13: Future Roadway Segment Analysis (Weekday Daily Conditions)

Roadway Segment		Roadway Attributes[1]				Existing (2023) Volumes[1]	Applied Growth Rate	Vested Trips[1]	Background (2027) Conditions - Daily			2027 Background Volumes	Weekday Daily Project Traffic		Buildout (2027) Conditions - Daily		
From	To	Adopted LOS	Number of Lanes	Context Classification	Daily MSV				2027 Daily + Vested	V/C Ratio	LOS		% Assign	Project Traffic	Volumes	V/C Ratio	LOS
E Crown Point Road																	
SR 438 (Silver Star Rd)	*Palm Dr*	E	2	C3C	19,530	8,532	2%	538	9,773	0.50	C	9,773	5%	898	10,671	0.55	C
Palm Dr	*Fullers Cross Rd*	E	2	C3R	20,160	8,262	2%	916	9,859	0.49	C	9,859	5%	898	10,757	0.53	C
Fullers Cross Rd	*Ocoee Apopka Rd*	E	2	C3R	20,160	10,544	2%	1,010	12,423	0.62	C	12,423	5%	898	13,321	0.66	C
Fullers Cross Road																	
Ocoee Apopka Rd	*Lakewood Ave*	E	2	C3R	20,160	3,867	2%	2,548	6,734	0.33	C	6,734	20%	3,592	10,326	0.51	C
Lakewood Avenue																	
Rewis St	*Wurst Rd*	C	2	C3R	17,640	7,481	2%	1,378	9,476	0.54	C	9,476	10%	1,796	11,272	0.64	C
Wurst Rd	*Fullers Cross Rd*	E	2	C3R	20,160	7,481	2%	2,052	10,150	0.50	C	10,150	10%	1,796	11,946	0.59	C
Fullers Cross Rd	*Clarcona Ocoee Rd*	E	2	C3R	20,160	5,712	2%	4,441	10,624	0.53	C	10,624	30%	5,388	16,012	0.79	C
Maguire Road																	
SR 50 (W Colonial Dr)	*Marshall Farms Rd*	D	2	C3C	19,530	13,905	2%	1,111	16,162	0.83	D	16,162	10%	1,796	17,958	0.92	D
Marshall Farms Rd	*Story Rd*	D	2	C3C	19,530	13,770	2%	552	15,457	0.79	D	15,457	10%	1,796	17,253	0.88	D
Story Rd	*Kissimmee Ave*	D	2	C3C	19,530	15,626	2%	1,342	18,256	0.93	D	18,256	10%	1,796	20,052	1.03	F
Kissimmee Ave	*SR 438 (W Franklin St)*	D	2	C3C	19,530	13,974	2%	1,710	16,836	0.86	D	16,836	10%	1,796	18,632	0.95	D
CR 437 (Ocoee Apopka Road)																	
SR 438 (W Franklin St)	*SR 438 (W Silver Star Rd)*	E	2	C3C	21,700	13,260	2%	3,769	18,122	0.84	D	18,122	5%	898	19,020	0.88	D
SR 438 (W Silver Star Rd)	*Fullers Cross Rd*	E	2	C3C	19,530	11,126	2%	5,626	17,669	0.90	D	17,669	15%	2,694	20,363	1.04	F
Fullers Cross Rd	*West Rd*	E	2	C3C	19,530	14,688	2%	1,788	17,687	0.91	D	17,687	35%	6,286	23,973	1.23	F
West Rd	*McCormick Rd*	E	2	C3C	19,530	14,835	2%	1,314	17,372	0.89	D	17,372	5%	898	18,270	0.94	D
SR 438 (Plant Street/ Franklin Street)																	
E Crown Point Rd	*SR 429*	E	2	C3C	21,700	15,198	2%	2,009	18,460	0.85	D	18,460	5%	898	19,358	0.89	D
SR 429	*Ocoee Apopka Rd*	E	2	C3C	21,700	13,668	2%	2,775	17,570	0.81	D	17,570	5%	898	18,468	0.85	D
SR 438 (Silver Star Road)																	
Ocoee Apopka Rd	*Bluford Ave*	E	2	C3C	21,700	15,198	2%	1,410	17,861	0.82	D	17,861	5%	898	18,759	0.86	D
Bluford Ave	*Ocoee-Hills Rd*	E	2	C3R	22,400	11,934	2%	1,096	14,014	0.63	C	14,014	5%	898	14,912	0.67	C
Ocoee-Hills Rd	*Clarke Rd*	E	2	C3R	22,400	15,410	2%	1,308	17,988	0.80	C	17,988	5%	898	18,886	0.84	C
West Road																	
Ocoee Apopka Rd	*SR 429*	E	4	C3C	32,940	19,588	2%	1,530	22,733	0.69	C	22,733	30%	5,388	28,121	0.85	D

Notes:

1. Data obtained from the City of Ocoee's Concurrency Management Spreadsheet (updated 10/18/2023).

7.0 MULTIMODAL ASSESSMENT

An assessment of impacts and connectivity to existing and future funded transit, bicycle, pedestrian, and trail facilities within the study area was conducted. This assessment includes a narrative of provisions this project will maintain or improve upon relating to sidewalk connections, bicycle facilities, and transit stops near the project site.

Continuous sidewalks and bike lanes are provided along Ocoee Crown Point Pkwy / West Rd north of the proposed project. No sidewalks and bike lanes are currently found along Ocoee Apopka Rd adjacent to the driveways of the project. As shown in the LYNX bus system map provided in **Appendix K**, the area within the proposed development is within Neighborlink Service Area 811.

Sidewalks will be provided along Ocoee Apopka Rd and E Fuller Cross Road with connections to both project driveways and adjacent streets.

8.0 CONCLUSION

This traffic impact analysis was performed to assess the traffic impacts associated with the development of Ocoee Regional Sports Complex, a proposed recreation complex bounded by Ocoee-Apopka Road (CR 437) to the west and E Fullers Cross Road to the north in the city of Ocoee, Florida. The project is proposed to consist of the following:

- 17 baseball fields
- 1,114 cumulative rooms within 3 hotels
- 160,000 square feet of community center
    - 150,000 square feet of indoor sports facilities
    - 100,000 square feet of corporate offices
- 360,000 square feet of retail
    - 20,000 square feet of welcome center
    - 130,000 square feet of retail
    - 130,000 square feet of restaurants
    - 50,000 square feet of entertainment
    - 30,000 square feet of outdoor entertainment

The project site is currently vacant and is anticipated for buildout in Year 2027. As requested by the City, 17th Avenue will be extended to connect with Ocoee-Apopka Road. Access to the development is proposed via four (4) driveways along Ocoee-Apopka Road, two (2) driveways along Fullers Cross Road, and three (3) driveways along the 17th Avenue Extension.

Based on ITE trip generation data and procedures, the proposed development is anticipated to generate the following:

- **Weekday**: 17,960 net new external daily trips, 1,439 net new external PM peak hour trips
- **Saturday**: 16,784 net new external daily trips, 1,590 net new external PM peak hour trips

Operational analyses for existing, background, and buildout conditions were performed at all driveways and intersections within the study area. The operational analyses indicated multiple deficiencies at the study intersections during existing, background, and buildout conditions. Recommended improvements for background and buildout scenarios are listed below.

The following improvements were identified to accommodate background traffic:

- Clarcona Ocoee Road & SR 429 NB Ramps
    - Dual northbound right turn lanes
    - Signal timing adjustments
- Clarcona Ocoee Road & Lakewood Avenue
    - Dual westbound left-turn lanes and an additional south leg receiving lane
    - Northbound right-turn overlap phase
    - Signal timing modification
- Lakewood Avenue & fillers Cross Road
    - Exclusive southbound right-turn lane
- Ocoee-Apopka Road & Fullers Cross Road
    - Dual eastbound left-turn lane and an additional north leg receiving lane
    - Signal timing modification
- Ocoee-Apopka Road/Maguire Road & Franklin Street
    - Exclusive southbound right-turn lane

- SR 50 & Maguire Road
    - Eastbound right-turn overlap phase
    - Dual southbound through lanes
    - Signal timing modifications

With these background improvements in place, the following additional intersection improvements were identified to accommodate buildout traffic:

- Ocoee-Apopka Road & West Road
    - Dual westbound left-turn lanes
    - Signal timing adjustments
- Lakewood Avenue & Fullers Cross Road
    - Exclusive eastbound right-turn bypass lane
    - Exclusive northbound left-turn lane

Results of the roadway segment analysis show that there are not deficiencies anticipated under existing and background (2027) conditions. Under buildout (2027) conditions, the following roadway segments are expected to exceed their adopted LOS with the addition of project traffic:

- Maguire Road, from Story Road to Kissimmee Avenue
- Ocoee-Apopka Road, from W Silver Star Road to Fullers Cross Road
- Ocoee-Apopka Road, from Fullers Cross Road to West Road

Maguire Road Phase 5 improvements include the widening on Maguire Road from SR 50 to Story Road. Ocoee-Apopka Road can be widened from two lanes to four lanes adjacent to the project frontage; however, Orange County will need to acquire additional right-of-way to complete the rest of the recommended improvement.

The need for ingress turn lanes at the project driveways, the intersection of Lakewood Avenue with 17th Avenue, and the intersection of Ocoee-Apopka Road with the 17th Avenue Extension was evaluated using NCHRP Report 457 guidelines. Right turn lanes are recommended at the following driveways and intersections:

- Driveway 2
- Driveway 5
- Driveway 6
- Driveway 8
- Ocoee-Apopka Road and 17th Avenue Extension

Left-turn lanes are recommended at the following driveways and intersections:

- Driveway 6
- Driveway 8
- Ocoee-Apopka Road and 17th Avenue Extension
- Lakewood Avenue and 17th Avenue (northbound left)

The recommended length for the eastbound right turn-lane at Driveway 2 is 155 feet. The recommended length for the northbound right-turn lane at Driveway 5 is 290 feet. The recommended length for the northbound right-turn lane at Driveway 6 is 290 feet. The recommended length for the southbound left-turn lane at Driveway 6 is 340 feet. The recommended length for the northbound right-turn lane at Driveway 8 is 290 feet. The recommended length for the southbound left-turn lane at Driveway 8 is 340 feet. The recommended length for the northbound right-turn lane at Ocoee-Apopka and 17th Avenue Extension is 290 feet. The recommended length for the southbound left turn lane at Ocoee-Apopka Road and 17th

Avenue Extension is 340 feet. The recommended length for the northbound left-turn lane at Lakewood Avenue and 17th Avenue is 195 feet.

APPENDIX A
TIA Methodology

Kimley»Horn

MEMORANDUM

To: Michael Rumer
Development Services Director, City of Ocoee

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: May 8, 2023

Subject: Traffic Impact Analysis (TIA) Methodology
Ocoee Regional Sports Complex

PURPOSE

The following is a Traffic Impact Analysis (TIA) methodology outline for the above-referenced project. The forthcoming TIA will generally conform to the methodology herein and the policies and guidelines of the City of Ocoee.

PROJECT DESCRIPTION

Ocoee Regional Sports Complex is a proposed recreational complex bounded by Ocoee-Apopka Road (CR 437) to the west and E Fullers Cross Road to the north in the City of Ocoee, Florida. The project site is currently vacant. Full buildout of the development program is anticipated in Year 2030 and is proposed to consist of the following:

- 16 baseball fields
- 200 room hotels (3)
- 2 multipurpose fields
- 131,000 square feet of office
- 132,000 square feet of retail
- 2.7-acre park area with playground

Access to the development will be provided via seven (7) driveways along Ocoee-Apopka Road and two (2) driveways along Fullers Cross Road. **Figure 1** shows the location of the proposed development and driveways. The site plan is provided in **Attachment A**.

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TRIP GENERATION

With the exception of the baseball fields, trip generation for the proposed development was estimated using weekday and Saturday data provided in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. Internal capture was determined using the methodology provided in ITE's *Trip Generation Handbook,* 3rd Edition. Pass-by trip rates for the retail component of the development program were obtained from ITE's *Trip Generation Manual*, 11th Edition. All relevant excerpts from ITE publications are provided in **Attachment B**.

The following ITE Land Use Codes (LUC) were used:

- LUC 310: Hotel
- LUC 488: Soccer Complex
- LUC 710: General Office Building
- LUC 821: Shopping Plaza (40-150k, no supermarket)

The baseball fields will typically be used for tournaments, rather than everyday use. Since ITE does not provide data for baseball fields, data was collected at the United States Specialty Sports Association (USSSA) Space Coast Complex in Melbourne, Florida, which is a similar facility consisting of 15 baseball fields. Data was collected at the USSSA Space Coast Complex during typical weekday operations and during a Saturday baseball tournament to develop trip generation rates applicable for weekday and Saturday peak hour project trips. The Saturday trip rate is generally reflective of the highest trip rate for the facility. The trip generation study is included in **Attachment C**.

Tables 1 and 2 summarize the estimated Daily and PM peak hour trip generation under typical weekday and Saturday (during a tournament) conditions. The proposed development program is anticipated to generate the following:

- **Weekday**: 14,491 net new external daily trips, 1,122 net new external PM peak hour trips
- **Saturday**: 16,277 net new external daily trips, 1,497 net new external PM peak hour trips

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Table 1: Trip Generation Summary (Weekday)

	Land Use	Size	Units	Trip Rate	Daily (Weekday) Total	In		Out	
Daily (Weekday)	Baseball Fields (Weekday)[4]	**16**	Fields	169.13	2,706	50%	1,353	50%	1,353
	ITE LUC 310: Hotel [1]	**600**	Rooms	10.13	6,078	50%	3,039	50%	3,039
	ITE LUC 488: Soccer Complex [1]	**2**	Fields	71.33	143	50%	72	50%	71
	ITE LUC 710: General Office Building [1]	**131**	KSF	11.20	1,467	50%	734	50%	733
	ITE LUC 821: Shopping Plaza (40-150k, no supermarket) [1]	**132**	KSF	67.52	8,913	50%	4,457	50%	4,456
	Total Generated Trips				**19,307**	**9,655**		**9,652**	
	Internal Capture[2] =	*7.9%*	*(see attached capture matrices)*		*1,532*	*766*		*766*	
	Net External Trips				**17,775**	**8,889**		**8,886**	
	Pass by Trips[3] =	*40.0%*	*of external retail trips*		*3,284*	1,642		1,642	
	Net New External Trips				**14,491**	**7,247**		**7,244**	
	Land Use	**Size**	**Units**	**Trip Rate**	**PM Peak Hour (Weekday) Total**	**In**		**Out**	
PM Peak Hour (Weekday)	Baseball Fields (Weekday)[4]	**16**	Fields	12.33	197	77%	152	23%	45
	ITE LUC 310: Hotel [1]	**600**	Rooms	0.69	414	51%	211	49%	203
	ITE LUC 488: Soccer Complex [1]	**2**	Fields	16.43	33	66%	22	34%	11
	ITE LUC 710: General Office Building [1]	**131**	KSF	1.59	208	17%	35	83%	173
	ITE LUC 821: Shopping Plaza (40-150k, no supermarket) [1]	**132**	KSF	5.19	685	50%	343	50%	342
	Total Generated Trips				**1,537**	**763**		**774**	
	Internal Capture[2] =	*11.2%*	*(see attached capture matrices)*		172	86		86	
	Net External Trips				**1,365**	**677**		**688**	
	Pass by Trips[3] =	*40.0%*	*of external retail trips*		*243*	*122*		*121*	
	Net New External Trips				**1,122**	**555**		**567**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition*

[2] Internal Capture based on ITE Trip Generation Handbook, 3rd Edition, Internal Capture Reduction Calculation Spreadsheet

[3] Pass-by trip rate per ITE Trip Generation Manual, 11th Edition

[4] Trip rate obtained from trip generation study performed for USSSA Space Coast Complex

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Table 2: Trip Generation Summary (Saturday)

	Land Use	Size	Units	Trip Rate	Daily (Saturday)				
					Total	In		Out	
Daily (Saturday)	Baseball Fields (Tournament)[4]	**16**	Fields	263.20	4,211	*50%*	2,106	*50%*	2,105
	ITE LUC 310: Hotel [1]	**600**	Rooms	9.15	5,488	*50%*	2,744	*50%*	2,744
	ITE LUC 488: Soccer Complex [1]	**2**	Fields	404.88	810	*50%*	405	*50%*	405
	ITE LUC 710: General Office Building [1]	**131**	KSF	2.21	290	*50%*	145	*50%*	145
	ITE LUC 821: Shopping Plaza (40-150k, no supermarket) [1]	**132**	KSF	81.07	10,701	*50%*	5,351	*50%*	5,350
	Total Generated Trips				**21,500**	**10,751**		**10,749**	
	Internal Capture[2] =	*5.5%*	*(see attached capture matrices)*		*1,178*	*589*		*589*	
	Net External Trips				**20,322**	**10,162**		**10,160**	
	Pass by Trips[3] =	*40.0%*	*of external retail trips*		*4,045*	2,023		2,022	
	Net New External Trips				**16,277**	**8,139**		**8,138**	
	Land Use	**Size**	**Units**	**Trip Rate**	**PM Peak Hour (Saturday)**				
					Total	**In**		**Out**	
PM Peak Hour (Saturday)	Baseball Fields (Tournament)[4]	**16**	Fields	35.87	574	*51%*	293	*49%*	281
	ITE LUC 310: Hotel [1]	**600**	Rooms	0.70	420	*56%*	235	*44%*	185
	ITE LUC 488: Soccer Complex [1]	**2**	Fields	37.48	75	*48%*	36	*52%*	39
	ITE LUC 710: General Office Building [1]	**131**	KSF	0.53	69	*54%*	37	*46%*	32
	ITE LUC 821: Shopping Plaza (40-150k, no supermarket) [1]	**132**	KSF	6.22	821	*52%*	427	*48%*	394
	Total Generated Trips				**1,959**	**1,028**		**931**	
	Internal Capture[2] =	*8.2%*	*(see attached capture matrices)*		161	80		80	
	Net External Trips				**1,799**	**948**		**851**	
	Pass by Trips[3] =	*40.0%*	*of external retail trips*		*302*	*151*		*151*	
	Net New External Trips				**1,497**	**797**		**700**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition*

[2] Internal Capture based on ITE Trip Generation Handbook, 3rd Edition, Internal Capture Reduction Calculation Spreadsheet

[3] Pass-by trip rate per ITE Trip Generation Manual, 11th Edition

[4] Trip rate obtained from trip generation study performed for USSSA Space Coast Complex

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TRIP DISTRIBUTION AND TRIP ASSIGNMENT

Projected traffic demand of project trips on study roadways was derived with the use of 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) model set and situated within the existing roadway network.

The model was used to assign trips for all trip purposes between allocated origin and destination pairs using the latest regional model data. Trip distribution for the project was extracted from the completed model assignment and revised based on local knowledge. The resulting model plot showing the percent of daily project distribution is provided in **Attachment D**.

Daily model project distribution will be referenced to manually assign project distribution at the study area intersections and driveways in general accordance with model output.

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STUDY AREA

Based on the City of Ocoee's latest TIA guidelines, the study area shall include all roadway segments where project trips consume five percent (5%) or more of the Daily adopted maximum service volume (MSV), and all signalized intersections within the five percent (5%) significance area. The test for five percent (5%) significance is provided in **Table 3**.

Therefore, based on the information above, the study area will include an analysis of the following intersections and roadway segments, which are also shown in **Figure 1**:

Study Area Intersections

1. Ocoee Apopka Road & West Road / Ocoee Crown Point Parkway
2. SR 429 SB Ramps & West Road / Clarcona Ocoee Road
3. SR 429 NB Ramps & West Road / Clarcona Ocoee Road
4. N Lakewood Avenue & Clarcona Ocoee Road
5. N Lakewood Avenue & E Fullers Cross Road
6. Ocoee Apopka Road & E Fullers Cross Road
7. N Lakewood Avenue & Wurst Road / Clinger Cove Road
8. Ocoee Apopka Road & W Silver Star Road
9. Ocoee Apopka Road / Maguire Road & W Franklin Street
10. SR 429 NB Ramps & W Franklin Street / Plant Street
11. SR 429 SB Ramps & W Franklin Street / Plant Street
12. Maguire Road & SR 50 (W Colonial Drive)

Study Area Roadway Segments

- E Crown Point Road
  - *Fullers Cross Road to Ocoee Apopka Road*
- Fullers Cross Road
  - *Ocoee Apopka Road to Lakewood Avenue*
- Lakewood Avenue
  - *Rewis Street to Wurst Road*
  - *Wurst Road to Fullers Cross Road*
  - *Fullers Cross Road to Clarcona Ocoee Road*
- Maguire Road
  - *SR 50 (W Colonial Drive) to Marshall Farms Road*
  - *Marshall Farms Road to Story Road*
  - *Story Road to Kissimmee Avenue*
  - *Kissimmee Avenue to SR 438 (W Franklin Street)*
- SR 437 (Ocoee Apopka Road)
  - *SR 438 (W Franklin Street) to SR 438 (W Silver Star Road)*
  - *SR 438 (W Silver Star Road) to Fullers Cross Road*
  - *Fullers Cross Road to West Road*
  - *West Road to McCormick Road*
- SR 438 (Plant Street / Franklin Street)
  - *E Crown Point Road to SR 429*
  - *SR 429 to Ocoee Apopka Road*
- SR 438 (Silver Star Road)
  - *Ocoee Apopka Road to Bluford Avenue*
  - *Bluford Avenue to Ocoee-Hills Road*
  - *Ocoee-Hills Road to Clarke Road*

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Table 3: Significance Test (Saturday)

Segment	From	To	Roadway Attributes [1]			Daily Maximum Service Volume [2]	Project Impact			Include Segment In Study Area? [5]
			Maintaining Agency	Adopted LOS	Number of Lanes		% Assign [3]	Daily Project Trips	Max % Impact [4]	
A.D. Mims Rd	Sandy Cove & Wurst Rd	Clarke Rd	Ocoee	E	2	15,600	1.0%	163	1.04%	No
	Clarke Rd	Apopka Vineland Rd	Ocoee	E	2	17,700	0.0%	0	0.00%	No
Adair St	Wurst Rd	Clarcona Ocoee Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Apopka Vineland Rd	SR 438 (Silver Star Rd)	AD Mims Rd	Orange	E	4	39,800	1.0%	163	0.41%	No
	AD Mims Rd	Hackney-Prairie Rd	Orange	E	2	17,700	0.0%	0	0.00%	No
	Hackney-Prairie Rd	Clarcona Ocoee Rd	Orange	E	2	15,600	0.0%	0	0.00%	No
	Clarcona Ocoee Rd	McCormick Rd	Orange	E	2	17,700	0.0%	0	0.00%	No
Blackwood Ave	Old Winter Garden Rd	SR 50	Ocoee	D	4	32,400	0.0%	0	0.00%	No
	SR 50	Maine St	Ocoee	D	4	32,400	0.0%	0	0.00%	No
Bluford Ave	Old Winter Garden Rd	SR 50	Ocoee	D	2	14,800	3.0%	488	3.30%	No
	SR 50	Geneva St	Ocoee	D	2	14,800	3.0%	488	3.30%	No
	Geneva St	Orlando Ave	Ocoee	D	2	14,800	0.0%	0	0.00%	No
	Orlando Ave	McKey St	Ocoee	D	2	14,800	1.0%	163	1.10%	No
	McKey St	SR 438 (Silver Star Rd)	Ocoee	D	2	14,800	0.0%	0	0.00%	No
	SR 438 (Silver Star Rd)	Lakewood Ave	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Clarcona Ocoee Rd	SR 429	Lakewood Ave	Orange	E	4	33,800	35.0%	5,697	16.86%	Yes
	Lakewood Ave	Ingram Rd/Lake Meadow Rd	Orange	E	4	39,800	5.0%	814	2.05%	No
	Ingram Rd/Lake Meadow Rd	Clarke Rd	Orange	E	4	39,800	4.0%	651	1.64%	No
	Clarke Rd	Apopka Vineland Rd	Orange	E	4	39,800	3.0%	488	1.23%	No
Clarke Rd	SR 50	White Rd	Ocoee	D	4	39,800	0.0%	0	0.00%	No
	White Rd	SR 438 (Silver Star Rd)	Ocoee	D	4	39,800	1.0%	163	0.41%	No
	SR 438 (Silver Star Rd)	A.D. Mims Rd	Ocoee	D	4	39,800	0.0%	0	0.00%	No
	A.D. Mims Rd	Hackney-Prairie Rd	Ocoee	D	2	17,700	0.0%	0	0.00%	No
	Hackney-Prairie Rd	Clarcona Ocoee Rd	Ocoee	D	2	17,700	1.0%	163	0.92%	No
	Clarcona Ocoee Rd	McCormick Rd	*Planned Roadway*	-	-	*Planned Roadway*	0.0%	0	0.00%	No
E Crown Point Rd	SR 438 (Silver Star Rd)	Palm Dr	Orange	E	2	17,700	2.0%	326	1.84%	No
	Palm Dr	Fullers Cross Rd	Orange	E	2	15,600	2.0%	326	2.09%	No
	Fullers Cross Rd	Ocoee Apopka Rd	Orange	E	2	15,600	2.0%	326	2.09%	No
Flewelling Ave	Rewis St	Ocoee Hills Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Fullers Cross Rd	Ocoee Apopka Rd	Lakewood Ave	Orange	E	2	15,600	48.0%	7,813	50.08%	Yes
Geneva St	Maguire Rd	Bluford Ave	Ocoee	D	2	14,800	3.0%	488	3.30%	No
Good Homes Rd	Old Winter Garden Rd	SR 408 (East-West Expy)	Orange	D	4	39,800	0.0%	0	0.00%	No
	SR 408 (East-West Expy)	SR 50 (W Colonial Dr)	Orange	D	4	39,800	0.0%	0	0.00%	No
	SR 50 (W Colonial Dr)	Balboa Dr	Orange	D	2	17,700	0.0%	0	0.00%	No
	Balboa Dr	White Rd	Orange	D	2	17,700	0.0%	0	0.00%	No
	White Rd	SR 438 (Silver Star Rd)	Orange	D	2	14,800	0.0%	0	0.00%	No

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Table 3: Significance Test (Saturday) (cont.)

Segment	From	To	Roadway Attributes [1]			Daily Maximum Service Volume [2]	Project Impact			Include Segment In Study Area? [5]
			Maintaining Agency	Adopted LOS	Number of Lanes		% Assign [3]	Daily Project Trips	Max % Impact [4]	
Hackney-Prairie Rd	Clarke Rd	Apopka Vineland Rd	Ocoee	D	2	14,800	1.0%	163	1.10%	No
Hempel Ave	Gotha Rd	Old Winter Garden Rd	Orange	D	2	14,800	1.0%	163	1.10%	No
Ingram Rd	Clarcona Ocoee Rd	McCormick Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Johio Shores Rd	SR 438 (Silver Star Rd)	A.D. Mims Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Kissimmee Ave	Maguire Rd	McKey St	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Lakewood Ave	Rewis St	Wurst Rd	Ocoee	C	2	7,300	5.0%	814	11.15%	Yes
	Wurst Rd	Fullers Cross Rd	Orange	C	2	7,300	8.0%	1,302	17.84%	Yes
	Fullers Cross Rd	Clarcona Ocoee Rd	Orange	C	2	7,300	40.0%	6,511	89.19%	Yes
Maguire Rd	Park Ridge Gotha Rd	Roberson Rd / Moore Rd	Ocoee	D	2	17,700	2.0%	326	1.84%	No
	Roberson Rd / Moore Rd	Tomyn Blvd	Ocoee	D	2	17,700	4.0%	651	3.68%	No
	Tomyn Blvd	Old Winter Garden Rd	Ocoee	D	4	39,800	4.0%	651	1.64%	No
	Old Winter Garden Rd	SR 50 (W Colonial Dr)	Ocoee	D	4	32,400	5.0%	814	2.51%	No
	SR 50 (W Colonial Dr)	Marshall Farms Rd	Ocoee	D	2	14,800	10.0%	1,628	11.00%	Yes
	Marshall Farms Rd	Story Rd	Ocoee	D	2	14,800	10.0%	1,628	11.00%	Yes
	Story Rd	Kissimmee Ave	Ocoee	D	2	14,800	10.0%	1,628	11.00%	Yes
	Kissimmee Ave	SR 438 (W Franklin St)	Ocoee	D	2	14,800	10.0%	1,628	11.00%	Yes
Maine St	Maguire Rd	Blackwood Ave	*Planned Roadway*	-	-	*Planned Roadway*	0.0%	0	0.00%	No
Marshall Farms Rd	SR 50 (W Colonial Dr)	Maguire Rd	Ocoee	D	2	14,800	1.0%	163	1.10%	No
McCormick Rd	Ocoee Apopka Rd	Ingram Rd	Orange	E	2	17,700	4.0%	651	3.68%	No
	Ingram Rd	Apopka Vineland Rd	Orange	E	2	17,700	3.0%	488	2.76%	No
McKey St	Kissimmee Ave	Bluford Ave	Ocoee	E	2	15,600	3.0%	488	3.13%	No
Montgomery Ave	Blackwood Ave	White Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Ocoee Crown Point Pkwy	E Crown Point Rd	Stonegate Dr	*Planned Roadway*	-	-	*Planned Roadway*	0.0%	0	0.00%	No
	Stonegate Dr	Ocoee Apopka Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Ocoee Hills Rd	SR 438 (Silver Star Rd)	Flewelling Ave	Ocoee	D	2	14,800	0.0%	0	0.00%	No
SR 437 (Ocoee Apopka Rd)	SR 438 (W Franklin St)	SR 438 (W Silver Star Rd)	Orange	C	2	7,300	15.0%	2,442	33.45%	Yes
	SR 438 (W Silver Star Rd)	Fullers Cross Rd	Orange	C	2	16,800	15.0%	2,442	14.54%	Yes
	Fullers Cross Rd	West Rd	Orange	C	2	16,800	35.0%	5,697	33.91%	Yes
	West Rd	McCormick Rd	Orange	C	2	16,800	5.0%	814	4.85%	No
Old Winter Garden Rd	SR 50	Maguire Rd	*Planned Roadway*	-	-	*Planned Roadway*	0.0%	0	0.00%	No
	Maguire Rd	Bluford Ave	Ocoee	E	4	33,800	1.0%	163	0.48%	No
	Bluford Ave	Blackwood Ave	Ocoee	E	4	33,800	4.0%	651	1.93%	No
	Blackwood Ave	Hempel Ave	Ocoee	E	4	33,800	4.0%	651	1.93%	No
	Hempel Ave	Citrus Oaks Ave	Orange	E	4	33,800	3.0%	488	1.44%	No
	Citrus Oaks Ave	Good Homes Rd	Orange	E	4	39,800	3.0%	488	1.23%	No
Orlando Ave	Bluford Ave	Montgomery Ave	Ocoee	D	2	14,800	1.0%	163	1.10%	No
Rewis St	Lakewood Ave	Flewelling Ave	Ocoee	D	2	14,800	0.0%	0	0.00%	No

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Table 3: Significance Test (Saturday) (cont.)

Segment	From	To	Roadway Attributes [1]			Daily Maximum Service Volume [2]	Project Impact			Include Segment In Study Area? [5]
			Maintaining Agency	Adopted LOS	Number of Lanes		% Assign [3]	Daily Project Trips	Max % Impact [4]	
Roberson Rd	Windermere Rd	Maguire Rd	Orange	E	2	17,700	1.0%	163	0.92%	No
Russell Dr	Flewelling Ave	Willow Creek Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
SR 438 (Plant St/Franklin St)	E Crown Point Rd	SR 429	FDOT	E	2	15,600	5.0%	814	5.22%	Yes
	SR 429	Ocoee Apopka Rd	FDOT	E	2	15,600	5.0%	814	5.22%	Yes
SR 438 (Silver Star Rd)	Ocoee Apopka Rd	Bluford Ave	FDOT	E	2	17,700	5.0%	814	4.60%	No
	Bluford Ave	Ocoee-Hills Rd	FDOT	E	2	17,700	5.0%	814	4.60%	No
	Ocoee-Hills Rd	Clarke Rd	FDOT	E	2	17,700	5.0%	814	4.60%	No
	Clarke Rd	Johio Shores Rd	FDOT	E	4	39,800	5.0%	814	2.05%	No
	Johio Shores Rd	Good Homes Rd	FDOT	E	4	39,800	5.0%	814	2.05%	No
SR 50 (W Colonial Dr)	9th St	SR 429	FDOT	D	6	59,900	0.0%	0	0.00%	No
	SR 429	Marshall Farms Rd	FDOT	D	6	59,900	0.0%	0	0.00%	No
	Marshall Farms Rd	Maguire Rd	FDOT	D	6	59,900	0.0%	0	0.00%	No
	Maguire Rd	Bluford Ave	FDOT	D	6	59,900	10.0%	1,628	2.72%	No
	Bluford Ave	Blackwood Ave	FDOT	D	6	59,900	3.0%	488	0.81%	No
	Blackwood Ave	Clarke Rd	FDOT	D	6	59,900	3.0%	488	0.81%	No
	Clarke Rd	Good Homes Rd	FDOT	D	6	59,900	1.0%	163	0.27%	No
	Good Homes Rd	Apopka Vineland Rd	FDOT	D	6	59,900	1.0%	163	0.27%	No
Story Rd	9th St	Maguire Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Taylor St	Franklin St	McKey St & Kissimmee Ave	Ocoee	D	2	14,800	2.0%	326	2.20%	No
Tomyn Blvd	Warrior Rd	Maguire Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
West Rd	Ocoee Apopka Rd	SR 429	Orange	E	4	33,800	30.0%	4,883	14.45%	Yes
White Rd	Montgomery Ave	Clarke Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
	Clarke Rd	Good Homes Rd	Ocoee	D	2	14,800	1.0%	163	1.10%	No
Willow Creek Rd	Russell Dr	Wurst Rd	Ocoee	D	2	14,800	0.0%	0	0.00%	No
Windermere Rd	McKinnon Rd	Roberson Rd	Orange	E	2	15,600	0.0%	0	0.00%	No
	Roberson Rd	Warrior Rd	Orange	E	2	15,600	0.0%	0	0.00%	No
Wurst Rd	Lakewood Ave	Adair St	Orange	D	2	14,800	3.0%	488	3.30%	No
	Adair St	A.D. Mims Rd	Ocoee	D	2	14,800	1.0%	163	1.10%	No

Notes:

1. Roadway attributes were obtained from the City of Ocoee Concurrency Management Spreadsheet (CMS), updated 2/2/2022

2. Daily Maximum Service Volume (MSV) obtained from the City of Ocoee Concurrency Management Spreadsheet (CMS), updated 2/2/2022

3. Percent project traffic assignment was determined as the maximum across the segment (per revised distribution)

4. Percent impact was calculated as the estimated daily project traffic divided by the Daily MSV

5. Roadway segments included within the study area in accordance with City of Ocoee's latest TIA guidelines

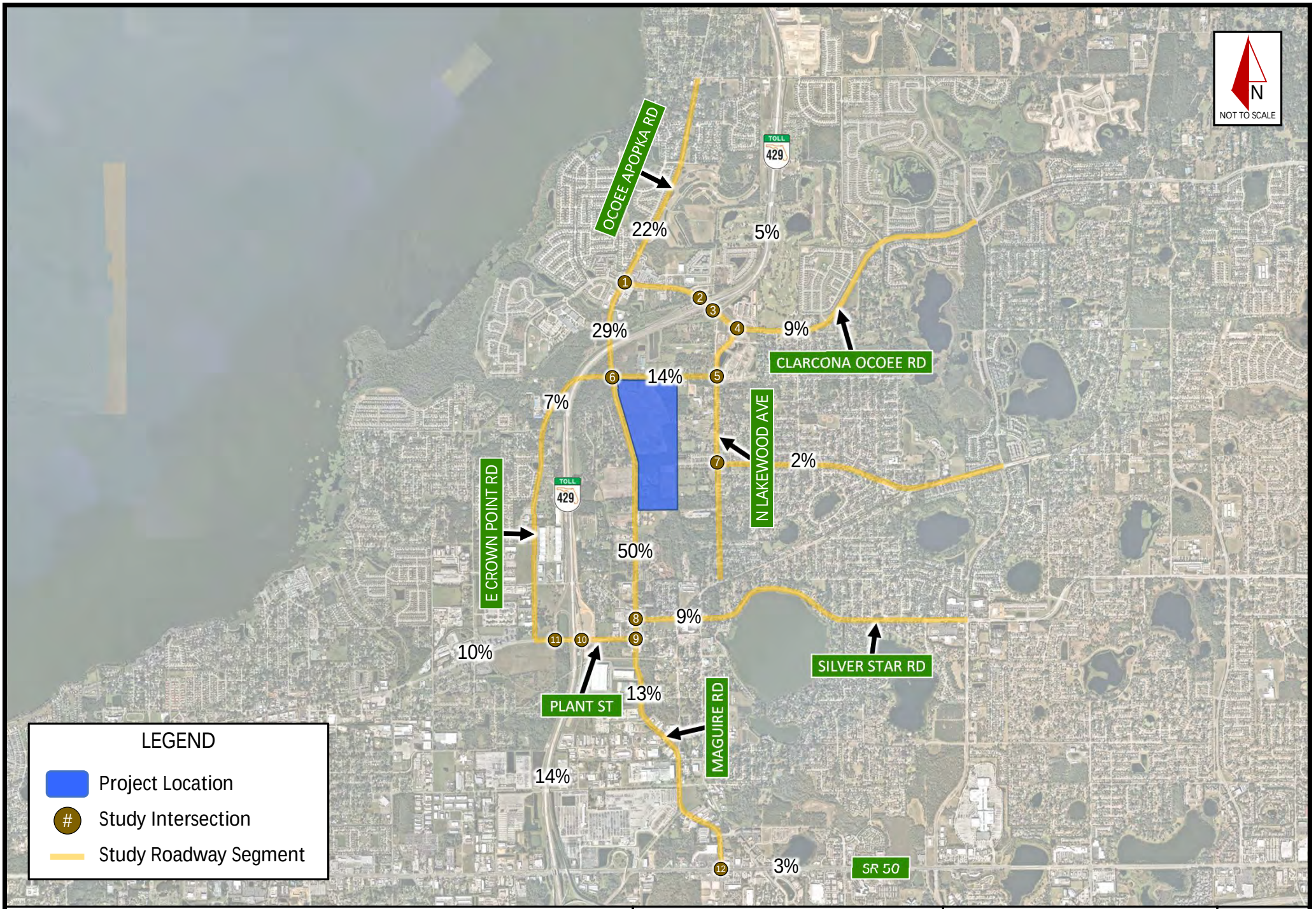

Figure 1a:
Project Location, Study Area, and Distribution (per model)

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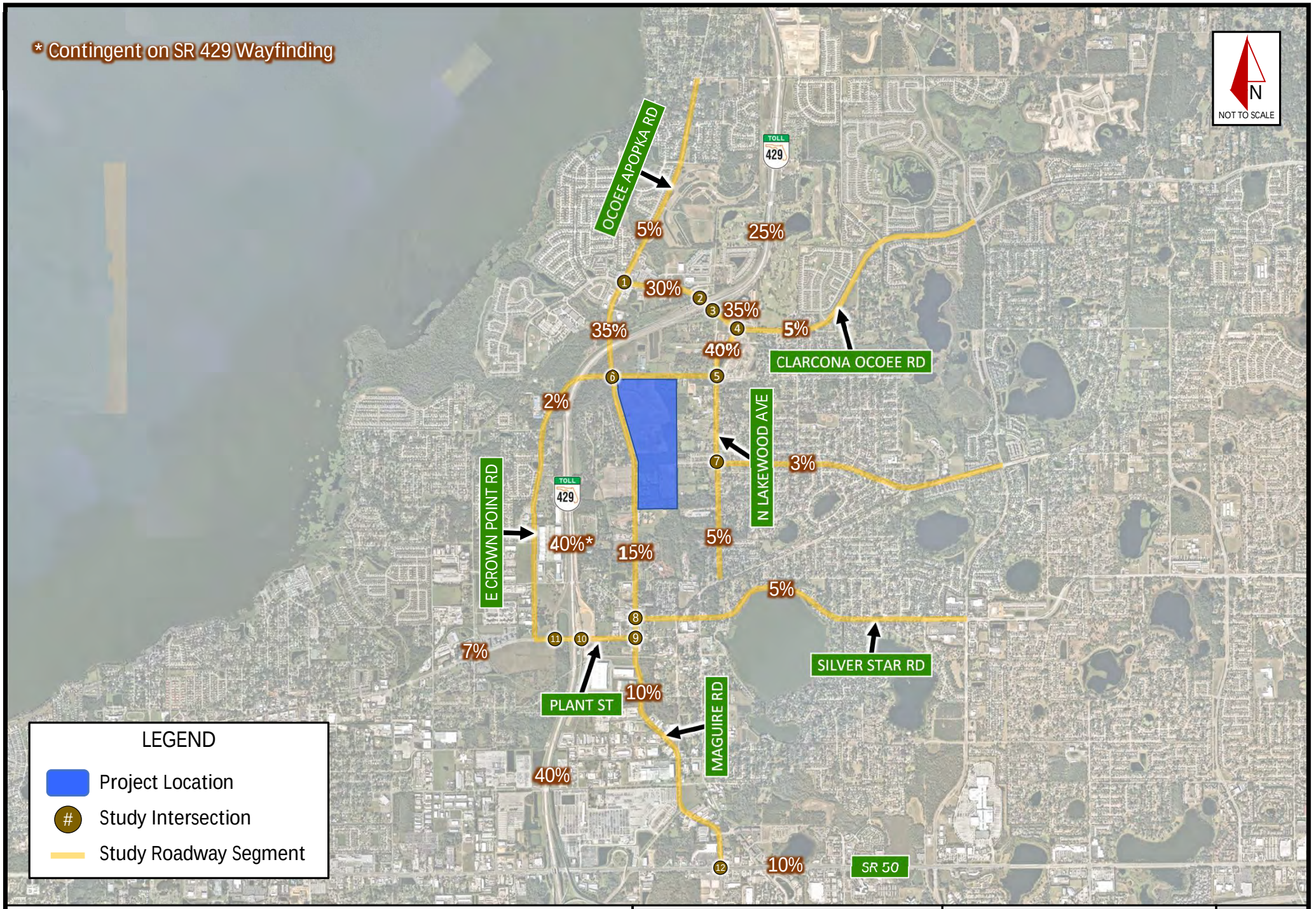

Figure 1a:
Project Location, Study Area, and Distribution (revised)

Ocoee Regional Sports Complex
Traffic Impact Analysis Methodology
May 2023

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TRAFFIC ANALYSIS

The forthcoming TIA will include an analysis for roadway segments and intersections within the study area. Turning movement counts (TMCs) will be collected during the weekday PM peak period (4PM – 6PM) and Saturday peak period (observed to be 1 PM – 3 PM based on a nearby FDOT count station). To develop existing volumes, the TMCs will be adjusted by a seasonal factor based on the latest data from FDOT's Florida Traffic Online (FTO) Web Application.

Existing volumes will be forecasted to Year 2030 background volumes using a two percent (2%) annual growth rate. Vested trips provided in the City of Ocoee's latest *Concurrency Management Spreadsheet* (CMS), as well as supplemental data provided by the City of Ocoee that are not yet captured in the CMS, will be applied to background traffic volumes. Buildout traffic volumes will be derived by adding project volumes to background volumes.

An intersection capacity analysis will be performed using the operational analysis procedures outlined in the *Highway Capacity Manual* 6th Edition. Specifically, Synchro (v11) software will be used to evaluate existing, background, and buildout operational conditions at the study area intersections and project driveways by reporting volume to capacity (v/c) ratios, level of service, and queue length demands. Future driveways will be evaluated for turn lane needs. If necessary, mitigating measures for any operational deficiencies identified due to project traffic impact will be recommended in the TIA.

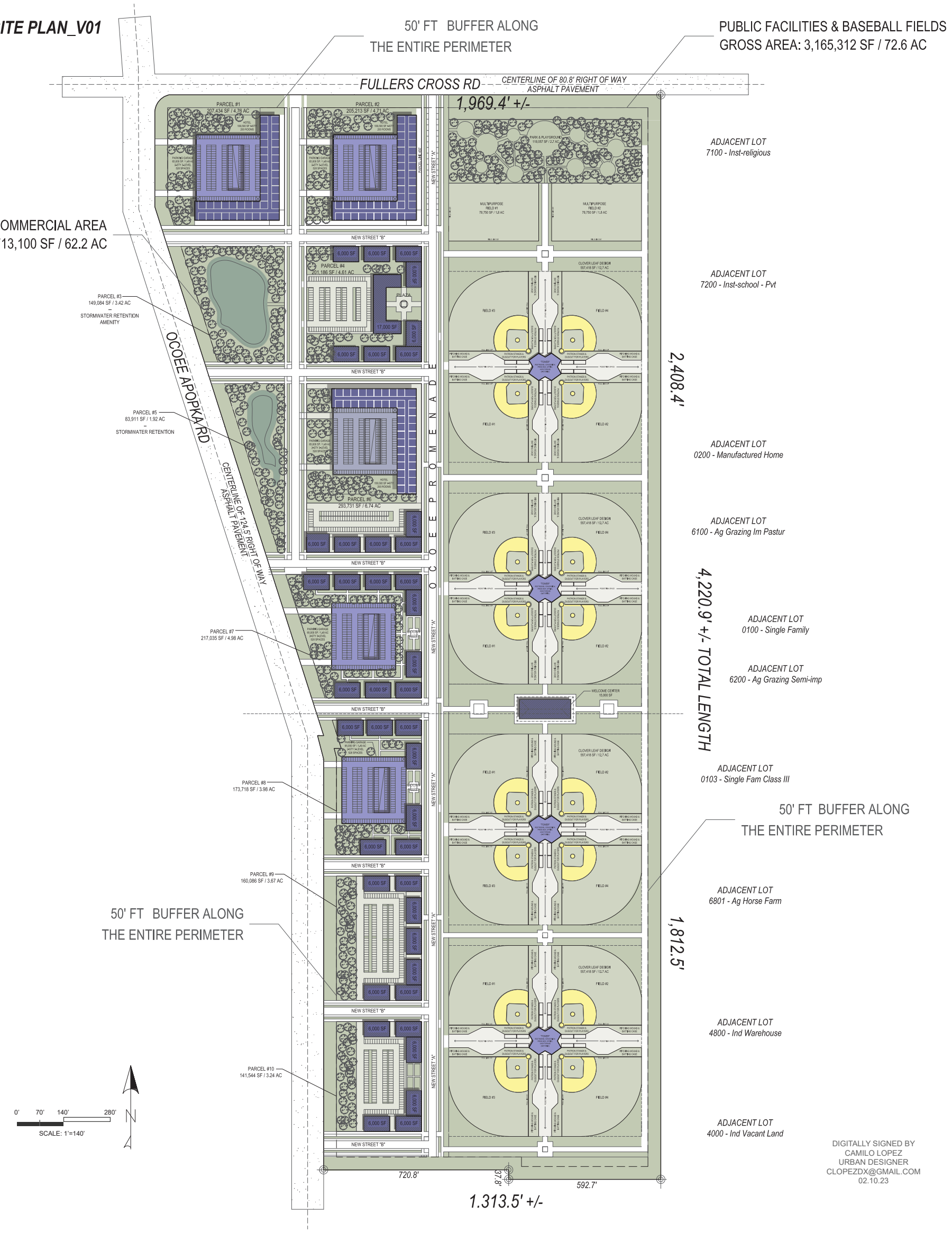
REPORT/CONCLUSIONS

All analyses and findings will be documented in a report to be provided to the City of Ocoee for review.

ATTACHMENT A
Site Plan

PROOF OF CONCEPT SITE PLAN

SCHEMATIC SITE PLAN_V01



DIGITALLY SIGNED BY
CAMILO LOPEZ
URBAN DESIGNER
CLOPEZDX@GMAIL.COM
02.10.23

PROGRAM:
(16) BASEBALL FIELDS
(2) MULTI-PURPOSE FIELDS
(1) PARK & PLAYGROUND
(1) WELCOME CENTER 15,000 SF
(3) 200-ROOM HOTELS
COMMERCIAL/OFFICE SPACES 257,000 SF
(2) PUBLIC PARKING GARAGE (528 SPACES)
ON-STREET PARKING (+/-350 SPACES)

NOTES:
1. TYP. NEW STREET R.O.W. 60'
TYP. NEW STREET LAYOUT
SIDEWALK, TREE GRATE, ON-STREET PKG,
TRAVEL LANE, TRAVEL LANE, ON-STREET PKG,
TREE GRATE, SIDEWALK.
--
THE NEW 2-STORY, 3-LEVEL PARKING GARAGE WILL BE FREE OF CHARGE AND HOUSE OVER 520 PARKING SPACES AS WELL AS TWO ELEVATORS, FOUR SETS OF STAIRS AND ELECTRIC VEHICLE CHARGING STATIONS. THE FRONT OF THE GARAGE FEATURES A PUBLIC PLAZA FOR RELAXING AND MICRO EVENTS AND GIVES US MORE GREAT SPACE TO EXPAND OUR AWARD-WINNING FARMERS MARKET.

SITE DATA:
LOCATION ADDRESS:
2290 FULLERS CROSS RD
OCOEE, FLORIDA 34761
--
PARCEL ID:
07-22-28-0000-00-001
--
ZONING:
PUD-LD
--
LAND USE:
VACANT - 9900 - NON-AG ACREAGE
--
LOT SIZE (GROSS):
147.7 (AC) ASSEMBLY

PROPOSED IMPERVIOUS AREA: 45 AC/ 30.4%
PROPOSED PERVIOUS AREA: 102.7 AC/ 69.6%
--
PROPOSED STORMWATER RETENTION AREA(S): 7.5 AC

LEGAL DESCRIPTION:
THE W1/2 OF NE1/4 & E1/2 OF NW1/4 LYING E OF SR 437 IN SEC 07-22-28 & (LESS PT TAKEN FOR R/W DESC AS COMM AT N1/4 CORNER OF SEC 7-22-28 TH S1-3-52W ALONG W LINE OF NE1/4 OF SEC 7-22-28 30.01 FT TO POB TH N89-50-37E 1280.94 FT TO E LINE OF W1/2 OF NE1/4 OF SEC 7-22-28 TH S0-27-1W 20 FT TH S89-50-37W 1281.16 FT TH S89-43-45W 648.52 FT TO POINT OF CURVATURE OF A CURVE CONCAVE SELY TH SWLY ALONG CURVE HAVING A RADIUS OF 50 FT CENTRAL ANGLE OF 95-9-26 ARC LENGTH OF 83.04 FT CHORD LENGTH OF 73.82 FT AND CHORD BRG OF S42-9-2W TO POINT OF TANGENCY TH S5-25-41E 266.84 FT TO POINT OF CURVATURE OF A CURVE CONCAVE NELY TH SELY ALONG CURVE HAVING A RADIUS OF 1849.9 FT CENTRAL ANGLE OF 10-47-31 ARC LENGTH OF 348.43 FT CHORD LENGTH OF 347.92 FT AND CHORD BRG OF S10-49-27E TO THE POINT OF TANGENCY TH S16-13-12E 1773.29 FT TH S15-21-49E 59.23 FT TH S13-39-3E 55.93 FT TO POINT LYING ON S LINE OF NW1/4 OF SEC 7-22-28 TH S86-56-26W ALONG S LINE 28.44 FT TO POINT ON NON-TANGENT CURVE CONCAVE SWLY TH NWLY ALONG NON-TANGENT CURVE HAVING A RADIUS OF 1941.86 FT CENTRAL ANGLE OF 3-11-30 ARC LENGTH OF 108.17 FT CHORD LENGTH OF 108.15 FT AND CHORD BRG OF N14-37-29W TO THE POINT OF TANGENCY TH N16-13-13W 16.18 FT TH N16-20-6W 500 FT TH N16-2-55W 1000 FT TH N15-27-46W 407.21 FT TH N7-33-7W 524.34 FT TH N5-25-43W 24.17 FT TH N89-43-45E 740.7 FT TO POB PER DOC 20190042931).

MONTIERRE DEVELOPMENT
5669 SE CROOKED OAK AVE
HOBE SOUND, FL 33455

SHEET: SITE INFORMATION

DESIGNED BY	DRAWN BY	APPROVED BY	SCALE:
CL	CL	–	1"=20

OCOEE SPORTS COMPLEX
2290 FULLERS CROSS RD
OCOEE, FL 34761

ARCHITECT/ ENGINEER OF RECORD

DATE: 02.08.2023
PROJECT NO.: 23-01.1

REVISION	DATE	COMMENTS
R1	–	

SHEET
SD-03

ATTACHMENT B
ITE Excerpts

Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

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 California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel
(310)

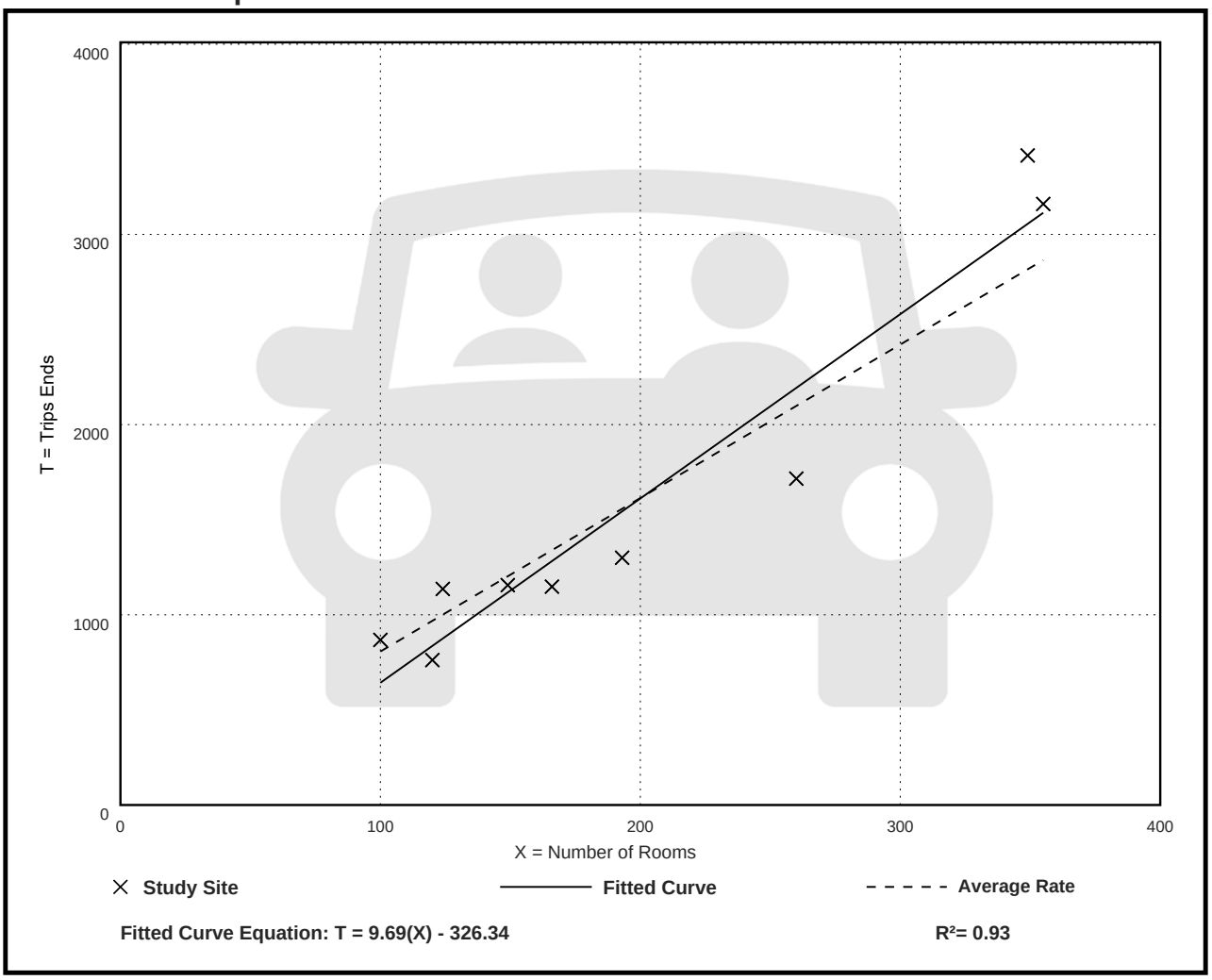
Vehicle Trip Ends vs: Rooms
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Rooms: 202
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.07	6.35 - 9.79	1.35

Data Plot and Equation



Fitted Curve Equation: T = 9.69(X) - 326.34

R^2= 0.93

Hotel
(310)

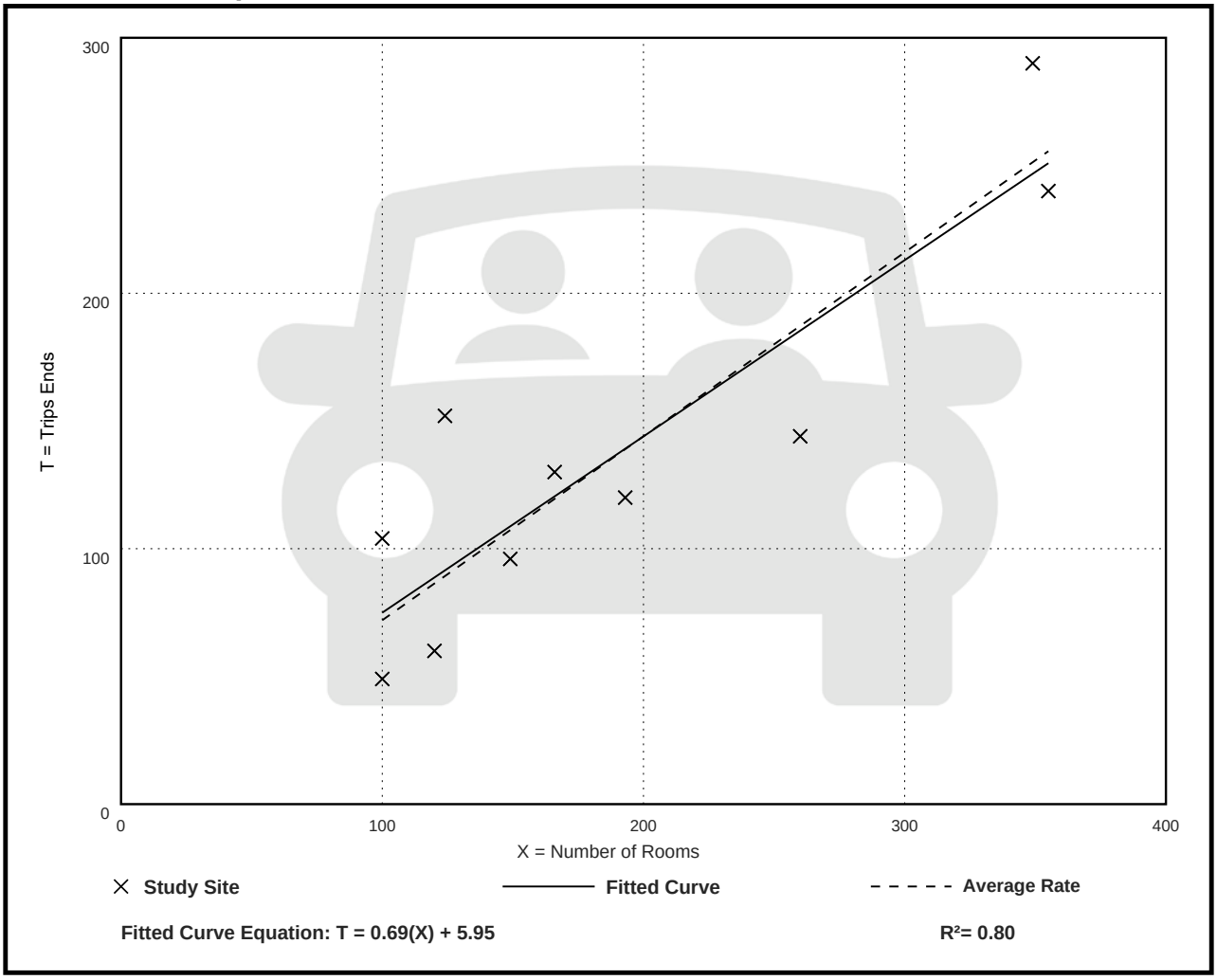
Vehicle Trip Ends vs: Rooms
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Rooms: 192
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.20

Data Plot and Equation



Fitted Curve Equation: T = 0.69(X) + 5.95

R^2= 0.80

Land Use: 488
Soccer Complex

Description

A soccer complex is an outdoor facility that is used for non-professional soccer games. It may consist of multiple fields. The size of each field within the land use may vary to accommodate games for different age groups. On-site amenities may include stadium seating, a fitness trail, an activities shelter, aquatic center, picnic grounds, basketball and tennis courts, and a playground. Public park (Land Use 411) is a related use.

Additional Data

Caution should be used when applying these data. Peaking at soccer complexes typically occurred in time periods shorter than 1 hour. These peaking periods may have durations of 10 to 15 minutes. To assist in the future analysis of this land use, it is important to collect driveway counts in 10-minute intervals.

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 1990s and the 2010s in California, Colorado, Hawaii, Indiana, New Jersey, and Washington.

Source Numbers

377, 519, 565, 722, 856, 908, 952, 956, 1004

Soccer Complex
(488)

Vehicle Trip Ends vs: Fields
On a: Saturday

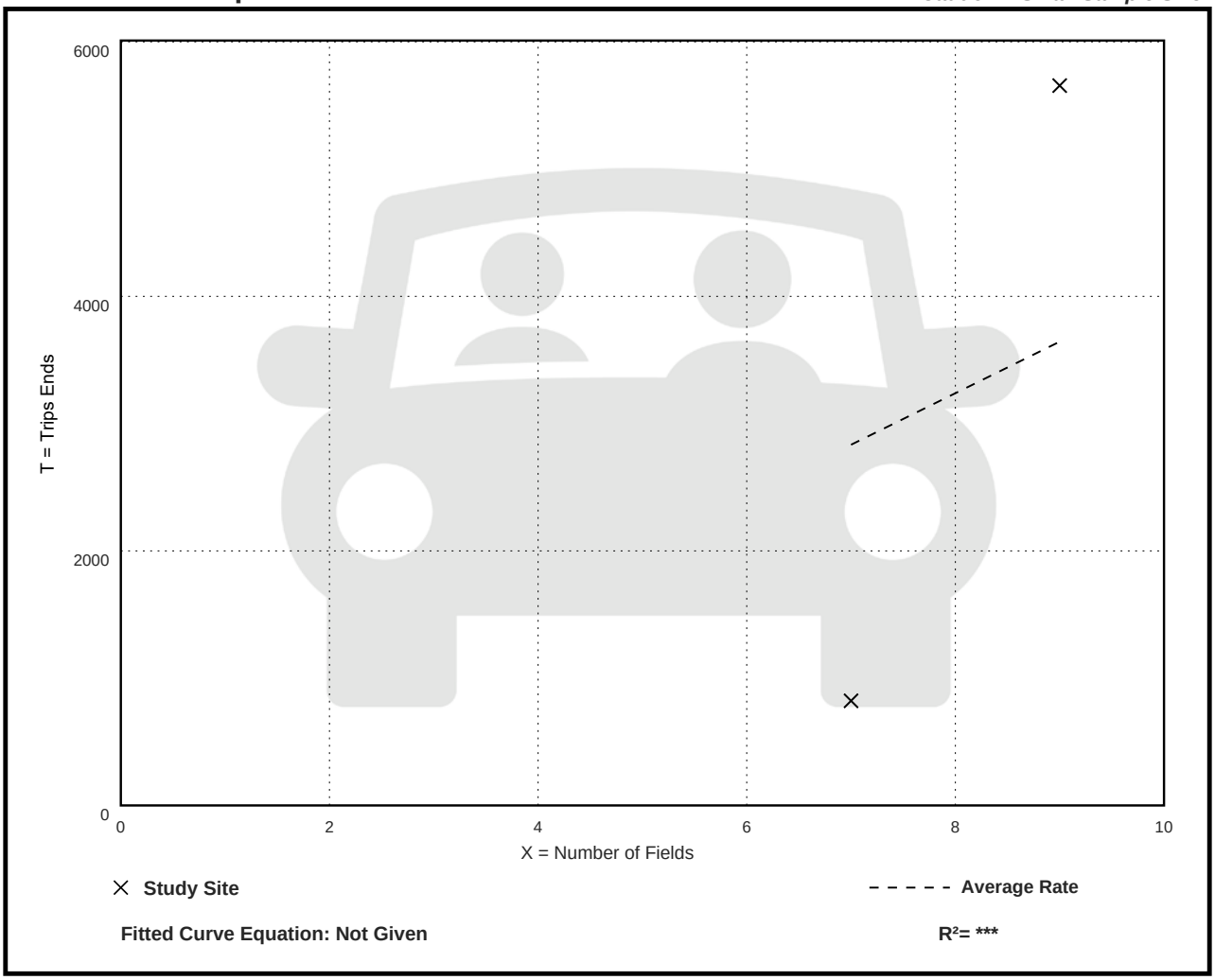
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Fields: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
404.88	117.43 - 628.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Soccer Complex
(488)

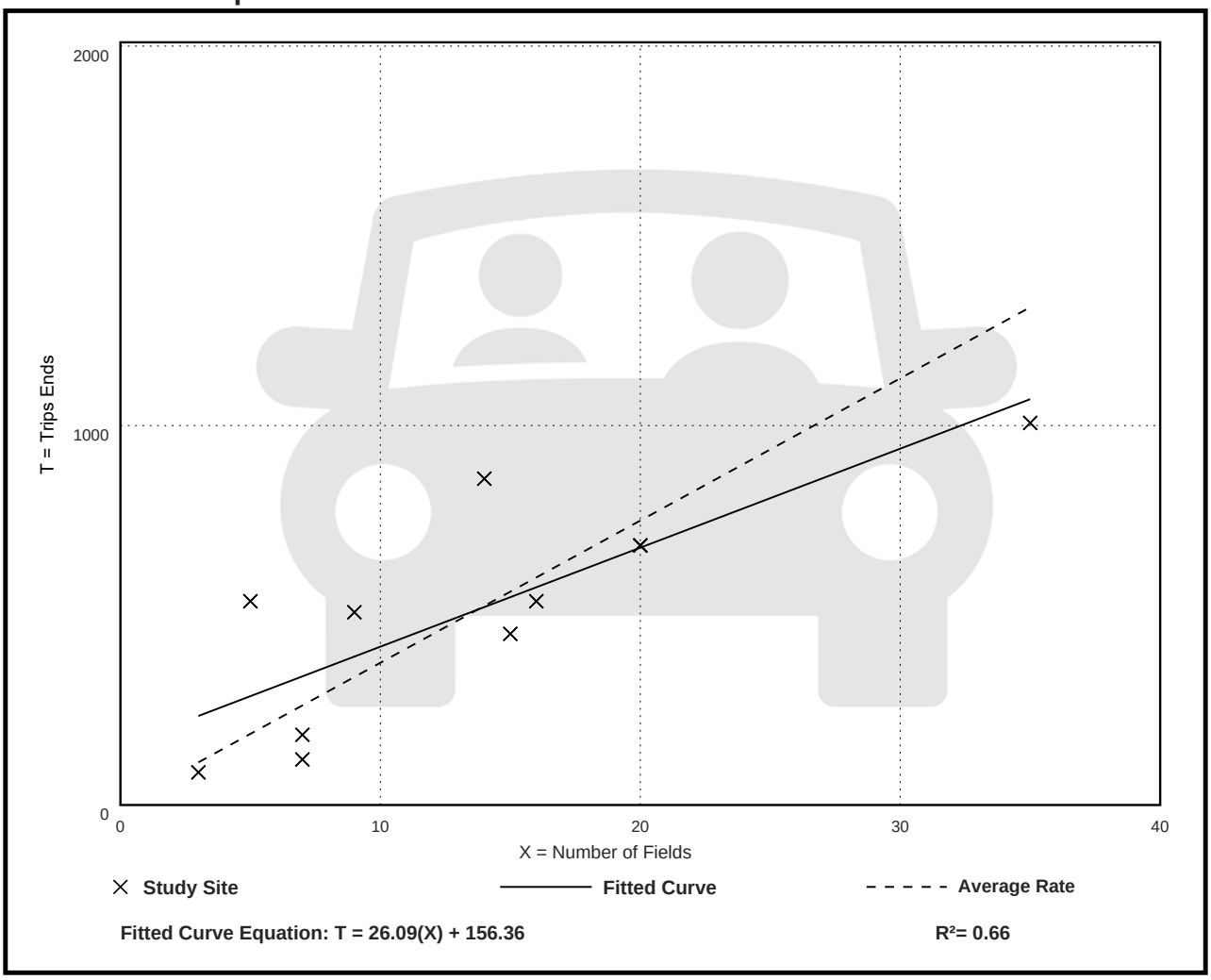
Vehicle Trip Ends vs: Fields
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Fields: 14
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
37.48	17.14 - 107.40	17.87

Data Plot and Equation



Fitted Curve Equation: T = 26.09(X) + 156.36

R^2= 0.66

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

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 average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

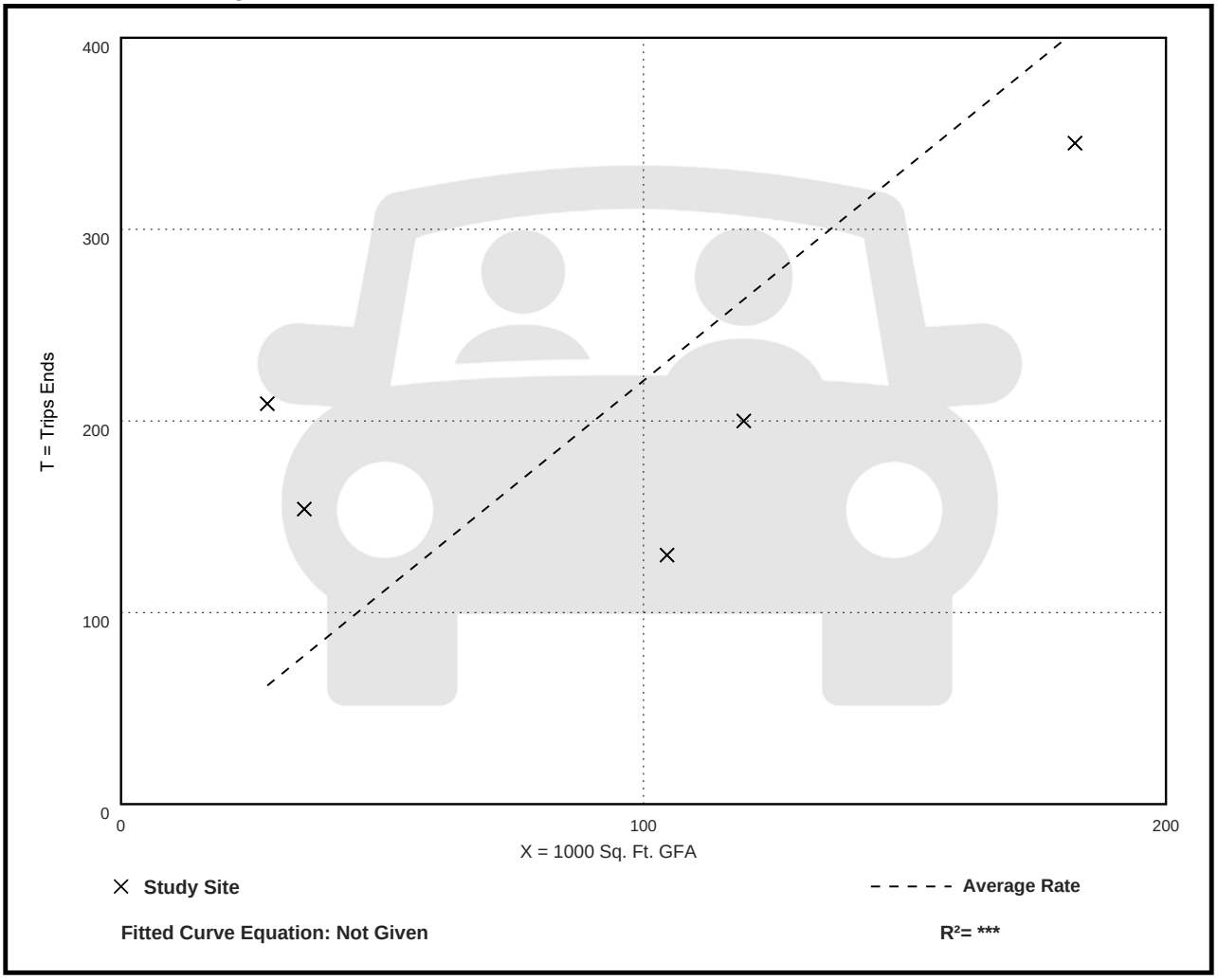
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 94
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.21	1.24 - 7.46	1.70

Data Plot and Equation



General Office Building
(710)

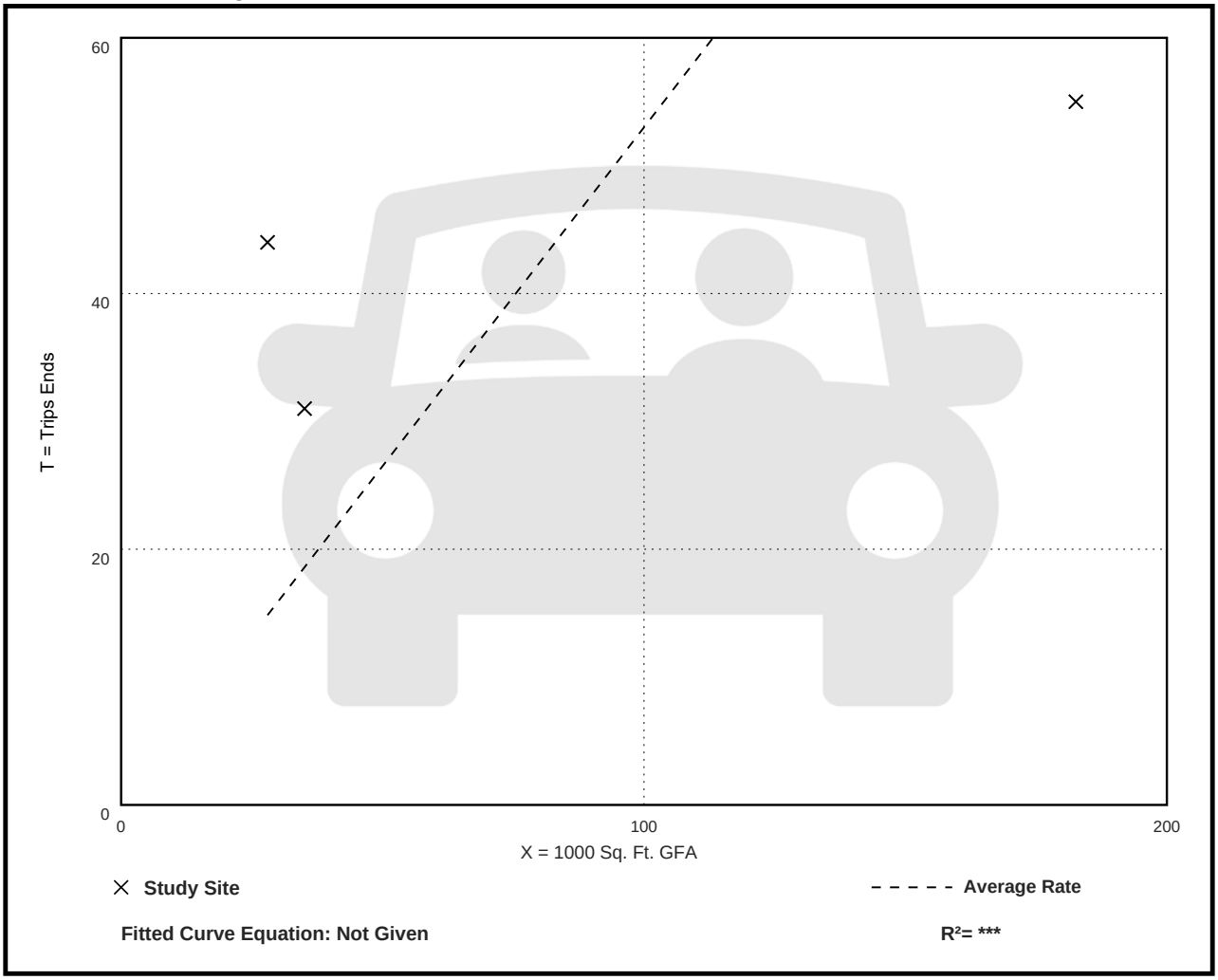
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.53	0.30 - 1.57	0.52

Data Plot and Equation



Land Use: 821
Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term "plaza" in the land use name rather than "center" is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

Its major tenant is often a supermarket but many sites are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GFA threshold between shopping plaza and strip retail plaza (Land Use 822) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land Use 820), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Land Use Subcategory

The presence or absence of a supermarket in a shopping plaza has been determined to have a measurable effect on site trip generation. Therefore, data are presented for two subcategories for this land use: sites with a supermarket anchor and sites without a supermarket.

Additional Data

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 Alberta (CAN), British Columbia (CAN), California, Connecticut, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

105, 110, 156, 159, 186, 198, 204, 211, 213, 239, 259, 260, 295, 301, 304, 305, 307, 317, 319, 358, 376, 390, 400, 404, 437, 444, 446, 507, 580, 598, 658, 728, 908, 926, 944, 946, 960, 973, 974, 1004, 1009, 1025, 1069

Shopping Plaza (40-150k) - Supermarket - Yes (821)

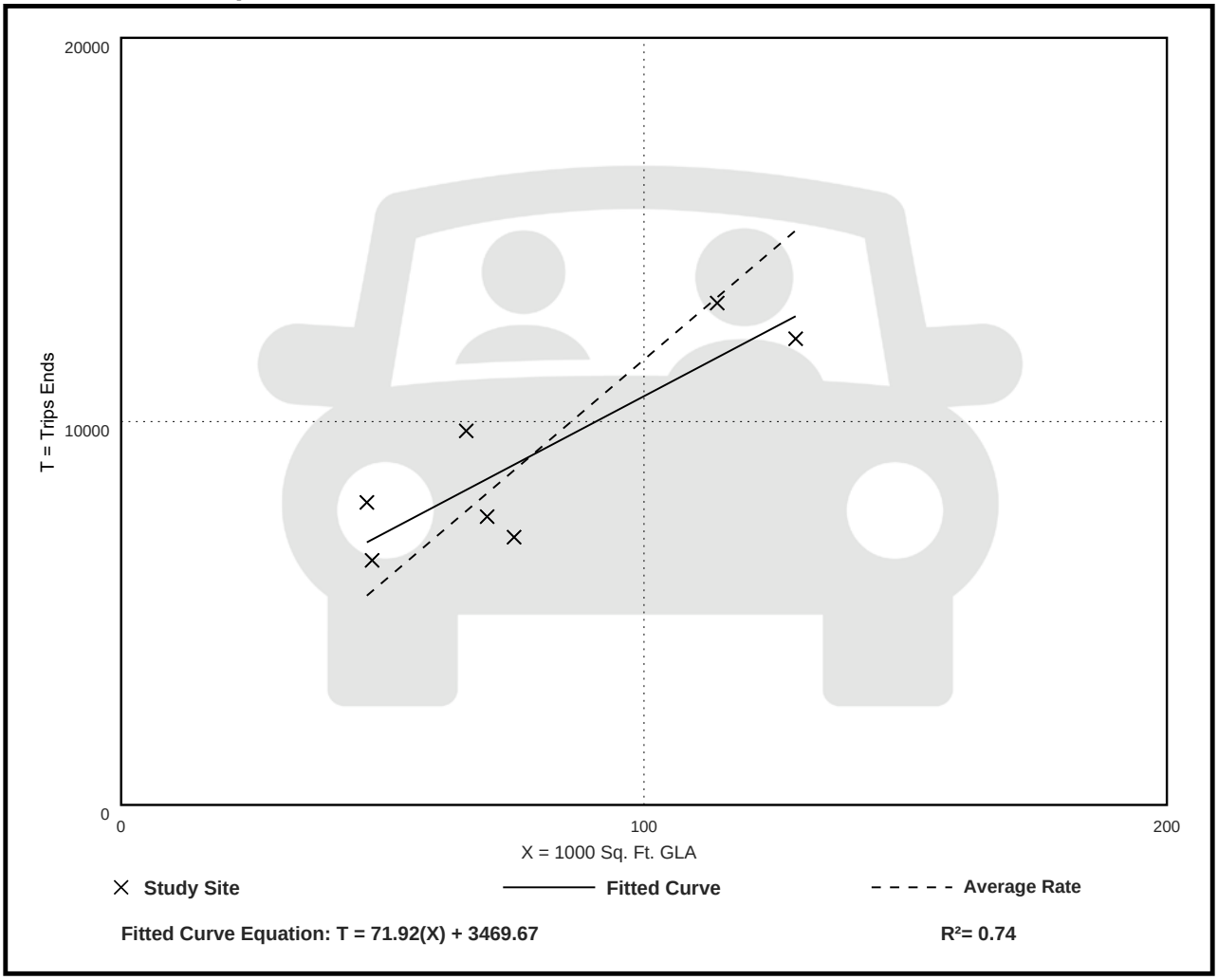
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GLA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
116.15	92.93 - 167.89	25.80

Data Plot and Equation



Fitted Curve Equation: T = 71.92(X) + 3469.67

R^2= 0.74

Shopping Plaza (40-150k) - Supermarket - Yes (821)

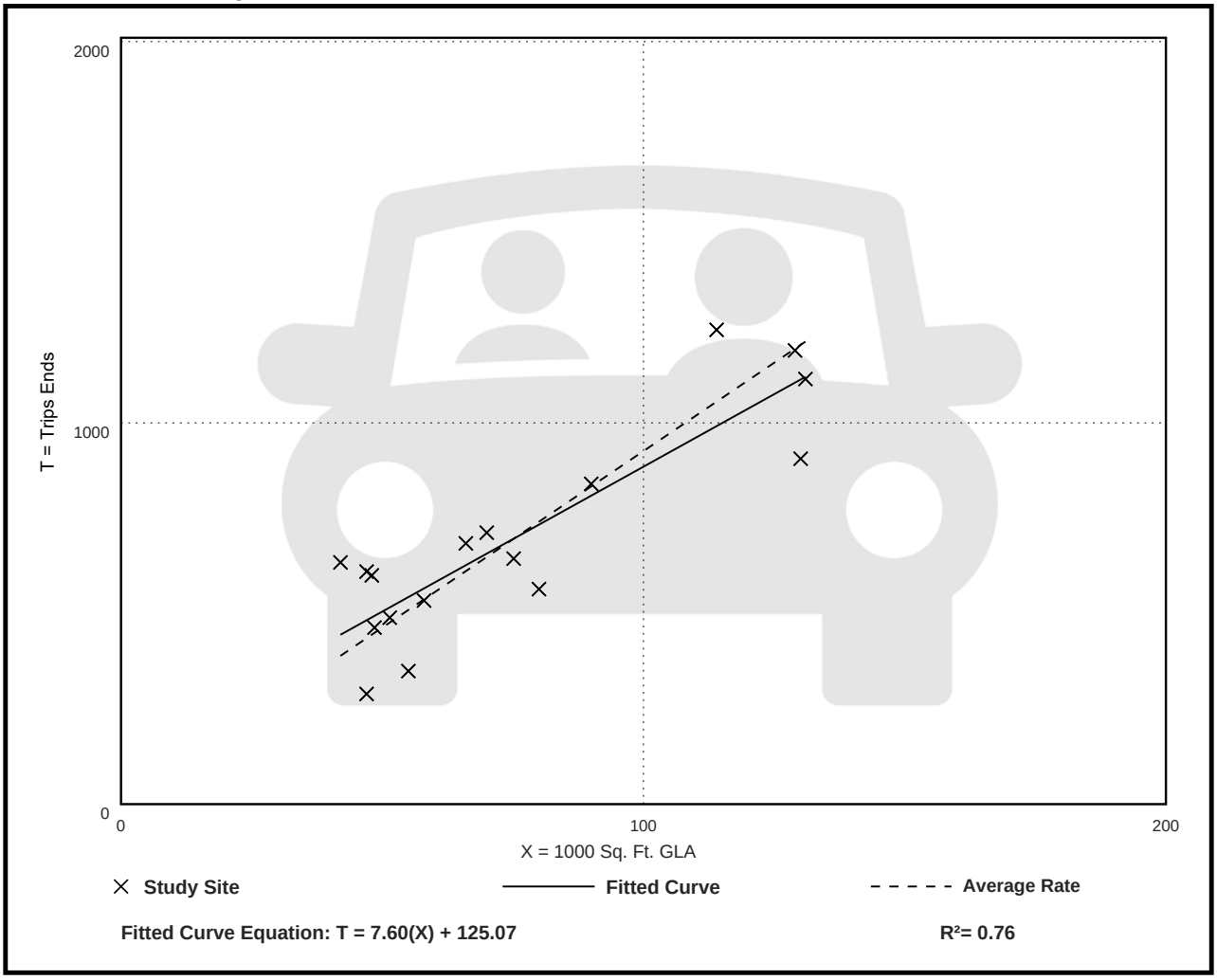
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 75
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
9.26	6.15 - 15.10	2.07

Data Plot and Equation



Fitted Curve Equation: T = 7.60(X) + 125.07

R^2= 0.76

WEEKDAY

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	734	733	0	0	35	173
Retail	4,457	4,456	0	0	343	342
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	1,425	1,424	0	0	174	56
Residential	0	0	0	0	0	0
Hotel	3,039	3,039	0	0	211	203
	9,655	9,652	0	0	763	774

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	153	176	0	0	8	27
Retail	399	328	0	0	46	38
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	89	117	0	0	14	14
Residential	0	0	0	0	0	0
Hotel	125	145	0	0	18	7
	766	766	0	0	86	86
% Reduction	7.9%		0.0%		11.2%	

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	581	557	0	0	27	146
Retail	4,058	4,128	0	0	297	304
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	1,336	1,307	0	0	160	42
Residential	0	0	0	0	0	0
Hotel	2,914	2,894	0	0	193	196
	8,889	8,886	0	0	677	688

WEEKDAY

DAILY

GROSS TRIP GENERATION

DAILY

Land Use	Daily	
	Enter	Exit
Office	734	733
Retail	4,457	4,456
Restaurant	0	0
Cinema/Entertainment	1,425	1,424
Residential	0	0
Hotel	3,039	3,039
	9,655	9,652

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		24%	34%	0%	2%	0%
Retail	16%		21%	2%	20%	3%
Restaurant	17%	28%		4%	11%	5%
Cinema/Entertainment	1%	11%	16%		4%	1%
Residential	3%	22%	21%	0%		2%
Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	13%	1%	2%	0%
Retail	18%		40%	13%	24%	9%
Restaurant	22%	29%		16%	11%	38%
Cinema/Entertainment	3%	2%	2%		2%	1%
Residential	30%	14%	17%	0%		6%
Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		176	246	0	11	0
Retail	691		936	89	891	111
Restaurant	0	0		0	0	0
Cinema/Entertainment	14	150	221		57	14
Residential	0	0	0	0		0
Hotel	1,140	456	1,170	0	30	

*** BASED ON ENTER ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		891	0	7	0	0
Retail	128		0	185	0	258
Restaurant	161	1,293		228	0	1,140

WEEKDAY

D	Cinema/Entertainment	22	89	0		0	15
	Residential	220	602	0	0		182
	Hotel	11	134	0	0	0	

*** MINIMUM ***

	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
DAILY	Office		176	0	0	0	0
	Retail	128		0	89	0	111
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	14	89	0		0	14
	Residential	0	0	0	0		0
	Hotel	11	134	0	0	0	

INTERNAL TRIPS

	Land Use	Daily	
		Enter	Exit
DAILY	Office	153	176
	Retail	399	328
	Restaurant	0	0
	Cinema/Entertainment	89	117
	Residential	0	0
	Hotel	125	145
		766	766

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	35	173
Retail	343	342
Restaurant	0	0
Cinema/Entertainment	174	56
Residential	0	0
Hotel	211	203
	763	774

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	4%	0%	2%	0%
Retail	2%		29%	4%	26%	5%
Restaurant	3%	41%		8%	18%	7%
Cinema/Entertainment	2%	21%	31%		8%	2%
Residential	4%	42%	21%	0%		3%
Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		8%	2%	1%	4%	0%
Retail	31%		29%	26%	46%	17%
Restaurant	30%	50%		32%	16%	71%
Cinema/Entertainment	6%	4%	3%		4%	1%
Residential	57%	10%	14%	0%		12%
Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		35	7	0	3	0
Retail	7		99	14	89	17
Restaurant	0	0		0	0	0
Cinema/Entertainment	1	12	17		5	1
Residential	0	0	0	0		0
Hotel	0	32	138	0	4	

*** BASED ON ENTER ***

EAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		27	0	2	0	0

WEEKDAY

P.M. PI

Retail	11		0	45	0	36
Restaurant	11	172		56	0	150
Cinema/Entertainment	2	14	0		0	2
Residential	20	34	0	0		25
Hotel	0	7	0	0	0	

*** MINIMUM ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		27	0	0	0	0
Retail	7		0	14	0	17
Restaurant	0	0		0	0	0
Cinema/Entertainment	1	12	0		0	1
Residential	0	0	0	0		0
Hotel	0	7	0	0	0	

INTERNAL TRIPS

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	8	27
Retail	46	38
Restaurant	0	0
Cinema/Entertainment	14	14
Residential	0	0
Hotel	18	7
	86	86

SATURDAY

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY

GROSS TRIP GENERATION

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
INPUT	Office	145	145	0	0	37	32
	Retail	5,351	5,350	0	0	427	394
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	3,445	3,445	0	0	340	343
	Residential	0	0	0	0	0	0
	Hotel	2,744	2,744	0	0	235	185
		11,685	11,684	0	0	1,039	954

INTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	31	35	0	0	10	6
	Retail	303	266	0	0	32	44
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	107	125	0	0	16	21
	Residential	0	0	0	0	0	0
	Hotel	148	163	0	0	22	9
		589	589	0	0	80	80
	% Reduction	5.0%		0.0%		8.0%	

EXTERNAL TRIPS

	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
OUTPUT	Office	114	110	0	0	27	26
	Retail	5,048	5,084	0	0	395	350
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	3,338	3,320	0	0	324	322
	Residential	0	0	0	0	0	0
	Hotel	2,596	2,581	0	0	213	176
		11,096	11,095	0	0	959	874

SATURDAY

DAILY

GROSS TRIP GENERATION

DAILY

Land Use	Daily	
	Enter	Exit
Office	145	145
Retail	5,351	5,350
Restaurant	0	0
Cinema/Entertainment	3,445	3,445
Residential	0	0
Hotel	2,744	2,744
	11,685	11,684

Estimated Trip Origins within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		24%	34%	0%	2%	0%
Retail	16%		21%	2%	20%	3%
Restaurant	17%	28%		4%	11%	5%
Cinema/Entertainment	1%	11%	16%		4%	1%
Residential	3%	22%	21%	0%		2%
Hotel	38%	15%	39%	0%	1%	

Estimated Trip Destinations within a Mixed-Use Development (Daily)
(Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	13%	1%	2%	0%
Retail	18%		40%	13%	24%	9%
Restaurant	22%	29%		16%	11%	38%
Cinema/Entertainment	3%	2%	2%		2%	1%
Residential	30%	14%	17%	0%		6%
Hotel	2%	3%	6%	0%	0%	

*** BASED ON EXIT ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		35	49	0	2	0
Retail	829		1,124	107	1,070	134
Restaurant	0	0		0	0	0
Cinema/Entertainment	34	362	534		138	34
Residential	0	0	0	0		0
Hotel	1,029	412	1,056	0	27	

*** BASED ON ENTER ***

DAILY

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		1,070	0	17	0	0
Retail	25		0	448	0	233
Restaurant	32	1,552		551	0	1,029

SATURDAY

D	Cinema/Entertainment	4	107	0		0	14
	Residential	44	722	0	0		165
	Hotel	2	161	0	0	0	

*** MINIMUM ***

	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
DAILY	Office		35	0	0	0	0
	Retail	25		0	107	0	134
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	4	107	0		0	14
	Residential	0	0	0	0		0
	Hotel	2	161	0	0	0	

INTERNAL TRIPS

	Land Use	Daily	
		Enter	Exit
DAILY	Office	31	35
	Retail	303	266
	Restaurant	0	0
	Cinema/Entertainment	107	125
	Residential	0	0
	Hotel	148	163
		589	589

P.M. PEAK HOUR

GROSS TRIP GENERATION

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	37	32
Retail	427	394
Restaurant	0	0
Cinema/Entertainment	340	343
Residential	0	0
Hotel	235	185
	1,039	954

Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		20%	4%	0%	2%	0%
Retail	2%		29%	4%	26%	5%
Restaurant	3%	41%		8%	18%	7%
Cinema/Entertainment	2%	21%	31%		8%	2%
Residential	4%	42%	21%	0%		3%
Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK

Origin Land Use	Destination Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		8%	2%	1%	4%	0%
Retail	31%		29%	26%	46%	17%
Restaurant	30%	50%		32%	16%	71%
Cinema/Entertainment	6%	4%	3%		4%	1%
Residential	57%	10%	14%	0%		12%
Hotel	0%	2%	5%	0%	0%	

*** BASED ON EXIT ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		6	1	0	1	0
Retail	8		114	16	102	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	7	72	106		27	7
Residential	0	0	0	0		0
Hotel	0	30	126	0	4	

*** BASED ON ENTER ***

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel

SATURDAY

P.M. PEA

Office		34	0	3	0	0
Retail	11		0	88	0	40
Restaurant	11	214		109	0	167
Cinema/Entertainment	2	17	0		0	2
Residential	21	43	0	0		28
Hotel	0	9	0	0	0	

*** MINIMUM ***

P.M. PEAK

(Exit) Land Use	(Enter) Land Use					
	Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
Office		6	0	0	0	0
Retail	8		0	16	0	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	2	17	0		0	2
Residential	0	0	0	0		0
Hotel	0	9	0	0	0	

INTERNAL TRIPS

P.M. PEAK

Land Use	P.M. Peak Hour	
	Enter	Exit
Office	10	6
Retail	32	44
Restaurant	0	0
Cinema/Entertainment	16	21
Residential	0	0
Hotel	22	9
	80	80

ATTACHMENT C
Trip Generation Study

Kimley»Horn

MEMORANDUM

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: May 8, 2023

Subject: Trip Generation Study
Ocoee Regional Sports Complex

PURPOSE

This trip generation study was completed for the proposed Ocoee Regional Sports Complex (ORSC), which will provide services unique from any one Land Use Code (LUC) contained in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. ORSC is a proposed baseball complex consisting of 16 baseball fields to be located in the City of Ocoee, Florida.

A LUC that most coincides with characteristics of ORSC is LUC 488 (Soccer Complex). The description for this LUC is not fully reflective of the use and characteristics of ORSC. Therefore, data was collected at the United States Specialty Sports Association (USSSA) Space Coast Complex in Melbourne, Florida, which is a similar facility consisting of 15 baseball fields. Data was collected at the USSSA Space Coast Complex during typical weekday operations and during a Saturday baseball tournament to develop trip generation rates applicable for weekday and Saturday peak hour project trips. The Saturday trip rate is generally reflective of the highest trip rate for the facility.

DATA COLLECTION

Turning movement count (TMC) data was collected at the four (4) USSSA driveways during the following days and times:

- Tuesday, April 4th and Wednesday, April 5th from 4:00 PM – 6:00 PM
- Saturday, March 25th from 7 AM – 11 PM, during a baseball tournament

Figure 1 displays the locations of the four (4) driveways surveyed at the surveyed USSSA Space Coast Complex site.

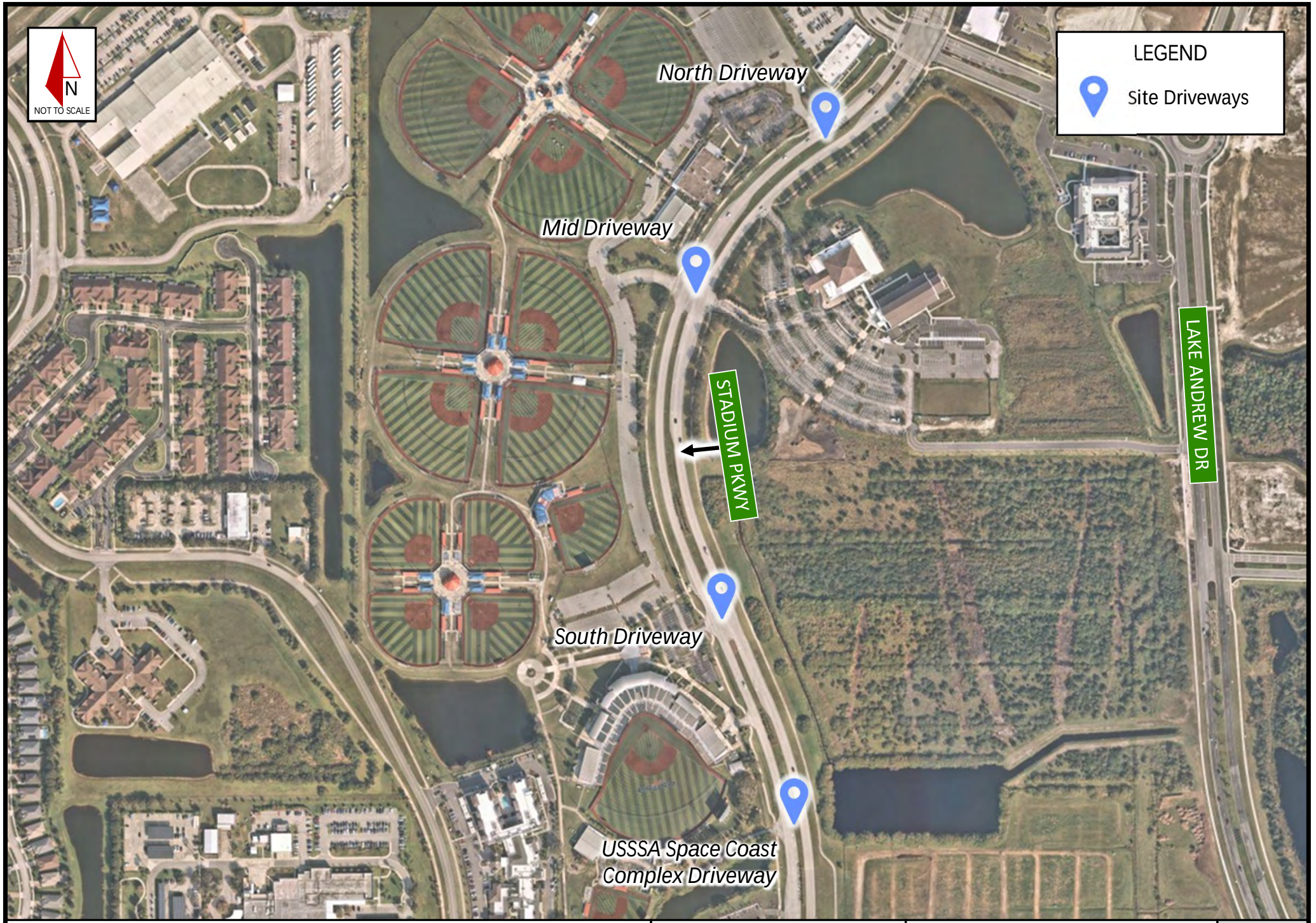


Figure 1: Driveway Count Locations

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Phone: (407)-898-1511

Kimley»Horn

PEAK HOUR TRIP GENERATION

The total driveway volume data at USSSA Space Coast Complex was compiled into inbound and outbound vehicle trips for both the weekday and Saturday data sets. The resulting data was then used to determine trip rate per baseball field and directional distribution (in % / out %) for the weekday and Saturday peak hours. The turning movement count data is provided in **Attachment A**. The processed data showing peak hour turning movement counts by driveway is provided in **Attachment B**.

A summary of the weekday and Saturday data collection efforts are provided in **Tables 1 and 2**, respectively. As shown in the tables, the weekday peak hour trip rate is 12.33 trips/baseball field and the Saturday peak hour trip rate (during a tournament) is 35.87 trips/baseball field.

Table 1: Summary of Data Collection (Weekday)

Site Location	Number of Fields	Weekday Peak Hour[1]					
		Vehicle trips				Directional Distribution	
		IN[2]	OUT[2]	TOTAL	Rate (trips / field)	IN	OUT
Melbourne	15	142	43	185	12.33	77%	23%

Notes:

[1] Peak hour of all four (4) driveways occurred between 5:00 PM - 6:00 PM

[2] INs and OUTs were obtained by adding peak hour trips of all four (4) driveways

Table 2: Summary of Data Collection (Saturday)

Site Location	Number of Fields	Saturday Peak Hour[1]					
		Vehicle trips				Directional Distribution	
		IN[2]	OUT[2]	TOTAL	Rate (trips / field)	IN	OUT
Melbourne	15	275	263	538	35.87	51%	49%

Notes:

[1] Peak hour of driveway 1 occurred between 12:45 - 1:45 PM, peak hour of driveways 2 & 3 occurred between 12:30 - 1:30 PM, and peak Hour of driveway 4 occurred between 1:30 - 2:30 PM

[2] INs and OUTs were obtained by adding peak hour trips of all four (4) driveways

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DAILY TRIP GENERATION

Although 24-hour data was not collected for the USSSA Space Coast Complex site, a daily trip generation rate was estimated using the previously compiled peak hour driveway volumes.

The 11th Edition of ITE's *Trip Generation Manual* provides vehicle time-of-day distributions for a variety of land uses. Time-of-day distribution for LUC 488 (Soccer Complex) was used to back calculate peak hour trips into estimated daily trips, as it most coincides with characteristics of ORSC for any LUC contained in the *Trip Generation Manual*.

The vehicle time-of-day distributions are provided in **Attachment C**. As shown in the attachment, 9.5% of trips for LUC 488 occur between 4PM-6PM and 100% of trips for LUC 488 occur between 7AM-11PM. These time-of-day distributions are shown in **Tables 3 and 4**, which were used to estimate the weekday daily trip rate of 169.13 trips/baseball field and the Saturday daily trip rate (during a tournament) of 263.20 trips/baseball field.

Table 3: Estimation of Daily Trip Generation Rate (Weekday)

Site Location	Number of Fields	Estimation of Weekday Daily Trip Rate			
		Total Weekday Trips 4PM-6PM (A)[1]	4PM-6PM Percent of Daily Trips (B)	Daily Trips *(A / B)*	Daily Rate (trips/field)
Melbourne	15	241	9.5%	2,537	169.13

Notes:

[1] Vehicle trips obtained from two (2) days of weekday data collection at the United States Specialty Sports Accosication (USSSA) Space Coast Complex

[2] Vehicle time of day distribution for LUC 488 provided by ITE's Trip Generation Manual, 11th Edition was used, which is the closest LUC for the Ocoee Regional Sports Complex contained within ITE's Trip Generation Manual, 11th Edition

Table 4: Estimation of Daily Trip Generation Rate (Saturday)

Site Location	Number of Fields	Estimation of Saturday Daily Trip Rate			
		Total Saturday Trips 7AM-11PM (A)[1]	7AM-11PM Percent of Daily Trips (B)	Daily Trips *(A / B)*	Daily Rate (trips/field)
Melbourne	15	3,948	100.0%	3,948	263.20

Notes:

[1] Vehicle trips obtained from Saturday tournament day data collection at the United States Specialty Sports Accosication (USSSA) Space Coast Complex

[2] Vehicle time of day distribution for LUC 488 provided by ITE's Trip Generation Manual, 11th Edition was used, which is the closest LUC for the Ocoee Regional Sports Complex contained within ITE's Trip Generation Manual, 11th Edition

Kimley»Horn

CONCLUSION

Ocoee Regional Sports Complex (ORSC) will provide services unique from any one LUC contained in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. This memorandum summarizes trip generation data collected at United States Specialty Sports Association (USSSA) Space Coast Complex during a tournament to document trip generation characteristics that can be applied to estimate the trip generation potential of ORSC.

Results of the analysis provided herein indicate the following peak hour (of generator) trip rates:

- **Weekday**: 12.33 vehicle trips per baseball field (77% entering / 23% exiting)
- **Saturday (during a tournament)**: 35.87 vehicle trips per baseball field (51% entering / 49% exiting).

These average trip rates can be applied to estimate the trip generation potential of future baseball complexes based on their planned number of fields.

Additionally, daily trip generation rates were developed using the collected data and information provided by the Institute of Transportation Engineers' *Trip Generation Manual*. Results of the assessment yield an average weekday daily trip rate of 169.13 trips per baseball field and an average Saturday daily trip rate of 263.20 vehicle trips per baseball field (during a tournament).

ATTACHMENT A

Turning Movement Counts

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields North Dwy/Flexx: Integrative Muscu
City: Melbourne

Date: 4/5/2023
Day: Wednesday

TIME	Cars				Trip		
	Going IN		Going OUT				
	NL	SR	EL	ER	IN	OUT	OUTCOME
4:00 PM	0	0	0	0	0	0	*0*
4:15 PM	0	1	0	2	1	2	*-1*
4:30 PM	0	3	0	4	3	4	*-1*
4:45 PM	0	1	0	4	1	4	*-3*
5:00 PM	0	2	0	1	2	1	*1*
5:15 PM	0	2	0	0	2	0	*2*
5:30 PM	0	4	0	3	4	3	*1*
5:45 PM	0	4	0	1	4	1	*3*
Totals	*0*	*17*	*0*	*15*	*17*	*15*	*2*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields North Dwy/Flexx: Integrative Muscu
City: Melbourne

Date: 4/6/2023
Day: Thursday

TIME	Cars				Trip		
	Going IN		Going OUT				
	NL	SR	EL	ER	IN	OUT	OUTCOME
4:00 PM	0	1	0	1	1	1	*0*
4:15 PM	0	0	0	1	0	1	*-1*
4:30 PM	0	1	0	1	1	1	*0*
4:45 PM	0	0	0	0	0	0	*0*
5:00 PM	0	0	0	0	0	0	*0*
5:15 PM	0	3	0	2	3	2	*1*
5:30 PM	0	0	0	1	0	1	*-1*
5:45 PM	0	1	0	1	1	1	*0*
Totals	*0*	*6*	*0*	*7*	*6*	*7*	*-1*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields Mid Dwy
City: Melbourne

Date: 4/5/2023
Day: Wednesday

TIME	Cars						Trip		
	Going IN			Going OUT					
	NL	SR	WT	EL	ET	ER	IN	OUT	OUTCOME
4:00 PM	0	1	0	1	0	0	1	1	*0*
4:15 PM	0	3	0	0	0	0	3	0	*3*
4:30 PM	3	3	0	0	0	1	6	1	*5*
4:45 PM	0	5	0	2	0	1	5	3	*2*
5:00 PM	2	2	0	1	0	1	4	2	*2*
5:15 PM	2	5	1	2	0	0	8	2	*6*
5:30 PM	2	14	1	8	0	7	17	15	*2*
5:45 PM	10	20	0	2	0	1	30	3	*27*
Totals	*19*	*53*	*2*	*16*	*0*	*11*	*74*	*27*	*47*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields Mid Dwy
City: Melbourne

Date: 4/6/2023
Day: Thursday

TIME	Cars						Trip		
	Going IN			Going OUT					
	NL	SR	WT	EL	ET	ER	IN	OUT	OUTCOME
4:00 PM	0	1	0	0	0	0	1	0	*1*
4:15 PM	1	1	0	0	0	1	2	1	*1*
4:30 PM	0	0	0	0	0	0	0	0	*0*
4:45 PM	0	0	0	1	0	0	0	1	*-1*
5:00 PM	0	1	0	0	0	1	1	1	*0*
5:15 PM	0	3	0	0	0	0	3	0	*3*
5:30 PM	1	11	0	2	0	1	12	3	*9*
5:45 PM	2	15	0	2	0	0	17	2	*15*
Totals	*4*	*32*	*0*	*5*	*0*	*3*	*36*	*8*	*28*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields South Dwy
City: Melbourne

Date: 4/5/2023
Day: Wednesday

TIME	Cars						Trip		
	Going IN			Going OUT					
	NL	SR	WT	EL	ET	ER	IN	OUT	OUTCOME
4:00 PM	1	0	0	1	0	0	1	1	*0*
4:15 PM	0	0	0	0	0	2	0	2	*-2*
4:30 PM	3	1	0	2	1	2	4	5	*-1*
4:45 PM	0	3	0	2	0	1	3	3	*0*
5:00 PM	1	2	0	1	0	1	3	2	*1*
5:15 PM	6	6	0	0	0	1	12	1	*11*
5:30 PM	6	8	0	4	1	2	14	7	*7*
5:45 PM	9	6	0	3	0	2	15	5	*10*
Totals	*26*	*26*	*0*	*13*	*2*	*11*	*52*	*26*	*26*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields South Dwy
City: Melbourne

Date: 4/6/2023
Day: Thursday

TIME	Cars						Trip		
	Going IN			Going OUT					
	NL	SR	WT	EL	ET	ER	IN	OUT	OUTCOME
4:00 PM	0	1	0	1	0	0	1	1	*0*
4:15 PM	1	1	0	1	0	1	2	2	*0*
4:30 PM	0	2	0	2	0	0	2	2	*0*
4:45 PM	2	3	0	2	0	2	5	4	*1*
5:00 PM	5	9	0	3	0	1	14	4	*10*
5:15 PM	5	11	0	1	0	1	16	2	*14*
5:30 PM	12	22	0	3	0	4	34	7	*27*
5:45 PM	16	25	0	3	0	3	41	6	*35*
Totals	*41*	*74*	*0*	*16*	*0*	*12*	*115*	*28*	*87*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & USSSA Space Coast Complex
City: Melbourne

Date: 4/5/2023
Day: Wednesday

TIME	Cars				Trip		
	Going IN		Going OUT				
	NL	SR	EL	ER	IN	OUT	OUTCOME
4:00 PM	0	0	0	0	0	0	*0*
4:15 PM	0	0	0	1	0	1	*-1*
4:30 PM	0	0	0	1	0	1	*-1*
4:45 PM	0	0	0	0	0	0	*0*
5:00 PM	0	0	0	1	0	1	*-1*
5:15 PM	0	0	0	0	0	0	*0*
5:30 PM	0	0	0	0	0	0	*0*
5:45 PM	0	0	0	0	0	0	*0*
Totals	*0*	*0*	*0*	*3*	*0*	*3*	*-3*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & USSSA Space Coast Complex
City: Melbourne

Date: 4/6/2023
Day: Thursday

TIME	Cars				Trip		
	Going IN		Going OUT				
	NL	SR	EL	ER	IN	OUT	OUTCOME
4:00 PM	0	1	0	1	1	1	*0*
4:15 PM	0	1	0	2	1	2	*-1*
4:30 PM	0	2	0	1	2	1	*1*
4:45 PM	0	0	0	1	0	1	*-1*
5:00 PM	0	6	0	2	6	2	*4*
5:15 PM	0	2	0	1	2	1	*1*
5:30 PM	0	5	0	2	5	2	*3*
5:45 PM	0	5	0	2	5	2	*3*
Totals	*0*	*22*	*0*	*12*	*22*	*12*	*10*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields North Dwy/Flexx: Integrative Muscl
City: Melbourne

Date: 3/25/2023
Day: Saturday

TIME	Going IN		Going OUT		Trip Generation		
	NL	SR	EL	ER	IN	OUT	OUTCOME
7:00 AM	0	18	0	1	18	1	*17*
7:15 AM	0	28	0	5	28	5	*23*
7:30 AM	0	23	0	8	23	8	*15*
7:45 AM	0	11	0	1	11	1	*10*
8:00 AM	0	12	0	1	12	1	*11*
8:15 AM	0	13	0	1	13	1	*12*
8:30 AM	0	3	0	1	3	1	*2*
8:45 AM	0	7	0	4	7	4	*3*
9:00 AM	0	10	0	3	10	3	*7*
9:15 AM	0	18	0	2	18	2	*16*
9:30 AM	0	6	0	0	6	0	*6*
9:45 AM	0	3	0	1	3	1	*2*
10:00 AM	0	4	0	0	4	0	*4*
10:15 AM	0	5	0	10	5	10	*-5*
10:30 AM	0	5	0	9	5	9	*-4*
10:45 AM	0	9	0	10	9	10	*-1*
11:00 AM	0	11	0	4	11	4	*7*
11:15 AM	0	14	0	3	14	3	*11*
11:30 AM	0	4	0	6	4	6	*-2*
11:45 AM	0	9	0	7	9	7	*2*
12:00 PM	0	5	0	3	5	3	*2*
12:15 PM	0	8	0	15	8	15	*-7*
12:30 PM	0	8	0	17	8	17	*-9*
12:45 PM	0	16	0	37	16	37	*-21*
1:00 PM	0	19	0	8	19	8	*11*
1:15 PM	0	30	0	1	30	1	*29*
1:30 PM	0	22	0	10	22	10	*12*
1:45 PM	0	11	0	4	11	4	*7*
2:00 PM	0	14	0	3	14	3	*11*
2:15 PM	0	6	0	14	6	14	*-8*
2:30 PM	0	5	0	11	5	11	*-6*
2:45 PM	0	3	0	48	3	48	*-45*
3:00 PM	0	11	0	4	11	4	*7*
3:15 PM	0	12	0	0	12	0	*12*
3:30 PM	0	7	0	2	7	2	*5*
3:45 PM	0	0	0	1	0	1	*-1*
4:00 PM	0	3	0	4	3	4	*-1*
4:15 PM	0	4	0	7	4	7	*-3*
4:30 PM	0	9	0	8	9	8	*1*
4:45 PM	0	5	0	6	5	6	*-1*
5:00 PM	0	1	0	23	1	23	*-22*
5:15 PM	0	8	0	21	8	21	*-13*
5:30 PM	0	4	0	6	4	6	*-2*
5:45 PM	0	10	0	2	10	2	*8*
6:00 PM	0	3	0	5	3	5	*-2*
6:15 PM	0	6	0	4	6	4	*2*
6:30 PM	0	4	0	12	4	12	*-8*
6:45 PM	0	5	0	7	5	7	*-2*
7:00 PM	0	0	0	7	0	7	*-7*
7:15 PM	0	1	0	29	1	29	*-28*
7:30 PM	0	2	0	16	2	16	*-14*
7:45 PM	0	1	0	4	1	4	*-3*
8:00 PM	0	1	0	4	1	4	*-3*
8:15 PM	0	0	0	1	0	1	*-1*
8:30 PM	0	0	0	9	0	9	*-9*
8:45 PM	0	1	0	14	1	14	*-13*
9:00 PM	0	0	0	18	0	18	*-18*
9:15 PM	0	0	0	23	0	23	*-23*
9:30 PM	0	0	0	9	0	9	*-9*
9:45 PM	0	0	0	1	0	1	*-1*
10:00 PM	0	0	0	1	0	1	*-1*
10:15 PM	0	0	0	0	0	0	*0*
10:30 PM	0	0	0	0	0	0	*0*
10:45 PM	0	0	0	0	0	0	*0*
Totals	*0*	*458*	*0*	*496*	*458*	*496*	*-38*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields Mid Dwy
City: Melbourne

Date: 3/25/2023
Day: Saturday

TIME	Going IN			Going OUT			Trip Generation		
	NL	SR	WT	EL	ET	ER	IN	OUT	OUTCOME
7:00 AM	3	16	0	0	0	0	19	0	*19*
7:15 AM	2	27	0	5	0	1	29	6	*23*
7:30 AM	1	25	2	6	0	0	28	6	*22*
7:45 AM	4	9	0	1	0	3	13	4	*9*
8:00 AM	2	19	0	1	0	1	21	2	*19*
8:15 AM	7	14	0	0	0	0	21	0	*21*
8:30 AM	3	5	0	1	0	1	8	2	*6*
8:45 AM	0	7	0	0	0	0	7	0	*7*
9:00 AM	2	8	0	0	0	1	10	1	*9*
9:15 AM	2	8	0	4	0	0	10	4	*6*
9:30 AM	2	5	0	2	0	0	7	2	*5*
9:45 AM	1	5	0	0	0	0	6	0	*6*
10:00 AM	0	5	0	1	0	2	5	3	*2*
10:15 AM	3	6	0	7	0	3	9	10	*-1*
10:30 AM	2	1	0	1	0	4	3	5	*-2*
10:45 AM	3	8	0	4	0	1	11	5	*6*
11:00 AM	1	12	0	1	0	4	13	5	*8*
11:15 AM	2	8	0	0	0	2	10	2	*8*
11:30 AM	9	7	0	1	0	3	16	4	*12*
11:45 AM	5	10	0	1	0	3	15	4	*11*
12:00 PM	2	6	0	8	0	7	8	15	*-7*
12:15 PM	5	8	0	8	0	0	13	8	*5*
12:30 PM	0	11	0	7	0	7	11	14	*-3*
12:45 PM	2	11	0	26	0	9	13	35	*-22*
1:00 PM	4	13	0	5	0	3	17	8	*9*
1:15 PM	7	14	0	1	0	0	21	1	*20*
1:30 PM	1	9	0	4	0	2	10	6	*4*
1:45 PM	2	5	0	6	0	1	7	7	*0*
2:00 PM	1	5	0	3	0	2	6	5	*1*
2:15 PM	0	6	1	28	0	4	7	32	*-25*
2:30 PM	4	8	0	24	0	3	12	27	*-15*
2:45 PM	3	5	0	12	0	9	8	21	*-13*
3:00 PM	0	7	1	5	0	1	8	6	*2*
3:15 PM	5	7	0	4	0	1	12	5	*7*
3:30 PM	2	7	0	4	0	1	9	5	*4*
3:45 PM	1	4	0	0	0	1	5	1	*4*
4:00 PM	9	6	0	4	0	4	15	8	*7*
4:15 PM	1	6	0	6	0	9	7	15	*-8*
4:30 PM	2	6	0	4	0	2	8	6	*2*
4:45 PM	0	9	0	8	0	3	9	11	*-2*
5:00 PM	1	4	0	12	0	2	5	14	*-9*
5:15 PM	2	3	0	3	0	1	5	4	*1*
5:30 PM	0	7	1	1	0	1	8	2	*6*
5:45 PM	2	3	0	2	0	1	5	3	*2*
6:00 PM	0	2	0	3	0	5	2	8	*-6*
6:15 PM	2	2	0	3	0	3	4	6	*-2*
6:30 PM	1	3	1	15	0	7	5	22	*-17*
6:45 PM	1	2	0	13	0	1	3	14	*-11*
7:00 PM	1	1	0	5	0	2	2	7	*-5*
7:15 PM	0	2	0	9	0	2	2	11	*-9*
7:30 PM	2	1	0	5	0	4	3	9	*-6*
7:45 PM	0	4	0	3	0	0	4	3	*1*
8:00 PM	0	2	0	10	0	0	2	10	*-8*
8:15 PM	1	1	0	22	0	4	2	26	*-24*
8:30 PM	0	1	0	11	1	6	1	18	*-17*
8:45 PM	0	0	0	16	0	12	0	28	*-28*
9:00 PM	0	0	0	23	0	3	0	26	*-26*
9:15 PM	0	0	0	11	0	1	0	12	*-12*
9:30 PM	0	1	0	6	0	6	1	12	*-11*
9:45 PM	0	0	0	0	0	0	0	0	*0*
10:00 PM	0	0	0	0	0	0	0	0	*0*
10:15 PM	0	0	0	0	0	0	0	0	*0*
10:30 PM	0	0	0	0	0	0	0	0	*0*
10:45 PM	0	1	0	1	0	0	1	1	*0*
Totals	*118*	*398*	*6*	*377*	*1*	*159*	*522*	*537*	*-15*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & 60/90 Quad Baseball Fields South Dwy
City: Melbourne

Date: 3/25/2023
Day: Saturday

TIME	Going IN		Going OUT		Trip Generation		
	NL	SR	EL	ER	IN	OUT	OUTCOME
7:00 AM	16	30	3	2	46	5	*41*
7:15 AM	47	35	4	6	82	10	*72*
7:30 AM	7	24	5	3	31	8	*23*
7:45 AM	5	11	3	2	16	5	*11*
8:00 AM	11	10	2	1	21	3	*18*
8:15 AM	8	9	2	0	17	2	*15*
8:30 AM	11	12	0	0	23	0	*23*
8:45 AM	8	8	2	2	16	4	*12*
9:00 AM	10	11	0	6	21	6	*15*
9:15 AM	10	8	1	2	18	3	*15*
9:30 AM	6	3	2	3	9	5	*4*
9:45 AM	5	4	2	1	9	3	*6*
10:00 AM	4	3	2	1	7	3	*4*
10:15 AM	6	8	3	5	14	8	*6*
10:30 AM	4	5	7	2	9	9	*0*
10:45 AM	4	11	3	1	15	4	*11*
11:00 AM	10	17	1	4	27	5	*22*
11:15 AM	7	10	4	5	17	9	*8*
11:30 AM	4	6	10	6	10	16	*-6*
11:45 AM	3	11	3	1	14	4	*10*
12:00 PM	9	12	3	8	21	11	*10*
12:15 PM	4	4	15	9	8	24	*-16*
12:30 PM	7	8	12	19	15	31	*-16*
12:45 PM	11	22	8	47	33	55	*-22*
1:00 PM	11	21	4	16	32	20	*12*
1:15 PM	7	17	3	7	24	10	*14*
1:30 PM	9	8	8	16	17	24	*-7*
1:45 PM	5	10	1	3	15	4	*11*
2:00 PM	3	9	5	12	12	17	*-5*
2:15 PM	3	3	16	16	6	32	*-26*
2:30 PM	2	10	11	12	12	23	*-11*
2:45 PM	12	12	18	20	24	38	*-14*
3:00 PM	11	17	4	6	28	10	*18*
3:15 PM	12	13	6	5	25	11	*14*
3:30 PM	8	5	0	2	13	2	*11*
3:45 PM	2	11	7	4	13	11	*2*
4:00 PM	5	7	8	0	12	8	*4*
4:15 PM	4	11	11	8	15	19	*-4*
4:30 PM	6	4	9	8	10	17	*-7*
4:45 PM	0	3	8	4	3	12	*-9*
5:00 PM	2	3	9	3	5	12	*-7*
5:15 PM	4	3	6	1	7	7	*0*
5:30 PM	3	8	5	0	11	5	*6*
5:45 PM	0	4	4	2	4	6	*-2*
6:00 PM	5	5	5	3	10	8	*2*
6:15 PM	2	8	5	7	10	12	*-2*
6:30 PM	1	1	11	18	2	29	*-27*
6:45 PM	2	0	12	6	2	18	*-16*
7:00 PM	0	1	15	15	1	30	*-29*
7:15 PM	1	1	5	2	2	7	*-5*
7:30 PM	0	1	6	4	1	10	*-9*
7:45 PM	1	0	4	1	1	5	*-4*
8:00 PM	0	0	18	13	0	31	*-31*
8:15 PM	0	0	7	14	0	21	*-21*
8:30 PM	0	0	27	14	0	41	*-41*
8:45 PM	0	1	16	15	1	31	*-30*
9:00 PM	0	0	1	3	0	4	*-4*
9:15 PM	0	0	0	6	0	6	*-6*
9:30 PM	0	0	9	8	0	17	*-17*
9:45 PM	0	0	7	1	0	8	*-8*
10:00 PM	0	0	1	0	0	1	*-1*
10:15 PM	0	0	0	0	0	0	*0*
10:30 PM	0	0	0	0	0	0	*0*
10:45 PM	0	0	0	0	0	0	*0*
Totals	*338*	*479*	*389*	*411*	*817*	*800*	*17*

Prepared by National Data & Surveying Services

Trip Gen Study

Location: Stadium Pkwy & USSSA Space Coast Complex
City: Melbourne

Date: 3/25/2023
Day: Saturday

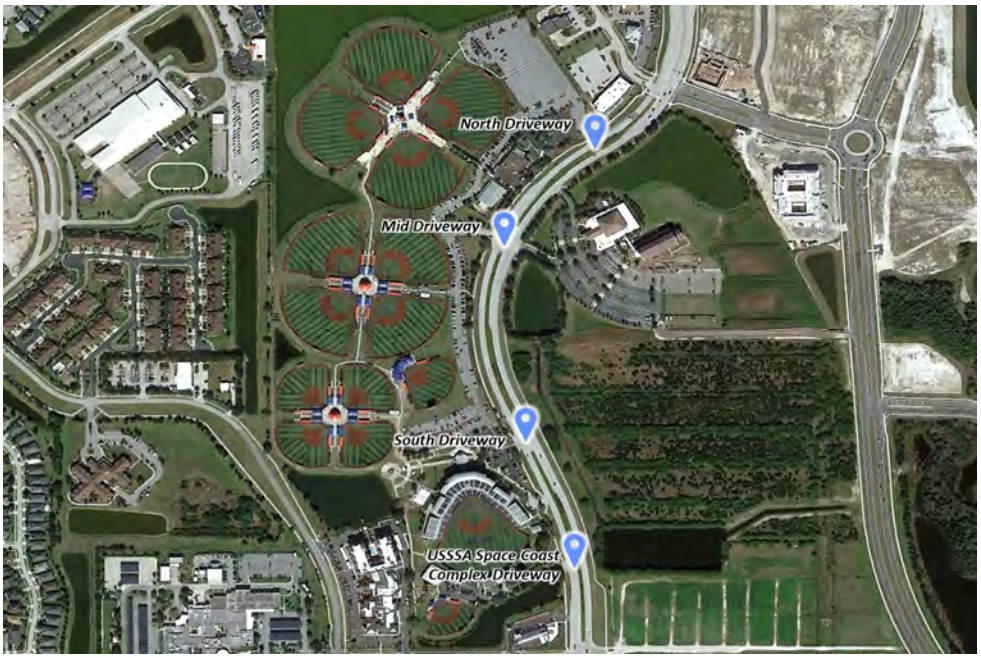
TIME	Going IN		Going OUT		Trip Generation		
	NL	SR	EL	ER	IN	OUT	OUTCOME
7:00 AM	0	5	0	0	5	0	*5*
7:15 AM	0	10	0	0	10	0	*10*
7:30 AM	0	3	0	0	3	0	*3*
7:45 AM	0	1	0	0	1	0	*1*
8:00 AM	0	4	0	1	4	1	*3*
8:15 AM	0	1	0	0	1	0	*1*
8:30 AM	0	2	0	0	2	0	*2*
8:45 AM	0	1	0	0	1	0	*1*
9:00 AM	0	0	0	0	0	0	*0*
9:15 AM	0	8	0	2	8	2	*6*
9:30 AM	0	1	0	2	1	2	*-1*
9:45 AM	0	3	0	1	3	1	*2*
10:00 AM	0	1	0	2	1	2	*-1*
10:15 AM	0	2	0	2	2	2	*0*
10:30 AM	0	5	0	2	5	2	*3*
10:45 AM	0	3	0	0	3	0	*3*
11:00 AM	0	6	0	2	6	2	*4*
11:15 AM	0	4	0	2	4	2	*2*
11:30 AM	0	3	0	1	3	1	*2*
11:45 AM	0	3	0	0	3	0	*3*
12:00 PM	0	3	0	1	3	1	*2*
12:15 PM	0	2	0	8	2	8	*-6*
12:30 PM	0	7	0	9	7	9	*-2*
12:45 PM	0	5	0	0	5	0	*5*
1:00 PM	0	5	0	2	5	2	*3*
1:15 PM	0	5	0	1	5	1	*4*
1:30 PM	0	4	0	2	4	2	*2*
1:45 PM	0	7	0	4	7	4	*3*
2:00 PM	0	6	0	8	6	8	*-2*
2:15 PM	0	5	0	19	5	19	*-14*
2:30 PM	0	3	0	2	3	2	*1*
2:45 PM	0	0	0	4	0	4	*-4*
3:00 PM	0	4	0	1	4	1	*3*
3:15 PM	0	4	0	3	4	3	*1*
3:30 PM	0	4	0	1	4	1	*3*
3:45 PM	0	5	0	2	5	2	*3*
4:00 PM	0	2	0	5	2	5	*-3*
4:15 PM	0	0	0	5	0	5	*-5*
4:30 PM	0	1	0	6	1	6	*-5*
4:45 PM	0	3	0	1	3	1	*2*
5:00 PM	0	1	0	0	1	0	*1*
5:15 PM	0	2	0	0	2	0	*2*
5:30 PM	0	2	0	2	2	2	*0*
5:45 PM	0	0	0	0	0	0	*0*
6:00 PM	0	2	0	1	2	1	*1*
6:15 PM	0	5	0	3	5	3	*2*
6:30 PM	0	0	0	7	0	7	*-7*
6:45 PM	0	1	0	5	1	5	*-4*
7:00 PM	0	0	0	0	0	0	*0*
7:15 PM	0	0	0	3	0	3	*-3*
7:30 PM	0	0	0	0	0	0	*0*
7:45 PM	0	1	0	18	1	18	*-17*
8:00 PM	0	0	0	14	0	14	*-14*
8:15 PM	0	0	0	0	0	0	*0*
8:30 PM	0	0	0	0	0	0	*0*
8:45 PM	0	0	0	3	0	3	*-3*
9:00 PM	0	0	0	0	0	0	*0*
9:15 PM	0	0	0	0	0	0	*0*
9:30 PM	0	0	0	1	0	1	*-1*
9:45 PM	0	0	0	2	0	2	*-2*
10:00 PM	0	0	0	2	0	2	*-2*
10:15 PM	0	0	0	1	0	1	*-1*
10:30 PM	0	0	0	0	0	0	*0*
10:45 PM	0	0	0	0	0	0	*0*
Totals	*0*	*155*	*0*	*163*	*155*	*163*	*-8*

ATTACHMENT B
Processed Data

WEEKDAY

United States Specialty Sports Association (USSSA)
Space Coast Complex

5800 Stadium Pkwy, Melbourne, FL 32940



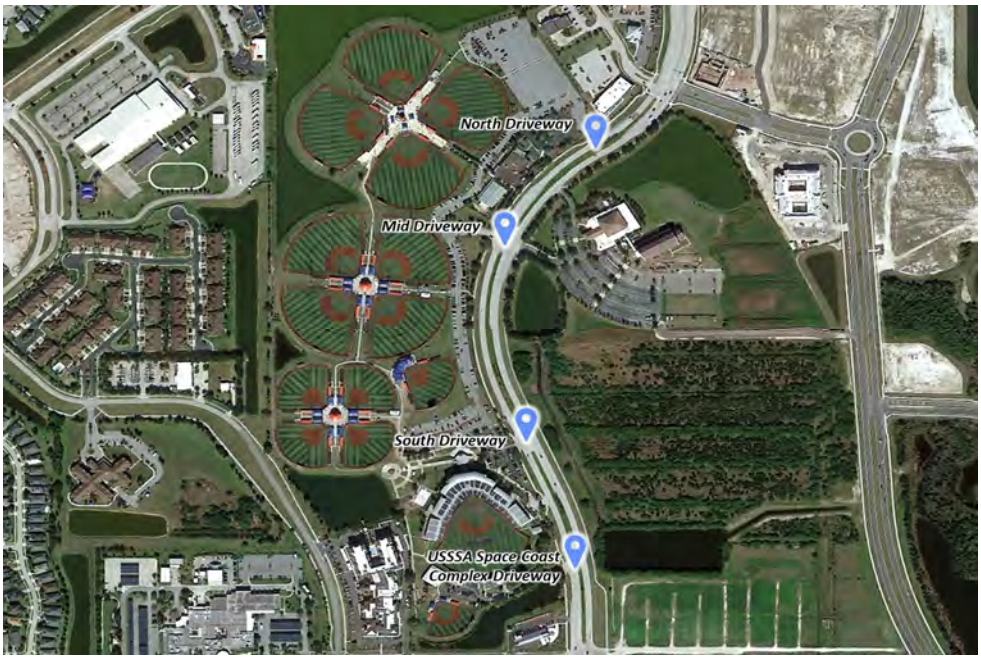
Summary of Weekday Peak Hour Data Collection			
Driveway and Peak Hour	IN	OUT	TOTAL
North Driveway			
5:00 PM	1	1	2
5:15 PM	3	1	4
5:30 PM	2	2	4
5:45 PM	3	1	4
TOTAL	9	5	14
Mid Driveway			
5:00 PM	3	2	5
5:15 PM	6	1	7
5:30 PM	15	9	24
5:45 PM	24	3	27
TOTAL	48	15	63
South Driveway			
5:00 PM	9	3	12
5:15 PM	14	2	16
5:30 PM	24	7	31
5:45 PM	28	6	34
TOTAL	75	18	93
USSSA Driveway			
5:00 PM	3	2	5
5:15 PM	1	1	2
5:30 PM	3	1	4
5:45 PM	3	1	4
TOTAL	10	5	15

Peak Hour Total	185	IN	142	OUT	43
DISTRIBUTION	100%	IN	77%	OUT	23%

SATURDAY

United States Specialty Sports Association (USSSA)
Space Coast Complex

5800 Stadium Pkwy, Melbourne, FL 32940



Summary of Saturday Tournament Peak Hour Data Collection			
Driveway and Peak Hour	IN	OUT	TOTAL
North Driveway			
12:45 PM	16	37	53
1:00 PM	19	8	27
1:15 PM	30	1	31
1:30 PM	22	10	32
TOTAL	87	56	143
Mid Driveway			
12:30 PM	11	14	25
12:45 PM	13	35	48
1:00 PM	17	8	25
1:15 PM	21	1	22
TOTAL	62	58	120
South Driveway			
12:30 PM	15	31	46
12:45 PM	33	55	88
1:00 PM	32	20	52
1:15 PM	24	10	34
TOTAL	104	116	220
USSSA Driveway			
1:30 PM	4	2	6
1:45 PM	7	4	11
2:00 PM	6	8	14
2:15 PM	5	19	24
TOTAL	22	33	55

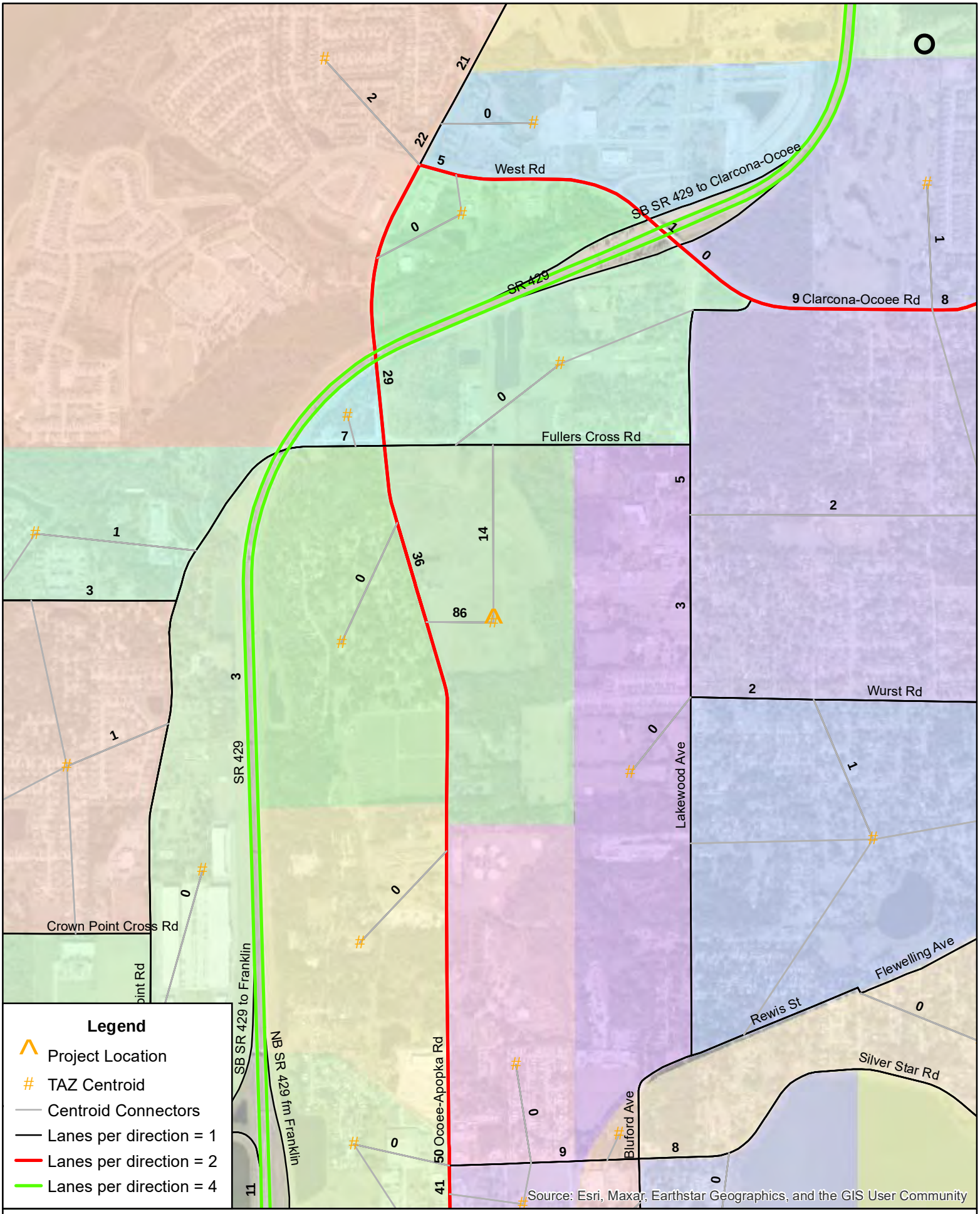
Peak Hour Total	538	IN	275	OUT	263
DISTRIBUTION	100%	IN	51%	OUT	49%

ATTACHMENT C

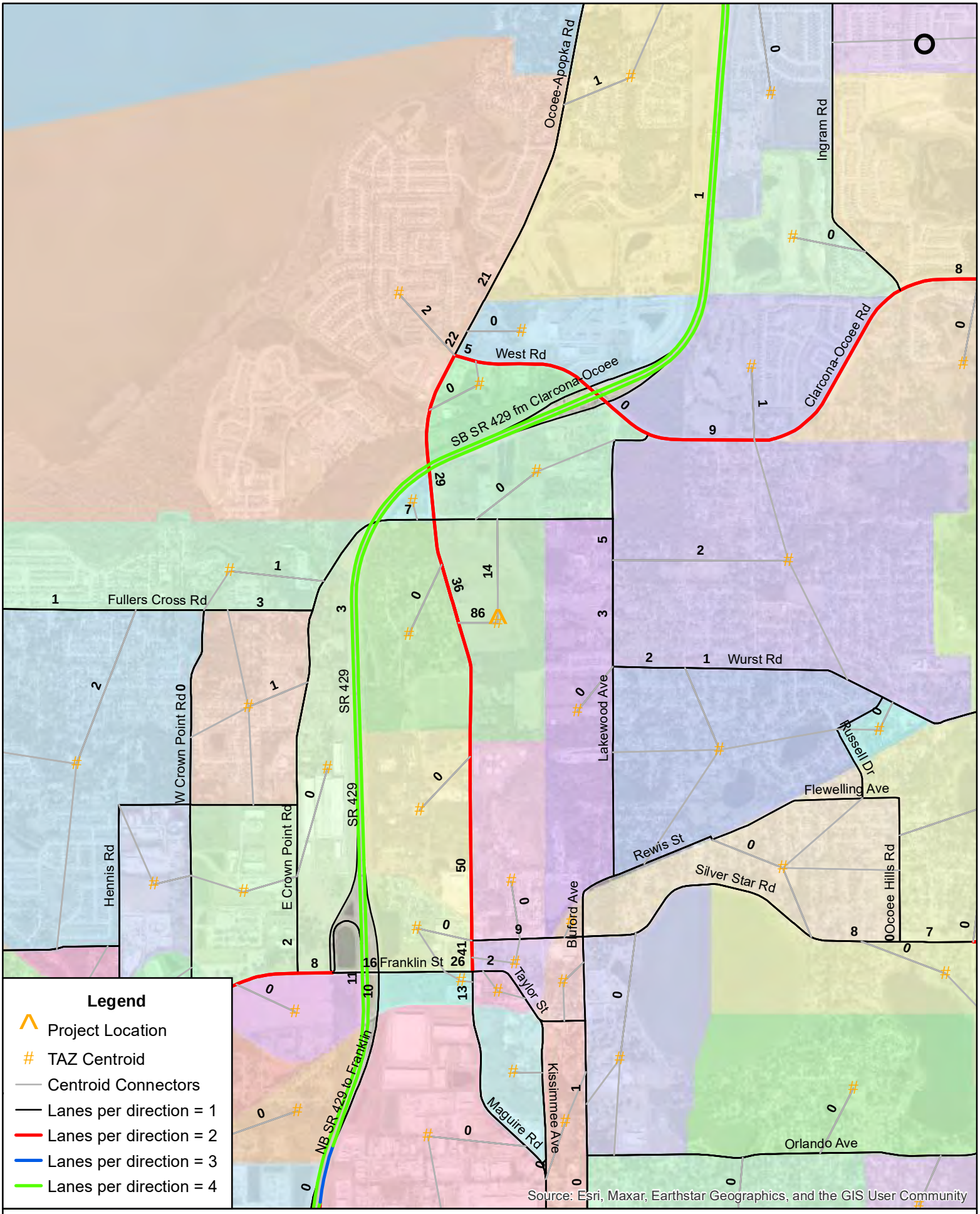
Vehicle Time-of-Day Distributions from ITE's
Trip Generation Manual, 11th Edition

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	488		
Land Use	Soccer Complex		
Setting	General Urban/Suburban		
Time Period	Saturday		
# Data Sites	1		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.0%	0.0%	0.0%
2:00 - 3:00 AM	0.0%	0.0%	0.0%
3:00 - 4:00 AM	0.0%	0.0%	0.0%
4:00 - 5:00 AM	0.0%	0.0%	0.0%
5:00 - 6:00 AM	0.0%	0.0%	0.0%
6:00 - 7:00 AM	0.0%	0.0%	0.0%
7:00 - 8:00 AM	2.9%	5.3%	0.5%
8:00 - 9:00 AM	8.0%	14.0%	2.1%
9:00 - 10:00 AM	8.9%	12.5%	5.3%
10:00 - 11:00 AM	13.3%	13.4%	13.2%
11:00 - 12:00 PM	11.8%	13.5%	10.1%
12:00 - 1:00 PM	14.4%	14.6%	14.2%
1:00 - 2:00 PM	12.6%	13.1%	12.2%
2:00 - 3:00 PM	11.0%	10.2%	11.9%
3:00 - 4:00 PM	6.1%	1.6%	10.6%
4:00 - 5:00 PM	7.2%	1.0%	13.4%
5:00 - 6:00 PM	2.3%	0.6%	4.0%
6:00 - 7:00 PM	1.4%	0.3%	2.5%
7:00 - 8:00 PM	0.0%	0.0%	0.0%
8:00 - 9:00 PM	0.0%	0.0%	0.0%
9:00 - 10:00 PM	0.0%	0.0%	0.0%
10:00 - 11:00 PM	0.0%	0.0%	0.0%
11:00 - 12:00 AM	0.0%	0.0%	0.0%

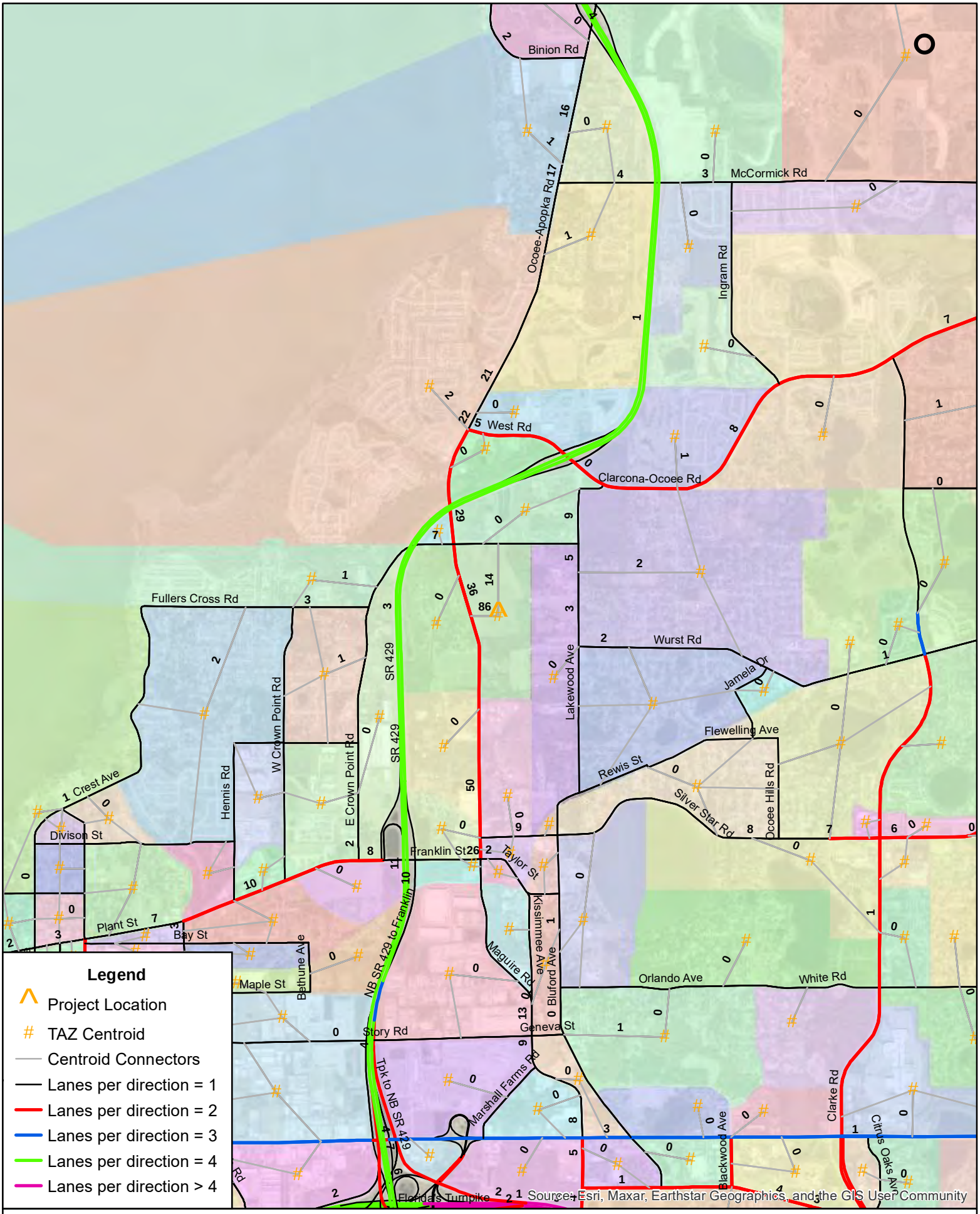
ATTACHMENT D
CFRPMv7 Model Outputs



Project Distribution - Ocoee Regional Sports Complex
CFRPMv7 - 2030 - 2/19/2023

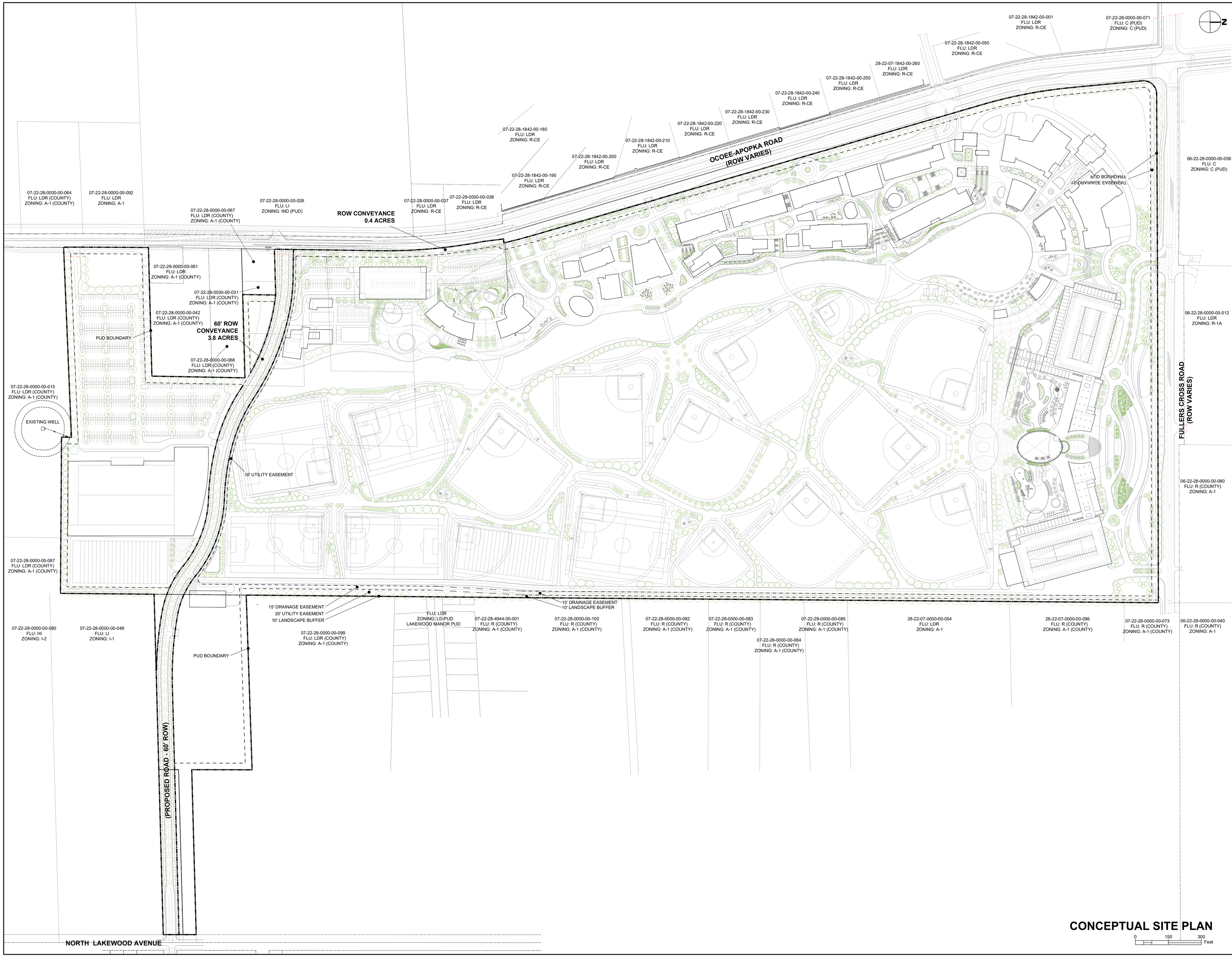


Project Distribution - Ocoee Regional Sports Complex
CFRPMv7 - 2030 - 2/19/2023



Project Distribution - Ocoee Regional Sports Complex
CFRPMv7 - 2030 - 2/19/2023

APPENDIX B
Site Plan



CONCEPTUAL SITE PLAN

Montierre Development
5669 SE Crooked Oak Ave
Hobe Sound, FL 33455

AECOM
1900 Summit Tower Blvd, Suite 201
Orlando, FL 32801
(407) 843-6000

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
CONCEPTUAL SITE PLAN

Revisions		
N°	Date	Description
	09/15/24	PUD - 1st Submittal

DESIGNED BY: BSTN	QA/QC BY: ---
DWN BY: BSTN	DATE: 08/21/2024
PROJECT MANAGER: BL	
PLOT SCALE: AS INDICATED	SIZE: 30"X42"
FILE NAME: ---	

PROJECT # 60729465

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Printed date: Sunday, September 15, 2024 5:29:50
Filename: C:\Users\bstein\Desktop\WIP\Ocoee\4791-Planning\70.CAD\PD_Rezoning (1st Submittal)

APPENDIX C
Turning Movement Counts

National Data & Surveying Services Intersection Turning Movement Count

Location: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-001
Date: 5/25/2023

Data - Total

NS/EW Streets:	Ocoee Apopka Rd				Ocoee Apopka Rd				Ocoee Crown Point Pkwy/West Rd				Ocoee Crown Point Pkwy/West Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	25	78	40	0	46	100	25	0	15	88	47	0	68	115	18	25	690
7:15 AM	18	83	58	0	54	124	8	0	15	88	33	0	60	50	23	18	632
7:30 AM	13	60	48	0	55	109	2	0	13	60	58	0	74	95	34	23	644
7:45 AM	16	72	45	0	44	140	5	0	19	49	44	0	77	46	26	20	603
8:00 AM	19	63	44	0	34	114	3	0	23	72	62	0	73	50	28	15	600
8:15 AM	15	87	61	0	42	136	7	0	24	66	44	0	88	41	16	12	639
8:30 AM	21	94	72	1	31	108	12	0	14	59	19	0	86	49	26	16	608
8:45 AM	26	70	45	0	31	101	5	0	14	49	40	0	76	36	19	21	533
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	153	607	413	1	337	932	67	0	137	531	347	0	602	482	190	150	4949
APPROACH %'s :	13.03%	51.70%	35.18%	0.09%	25.22%	69.76%	5.01%	0.00%	13.50%	52.32%	34.19%	0.00%	42.28%	33.85%	13.34%	10.53%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	72	293	191	0	199	473	40	0	62	285	182	0	279	306	101	86	2569
PEAK HR FACTOR :	0.720	0.883	0.823	0.000	0.905	0.845	0.400	0.000	0.816	0.810	0.784	0.000	0.906	0.665	0.743	0.860	0.931
	0.874				0.942				0.882				0.854				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	121	50	0	29	95	4	0	13	24	20	2	58	37	21	6	508
4:15 PM	23	114	49	0	28	82	4	0	14	31	21	0	76	35	27	4	508
4:30 PM	23	140	47	0	31	96	8	0	11	31	22	0	61	49	30	14	563
4:45 PM	34	136	47	0	28	68	12	0	13	41	25	0	77	51	31	17	580
5:00 PM	38	130	72	0	33	79	11	0	12	55	30	1	66	86	31	14	658
5:15 PM	30	146	67	1	38	125	15	0	19	39	21	0	63	61	31	12	668
5:30 PM	27	131	76	0	38	101	11	0	9	32	33	0	78	81	34	15	666
5:45 PM	33	138	52	0	26	87	10	0	18	32	27	0	78	75	30	12	618
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	236	1056	460	1	251	733	75	0	109	285	199	3	557	475	235	94	4769
APPROACH %'s :	13.46%	60.24%	26.24%	0.06%	23.70%	69.22%	7.08%	0.00%	18.29%	47.82%	33.39%	0.50%	40.93%	34.90%	17.27%	6.91%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	128	545	267	1	135	392	47	0	58	158	111	1	285	303	126	53	2610
PEAK HR FACTOR :	0.842	0.933	0.878	0.250	0.888	0.784	0.783	0.000	0.763	0.718	0.841	0.250	0.913	0.881	0.926	0.883	0.977
	0.964				0.806				0.837				0.922				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 429 SB Ramps & West Rd/Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-002
Date: 5/25/2023

Data - Total

NS/EW Streets:	SR 429 SB Ramps				SR 429 SB Ramps				West Rd/Clarcona Ocoee Rd				West Rd/Clarcona Ocoee Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	15	0	5	0	0	141	56	0	92	229	0	0	538
7:15 AM	0	0	0	0	7	0	10	0	0	161	62	0	83	213	0	0	536
7:30 AM	0	0	0	0	16	2	11	0	0	155	59	0	106	123	0	0	472
7:45 AM	0	0	0	0	17	0	18	0	0	137	54	0	106	159	0	0	491
8:00 AM	0	0	0	0	9	0	10	0	0	124	65	0	86	164	0	0	458
8:15 AM	0	0	0	0	11	7	29	0	0	132	73	0	108	127	0	0	487
8:30 AM	0	0	0	0	26	15	56	0	0	107	92	0	98	139	0	0	533
8:45 AM	0	0	0	0	18	13	54	0	0	114	101	0	118	103	0	0	521
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	119	37	193	0	0	1071	562	0	797	1257	0	0	4036
APPROACH %'s :					34.10%	10.60%	55.30%	0.00%	0.00%	65.58%	34.42%	0.00%	38.80%	61.20%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	55	2	44	0	0	594	231	0	387	724	0	0	2037
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.809	0.250	0.611	0.000	0.000	0.922	0.931	0.000	0.913	0.790	0.000	0.000	0.947
					0.721				0.925				0.865				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	12	0	16	0	0	104	27	0	60	130	0	0	349
4:15 PM	0	0	0	0	21	0	13	0	0	94	39	0	83	128	0	0	378
4:30 PM	0	0	0	0	19	0	17	0	0	95	29	0	72	178	0	0	410
4:45 PM	0	0	0	0	10	0	10	0	0	123	30	0	92	179	0	0	444
5:00 PM	0	0	0	0	19	0	12	0	0	150	24	0	97	196	0	0	498
5:15 PM	0	0	0	0	15	0	11	0	0	165	32	0	87	176	0	0	486
5:30 PM	0	0	0	0	17	0	22	0	0	130	41	0	62	229	0	0	501
5:45 PM	0	0	0	0	22	0	17	0	0	118	28	0	71	223	0	0	479
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	135	0	118	0	0	979	250	0	624	1439	0	0	3545
APPROACH %'s :					53.36%	0.00%	46.64%	0.00%	0.00%	79.66%	20.34%	0.00%	30.25%	69.75%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	73	0	62	0	0	563	125	0	317	824	0	0	1964
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.830	0.000	0.705	0.000	0.000	0.853	0.762	0.000	0.817	0.900	0.000	0.000	0.980
					0.865				0.873				0.970				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 NB Ramp & West Rd/Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-003
Date: 5/25/2023

Data - Total

NS/EW Streets:	SR 429 NB Ramp				SR 429 NB Ramp				West Rd/Clarcona Ocoee Rd				West Rd/Clarcona Ocoee Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	50	0	61	0	0	0	0	0	11	146	1	0	0	274	27	0	570
7:15 AM	36	0	73	0	0	1	0	0	15	152	0	0	0	257	17	0	551
7:30 AM	27	1	70	0	0	0	0	0	17	155	0	0	0	208	23	0	501
7:45 AM	30	0	78	0	0	0	0	0	23	125	0	0	0	229	16	0	501
8:00 AM	43	1	69	0	0	0	0	0	19	121	0	0	0	217	25	0	495
8:15 AM	19	0	73	0	0	0	0	0	19	111	0	1	0	208	19	0	450
8:30 AM	33	0	45	0	0	0	0	0	18	119	0	0	0	226	18	0	459
8:45 AM	23	0	56	0	0	0	0	0	11	115	0	0	0	182	20	0	407
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	261	2	525	0	0	1	0	0	133	1044	1	1	0	1801	165	0	3934
APPROACH %'s :	33.12%	0.25%	66.62%	0.00%	0.00%	100.00%	0.00%	0.00%	11.28%	88.55%	0.08%	0.08%	0.00%	91.61%	8.39%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	143	1	282	0	0	1	0	0	66	578	1	0	0	968	83	0	2123
PEAK HR FACTOR :	0.715	0.250	0.904	0.000	0.000	0.250	0.000	0.000	0.717	0.932	0.250	0.000	0.000	0.883	0.769	0.000	0.931
	0.959				0.250				0.938				0.873				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	0	60	0	0	0	0	0	21	100	0	1	0	165	11	0	387
4:15 PM	27	0	57	0	0	0	0	0	8	98	0	0	0	183	18	0	391
4:30 PM	47	0	71	0	0	0	0	0	12	105	0	0	0	204	13	0	452
4:45 PM	39	0	102	0	0	0	0	0	9	119	0	0	0	226	17	0	512
5:00 PM	68	0	97	0	0	0	0	0	13	166	0	0	0	231	22	0	597
5:15 PM	48	0	102	0	0	0	0	0	16	157	0	1	0	208	17	0	549
5:30 PM	60	0	97	0	0	0	0	0	12	136	0	1	0	233	31	0	570
5:45 PM	53	0	99	0	0	0	0	0	7	130	0	0	0	240	16	0	545
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	371	0	685	0	0	0	0	0	98	1011	0	3	0	1690	145	0	4003
APPROACH %'s :	35.13%	0.00%	64.87%	0.00%					8.81%	90.92%	0.00%	0.27%	0.00%	92.10%	7.90%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	229	0	395	0	0	0	0	0	48	589	0	2	0	912	86	0	2261
PEAK HR FACTOR :	0.842	0.000	0.968	0.000	0.000	0.000	0.000	0.000	0.750	0.887	0.000	0.500	0.000	0.950	0.694	0.000	0.947
	0.945								0.892				0.945				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Lakewood Ave & Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-004
Date: 5/25/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				Clarcona Ocoee Rd				Clarcona Ocoee Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	3	206	0	1	0	310	0	1	521
7:15 AM	0	0	1	0	0	0	0	0	1	220	0	0	0	264	0	1	487
7:30 AM	0	0	1	0	0	0	0	0	0	229	0	0	0	232	0	0	462
7:45 AM	0	0	0	0	0	0	0	0	0	197	0	0	1	243	0	0	441
8:00 AM	0	2	1	0	0	0	0	0	0	191	0	0	0	243	0	1	438
8:15 AM	0	0	0	0	0	0	0	0	1	185	0	0	1	226	0	0	413
8:30 AM	0	1	0	0	0	0	0	0	0	170	0	0	0	237	0	0	408
8:45 AM	0	0	0	0	0	0	0	0	0	171	1	0	0	201	0	1	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	3	0	0	0	0	0	5	1569	1	1	2	1956	0	4	3544
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%					0.32%	99.56%	0.06%	0.06%	0.10%	99.69%	0.00%	0.20%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	4	852	0	1	1	1049	0	2	1911
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.333	0.930	0.000	0.250	0.250	0.846	0.000	0.500	0.917
	0.500				0.000				0.936				0.846				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	162	0	1	0	175	0	0	338
4:15 PM	0	0	0	0	0	0	0	0	0	151	0	1	0	204	0	1	357
4:30 PM	0	0	0	0	0	0	0	0	0	179	0	0	0	211	0	4	394
4:45 PM	0	0	0	0	0	0	0	0	0	221	0	1	0	245	0	0	467
5:00 PM	0	0	0	0	0	0	0	0	0	257	0	1	0	249	0	2	509
5:15 PM	0	0	1	0	0	0	0	0	1	261	0	1	0	231	0	1	496
5:30 PM	0	0	0	0	0	0	0	0	0	228	0	1	0	260	0	3	492
5:45 PM	1	0	1	0	1	0	0	0	1	231	0	1	1	251	0	2	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	1	0	0	0	2	1690	0	7	1	1826	0	13	3543
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	0.12%	99.47%	0.00%	0.41%	0.05%	99.24%	0.00%	0.71%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	2	0	1	0	0	0	2	977	0	4	1	991	0	8	1987
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.000	0.500	0.936	0.000	1.000	0.250	0.953	0.000	0.667	0.976
	0.375				0.250				0.934				0.951				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Lakewood Ave & E Fullers Cross Rd
City: Ocoee
Control: 3-Way Yield (NB/SB/EB)

Project ID: 23-130163-005
Date: 5/25/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				E Fullers Cross Rd				E Fullers Cross Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	29	1	0	0	0	2	0	1	1	1	20	0	0	2	0	0	57
7:15 AM	26	2	0	0	0	0	1	0	0	0	17	0	0	1	0	0	47
7:30 AM	22	0	1	0	0	0	0	0	0	0	29	0	0	0	4	0	56
7:45 AM	41	1	0	0	0	1	1	0	1	2	58	0	0	0	4	0	109
8:00 AM	54	0	1	0	0	0	2	0	2	0	91	1	0	0	0	0	151
8:15 AM	83	1	0	0	0	1	1	0	0	0	85	0	0	0	0	0	171
8:30 AM	48	3	1	0	0	0	1	0	0	0	15	1	0	0	0	0	69
8:45 AM	15	0	0	0	0	0	2	0	0	2	6	0	1	0	0	0	26
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	318	8	3	0	0	4	8	1	4	5	321	2	1	3	8	0	686
APPROACH %'s :	96.66%	2.43%	0.91%	0.00%	0.00%	30.77%	61.54%	7.69%	1.20%	1.51%	96.69%	0.60%	8.33%	25.00%	66.67%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	226	5	2	0	0	2	5	0	3	2	249	2	0	0	4	0	500
PEAK HR FACTOR :	0.681	0.417	0.500	0.000	0.000	0.500	0.625	0.000	0.375	0.250	0.684	0.500	0.000	0.000	0.250	0.000	0.731
	0.693				0.875				0.681				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	40	1	0	0	0	0	5	0	0	0	28	0	0	1	0	0	75
4:15 PM	31	3	0	2	0	1	3	0	1	1	30	1	0	0	0	0	73
4:30 PM	40	3	0	0	0	1	1	0	6	0	42	2	0	0	1	0	96
4:45 PM	32	3	0	0	0	1	0	0	1	1	23	0	0	1	0	0	62
5:00 PM	30	2	0	1	0	0	1	0	5	1	29	0	0	0	1	0	70
5:15 PM	22	1	0	0	0	0	1	0	8	1	32	0	0	0	0	0	65
5:30 PM	28	1	0	0	0	3	1	0	2	0	49	0	1	0	0	0	85
5:45 PM	31	2	0	1	0	2	0	0	2	1	42	2	1	1	0	0	85
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	254	16	0	4	0	8	12	0	25	5	275	5	2	3	2	0	611
APPROACH %'s :	92.70%	5.84%	0.00%	1.46%	0.00%	40.00%	60.00%	0.00%	8.06%	1.61%	88.71%	1.61%	28.57%	42.86%	28.57%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	143	10	0	2	0	3	9	0	8	2	123	3	0	2	1	0	306
PEAK HR FACTOR :	0.894	0.833	0.000	0.250	0.000	0.750	0.450	0.000	0.333	0.500	0.732	0.375	0.000	0.500	0.250	0.000	0.797
	0.901				0.600				0.680				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ocoee Apopka Rd & E Fullers Cross Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-006
Date: 5/25/2023

Data - Total

NS/EW Streets:	Ocoee Apopka Rd				Ocoee Apopka Rd				E Fullers Cross Rd				E Fullers Cross Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	65	5	0	10	94	106	0	69	9	0	0	5	9	22	0	397
7:15 AM	3	49	2	0	7	110	99	0	76	10	2	0	0	13	19	0	390
7:30 AM	3	57	15	0	22	111	115	0	57	10	1	0	4	8	15	0	418
7:45 AM	6	47	15	0	27	112	122	0	64	22	1	0	4	11	28	0	459
8:00 AM	8	48	16	0	50	90	112	0	69	39	7	0	5	25	23	0	492
8:15 AM	11	47	26	0	34	88	142	0	80	27	5	0	11	34	45	0	550
8:30 AM	2	58	8	0	22	87	108	0	84	7	1	0	8	23	40	0	448
8:45 AM	0	65	6	0	11	100	102	0	66	7	0	0	5	9	19	0	390
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	36	436	93	0	183	792	906	0	565	131	17	0	42	132	211	0	3544
APPROACH %'s :	6.37%	77.17%	16.46%	0.00%	9.73%	42.11%	48.17%	0.00%	79.24%	18.37%	2.38%	0.00%	10.91%	34.29%	54.81%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	27	200	65	0	133	377	484	0	297	95	14	0	28	93	136	0	1949
PEAK HR FACTOR :	0.614	0.862	0.625	0.000	0.665	0.842	0.852	0.000	0.884	0.609	0.500	0.000	0.636	0.684	0.756	0.000	0.886
	0.869				0.941				0.883				0.714				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	91	5	0	11	68	90	0	73	13	1	0	4	19	25	0	402
4:15 PM	4	98	3	0	28	61	92	0	106	13	0	0	4	17	30	0	456
4:30 PM	1	120	12	0	16	63	91	0	98	23	5	0	4	12	25	0	470
4:45 PM	0	106	4	0	10	63	95	0	95	16	3	0	2	12	29	0	435
5:00 PM	1	144	3	0	17	73	74	0	87	16	1	0	6	8	26	0	456
5:15 PM	2	120	8	0	19	83	91	0	109	22	1	0	3	8	20	0	486
5:30 PM	1	106	10	0	20	86	108	0	116	24	0	0	2	11	27	0	511
5:45 PM	1	95	9	0	23	70	105	0	121	19	2	0	2	9	28	0	484
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	880	54	0	144	567	746	0	805	146	13	0	27	96	210	0	3700
APPROACH %'s :	1.27%	93.02%	5.71%	0.00%	9.88%	38.92%	51.20%	0.00%	83.51%	15.15%	1.35%	0.00%	8.11%	28.83%	63.06%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	5	465	30	0	79	312	378	0	433	81	4	0	13	36	101	0	1937
PEAK HR FACTOR :	0.625	0.807	0.750	0.000	0.859	0.907	0.875	0.000	0.895	0.844	0.500	0.000	0.542	0.818	0.902	0.000	0.948
	0.845				0.898				0.912				0.938				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Lakewood Ave & Wurst Rd/Clinger Cove Rd
City: Ocoee
Control: 4-Way Stop

Project ID: 23-130163-007
Date: 5/25/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				Wurst Rd/Clinger Cove Rd				Wurst Rd/Clinger Cove Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	15	15	0	10	13	0	0	2	4	2	0	60	0	12	0	135
7:15 AM	2	15	18	0	11	12	0	0	0	3	3	0	51	0	15	0	130
7:30 AM	1	21	18	0	6	17	0	0	0	2	3	0	47	0	20	0	135
7:45 AM	0	37	20	0	13	18	0	0	1	1	1	0	58	1	33	0	183
8:00 AM	3	61	19	0	23	61	2	0	1	2	1	0	41	1	48	0	263
8:15 AM	0	56	20	0	27	75	0	0	1	6	1	0	38	1	36	0	261
8:30 AM	0	15	20	0	13	50	1	0	1	1	2	0	44	3	20	0	170
8:45 AM	0	10	24	0	8	11	0	0	1	1	2	0	28	1	6	0	92
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	230	154	0	111	257	3	0	7	20	15	0	367	7	190	0	1369
APPROACH %'s :	2.04%	58.67%	39.29%	0.00%	29.92%	69.27%	0.81%	0.00%	16.67%	47.62%	35.71%	0.00%	65.07%	1.24%	33.69%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	169	79	0	76	204	3	0	4	10	5	0	181	6	137	0	877
PEAK HR FACTOR :	0.250	0.693	0.988	0.000	0.704	0.680	0.375	0.000	1.000	0.417	0.625	0.000	0.780	0.500	0.714	0.000	0.834
	0.756				0.694				0.594				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	28	74	0	21	19	2	0	1	0	3	0	28	2	14	0	193
4:15 PM	1	28	67	0	20	21	0	0	1	2	1	0	40	2	15	0	198
4:30 PM	3	25	69	0	20	17	0	0	0	1	2	0	31	0	21	0	189
4:45 PM	3	23	61	0	17	12	0	0	0	1	0	0	29	1	15	0	162
5:00 PM	2	28	69	0	18	24	0	0	2	0	1	0	26	1	15	0	186
5:15 PM	6	20	67	0	16	13	1	0	0	5	0	0	32	4	9	0	173
5:30 PM	2	28	73	0	27	18	0	0	1	1	1	0	40	3	17	0	211
5:45 PM	2	23	81	0	21	11	5	0	0	2	0	0	41	4	18	0	208
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	20	203	561	0	160	135	8	0	5	12	8	0	267	17	124	0	1520
APPROACH %'s :	2.55%	25.89%	71.56%	0.00%	52.81%	44.55%	2.64%	0.00%	20.00%	48.00%	32.00%	0.00%	65.44%	4.17%	30.39%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	99	290	0	82	66	6	0	3	8	2	0	139	12	59	0	778
PEAK HR FACTOR :	0.500	0.884	0.895	0.000	0.759	0.688	0.300	0.000	0.375	0.400	0.500	0.000	0.848	0.750	0.819	0.000	0.922
	0.946				0.856				0.650				0.833				

Location: Ocoee Apopka Rd & W Silver Star Rd
City: Ocoee
Control: Signalized

Project ID: 23-130163-008
Date: 5/25/2023

Data - Total

NS/EW Streets:	Ocoee Apopka Rd					Ocoee Apopka Rd					W Silver Star Rd				W Silver Star Rd						
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND					ASTBOUND2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
7:00 AM	0	56	20	0	0	39	85	5	0	0	0	6	0	0	43	35	20	0	1	0	310
7:15 AM	1	57	37	0	0	40	95	5	0	0	0	8	9	0	29	31	24	0	0	0	336
7:30 AM	1	73	22	0	0	39	107	3	0	0	1	7	4	0	30	48	29	0	0	0	364
7:45 AM	0	91	31	0	1	34	118	4	0	0	0	9	3	0	21	54	46	0	0	0	392
8:00 AM	0	78	37	0	0	36	103	4	0	1	4	16	3	0	30	37	33	0	0	0	382
8:15 AM	3	93	51	0	0	36	106	9	0	0	3	11	0	0	31	38	30	0	1	0	412
8:30 AM	2	70	40	0	0	19	102	7	0	0	1	9	2	0	45	49	22	0	3	0	371
8:45 AM	1	68	36	0	0	32	96	3	0	0	0	14	3	0	26	32	18	0	0	0	329
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
TOTAL VOLUMES	8	586	274	0	1	275	812	40	0	1	9	80	24	0	255	304	222	0	5	0	2896
APPROACH %'s	0.92%	67.43%	31.53%	0.00%	0.12%	24.38%	71.99%	3.55%	0.00%	0.09%	7.96%	70.80%	21.24%	0.00%	32.44%	38.68%	28.24%	0.00%	0.64%		
PEAK HR	07:45 AM - 08:45 AM																				TOTAL
PEAK HR VOL	5	332	159	0	1	125	429	24	0	1	8	45	8	0	127	158	131	0	4	0	1557
PEAK HR FACTOR	0.417	0.892	0.779	0.000	0.250	0.868	0.909	0.667	0.000	0.250	0.500	0.703	0.667	0.000	0.706	0.806	0.712	0.000	0.333	0.000	0.945
			0.845					0.928					0.663				0.882				

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
4:00 PM	1	91	41	0	0	49	75	5	0	0	3	30	6	0	33	26	39	0	0	0	399
4:15 PM	2	106	51	0	2	38	79	13	0	0	6	33	0	0	35	36	45	0	0	0	446
4:30 PM	2	113	36	0	1	35	77	11	0	0	8	45	5	0	31	39	36	0	0	0	439
4:45 PM	2	108	47	0	1	39	71	9	0	1	4	40	6	0	44	38	44	0	2	0	456
5:00 PM	4	117	34	0	2	49	81	7	0	0	4	48	7	0	36	32	45	0	0	0	466
5:15 PM	1	109	36	0	0	44	94	2	0	0	4	36	1	0	46	32	58	0	1	0	464
5:30 PM	3	94	42	0	2	48	83	5	0	0	1	47	5	0	40	37	40	0	1	0	448
5:45 PM	3	98	44	0	0	42	82	2	0	0	2	36	1	0	33	39	46	0	0	0	428
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2R2	TOTAL
TOTAL VOLUMES	18	836	331	0	8	344	642	54	0	1	32	315	31	0	298	279	353	0	4	0	3546
APPROACH %'s	1.51%	70.08%	27.75%	0.00%	0.67%	33.05%	61.67%	5.19%	0.00%	0.10%	8.47%	83.33%	8.20%	0.00%	31.91%	29.87%	37.79%	0.00%	0.43%		
PEAK HR	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL	10	428	159	0	5	180	329	23	0	1	13	171	19	0	166	139	187	0	4	0	1834
PEAK HR FACTOR	0.625	0.915	0.846	0.000	0.625	0.918	0.875	0.639	0.000	0.250	0.813	0.891	0.679	0.000	0.902	0.914	0.806	0.000	0.500	0.000	0.984
			0.953					0.952					0.860				0.905				

Explanation for extra leg movements

Movements entering the extra leg
NL2 Movements coming from NB on Ocoee Apopka Rd entering into the Extra Leg (Regions Bank Driveway)
SR2 Movements coming from SB on Ocoee Apopka Rd entering into the Extra Leg (Regions Bank Driveway)
WT2 Movements coming from WB on W Silver Star Rd entering into the Extra Leg (Regions Bank Driveway)

Movements exiting the extra leg
E2R2 Movements exiting from Extra Leg (Regions Bank Driveway) entering into Ocoee Apopka Rd heading SB

National Data & Surveying Services Intersection Turning Movement Count

Location: Occoee Apopka Rd/Maguire Rd & W Franklin St
City: Ocoee
Control: Signalized

Project ID: 23-130163-009
Date: 5/25/2023

Data - Total

NS/EW Streets:	Occoee Apopka Rd/Maguire Rd				Occoee Apopka Rd/Maguire Rd				W Franklin St				W Franklin St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	48	3	0	7	89	43	0	38	15	47	0	5	21	7	0	337
7:15 AM	15	33	2	0	8	92	29	0	47	26	55	0	5	22	6	0	340
7:30 AM	19	57	3	0	5	114	21	0	44	11	54	0	6	25	7	0	366
7:45 AM	17	51	3	0	4	106	23	0	58	24	35	0	10	31	6	0	368
8:00 AM	20	54	1	0	11	109	29	0	58	18	54	0	6	15	3	0	378
8:15 AM	17	59	3	0	13	84	29	0	69	22	59	0	6	25	11	0	397
8:30 AM	10	70	5	0	8	110	37	0	35	24	50	0	4	25	8	0	386
8:45 AM	32	48	0	0	8	85	25	0	41	21	47	0	2	19	9	0	337
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	144	420	20	0	64	789	236	0	390	161	401	0	44	183	57	0	2909
APPROACH %'s :	24.66%	71.92%	3.42%	0.00%	5.88%	72.45%	21.67%	0.00%	40.97%	16.91%	42.12%	0.00%	15.49%	64.44%	20.07%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	64	234	12	0	36	409	118	0	220	88	198	0	26	96	28	0	1529
PEAK HR FACTOR :	0.800	0.836	0.600	0.000	0.692	0.930	0.797	0.000	0.797	0.917	0.839	0.000	0.650	0.774	0.636	0.000	0.963
	0.912				0.908				0.843				0.798				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	35	67	4	0	9	70	31	0	53	30	33	0	10	29	23	0	394
4:15 PM	34	71	5	0	7	77	37	0	70	49	49	0	0	36	19	0	454
4:30 PM	28	66	3	0	3	78	33	0	70	35	56	0	4	35	16	0	427
4:45 PM	33	72	5	0	9	72	41	0	69	34	40	0	1	38	17	0	431
5:00 PM	31	87	7	0	6	76	38	0	44	28	38	0	5	46	21	0	427
5:15 PM	40	87	8	0	7	81	53	0	37	24	26	0	5	37	20	0	425
5:30 PM	32	65	1	0	7	86	35	0	61	43	38	0	4	26	13	0	411
5:45 PM	21	77	5	0	5	69	37	0	48	33	38	0	1	24	16	0	374
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	254	592	38	0	53	609	305	0	452	276	318	0	30	271	145	0	3343
APPROACH %'s :	28.73%	66.97%	4.30%	0.00%	5.48%	62.98%	31.54%	0.00%	43.21%	26.39%	30.40%	0.00%	6.73%	60.76%	32.51%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	126	296	20	0	25	303	149	0	253	146	183	0	10	155	73	0	1739
PEAK HR FACTOR :	0.926	0.851	0.714	0.000	0.694	0.971	0.909	0.000	0.904	0.745	0.817	0.000	0.500	0.842	0.869	0.000	0.958
	0.884				0.977				0.866				0.826				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 NB Ramps & W Franklin St/Plant St
City: Ocoee
Control: Signalized

Project ID: 23-130163-010
Date: 5/25/2023

Data - Total

NS/EW Streets:	SR 429 NB Ramps				SR 429 NB Ramps				W Franklin St/Plant St				W Franklin St/Plant St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	37	1	46	0	0	0	0	0	31	84	0	2	0	103	21	0	325
7:15 AM	48	2	46	0	0	0	0	0	40	87	0	1	0	103	15	0	342
7:30 AM	50	0	48	0	0	0	0	0	50	81	0	1	0	102	19	0	351
7:45 AM	74	0	73	0	0	0	0	0	40	60	0	1	0	99	17	0	364
8:00 AM	69	0	74	0	0	0	0	0	39	92	0	0	0	88	13	0	375
8:15 AM	70	1	71	0	0	0	0	0	31	91	0	1	0	103	8	0	376
8:30 AM	51	0	51	0	0	0	0	0	35	87	0	1	0	111	10	0	346
8:45 AM	59	0	34	0	0	0	0	0	29	83	0	0	0	84	29	0	318
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	458	4	443	0	0	0	0	0	295	665	0	7	0	793	132	0	2797
APPROACH %'s :	50.61%	0.44%	48.95%	0.00%					30.51%	68.77%	0.00%	0.72%	0.00%	85.73%	14.27%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	263	1	266	0	0	0	0	0	160	324	0	3	0	392	57	0	1466
PEAK HR FACTOR :	0.889	0.250	0.899	0.000	0.000	0.000	0.000	0.000	0.800	0.880	0.000	0.750	0.000	0.951	0.750	0.000	0.975
	0.901				0.000				0.922				0.928				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	49	4	66	0	0	0	0	0	40	95	0	0	0	104	37	0	395
4:15 PM	73	10	93	0	0	0	0	0	45	129	0	3	0	117	27	0	497
4:30 PM	73	8	92	0	0	0	0	0	72	113	0	0	0	99	37	0	494
4:45 PM	60	0	88	0	0	0	0	0	54	90	0	1	0	128	42	0	463
5:00 PM	66	0	78	0	0	0	0	0	64	93	0	0	0	115	50	0	466
5:15 PM	54	1	58	0	0	0	0	0	50	59	0	0	0	147	40	0	409
5:30 PM	51	0	63	0	0	0	0	0	77	130	0	0	0	114	33	0	468
5:45 PM	74	0	59	0	0	0	0	0	29	102	0	0	0	103	14	0	381
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	500	23	597	0	0	0	0	0	431	811	0	4	0	927	280	0	3573
APPROACH %'s :	44.64%	2.05%	53.30%	0.00%					34.59%	65.09%	0.00%	0.32%	0.00%	76.80%	23.20%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	272	18	351	0	0	0	0	0	235	425	0	4	0	459	156	0	1920
PEAK HR FACTOR :	0.932	0.450	0.944	0.000	0.000	0.000	0.000	0.000	0.816	0.824	0.000	0.333	0.000	0.896	0.780	0.000	0.966
	0.911				0.000				0.897				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 429 SB Ramps & W Franklin St/Plant St
City: Ocoee
Control: Signalized

Project ID: 23-130163-011
Date: 5/25/2023

Data - Total

NS/EW Streets:	SR 429 SB Ramps				SR 429 SB Ramps				W Franklin St/Plant St				W Franklin St/Plant St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	33	0	50	0	94	76	0	0	0	93	51	0	397
7:15 AM	0	0	0	0	32	0	56	0	83	101	0	0	0	86	52	0	410
7:30 AM	0	0	0	0	15	0	47	0	61	114	0	0	0	115	52	0	404
7:45 AM	0	0	0	0	20	0	70	0	59	84	0	0	0	114	39	0	386
8:00 AM	0	0	0	0	15	0	41	0	81	113	0	0	0	134	44	0	428
8:15 AM	0	0	0	0	15	0	38	0	88	114	0	0	0	125	42	0	422
8:30 AM	0	0	0	0	10	0	41	0	71	105	0	0	0	116	52	1	396
8:45 AM	0	0	0	0	16	0	27	0	49	104	0	0	0	106	28	0	330
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	156	0	370	0	586	811	0	0	0	889	360	1	3173
APPROACH %'s :					29.66%	0.00%	70.34%	0.00%	41.95%	58.05%	0.00%	0.00%	0.00%	71.12%	28.80%	0.08%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	65	0	196	0	289	425	0	0	0	488	177	0	1640
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.000	0.700	0.000	0.821	0.932	0.000	0.000	0.000	0.910	0.851	0.000	0.958
					0.725				0.884				0.934				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	17	0	25	0	61	124	0	0	0	111	37	0	375
4:15 PM	0	0	0	0	24	0	25	1	50	151	0	0	0	145	47	0	443
4:30 PM	0	0	0	0	33	0	40	1	72	151	0	1	0	134	45	0	477
4:45 PM	0	0	0	0	14	0	39	0	63	133	0	0	0	138	51	0	438
5:00 PM	0	0	0	0	18	0	27	0	81	144	0	0	0	124	55	0	449
5:15 PM	0	0	0	0	12	0	32	0	47	90	0	0	0	156	48	0	385
5:30 PM	0	0	0	0	25	0	42	0	64	178	0	0	0	121	43	0	473
5:45 PM	0	0	0	0	15	0	24	0	64	124	0	0	0	146	30	0	403
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	158	0	254	2	502	1095	0	1	0	1075	356	0	3443
APPROACH %'s :					38.16%	0.00%	61.35%	0.48%	31.41%	68.52%	0.00%	0.06%	0.00%	75.12%	24.88%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	89	0	131	2	266	579	0	1	0	541	198	0	1807
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.674	0.000	0.819	0.500	0.821	0.959	0.000	0.250	0.000	0.933	0.900	0.000	0.947
					0.750				0.940				0.962				

National Data & Surveying Services Intersection Turning Movement Count

Location: Maguire Rd & SR 50 W Colonial Dr
City: Ocoee
Control: Signalized

Project ID: 23-130163-012
Date: 5/25/2023

Data - Total

NS/EW Streets:	Maguire Rd				Maguire Rd				SR 50 W Colonial Dr				SR 50 W Colonial Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	105	38	32	0	42	37	8	0	31	241	105	1	28	166	8	13	855
7:15 AM	130	49	46	0	28	58	7	0	19	286	129	1	36	198	12	17	1016
7:30 AM	126	60	61	0	40	70	7	0	25	242	127	1	59	239	7	12	1076
7:45 AM	145	72	58	0	34	60	4	0	45	344	166	0	46	255	16	10	1255
8:00 AM	138	64	50	0	39	65	12	0	33	260	138	1	32	219	11	13	1075
8:15 AM	171	60	44	0	42	62	14	0	37	277	164	2	48	231	10	15	1177
8:30 AM	160	49	59	0	37	72	19	0	21	323	157	1	36	250	11	18	1213
8:45 AM	165	51	55	0	51	69	9	0	31	269	152	1	50	202	12	18	1135
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1140	443	405	0	313	493	80	0	242	2242	1138	8	335	1760	87	116	8802
APPROACH %'s :	57.34%	22.28%	20.37%	0.00%	35.33%	55.64%	9.03%	0.00%	6.67%	61.76%	31.35%	0.22%	14.58%	76.59%	3.79%	5.05%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	614	245	211	0	152	259	49	0	136	1204	625	4	162	955	48	56	4720
PEAK HR FACTOR :	0.898	0.851	0.894	0.000	0.905	0.899	0.645	0.000	0.756	0.875	0.941	0.500	0.844	0.936	0.750	0.778	0.940
	0.973				0.898				0.887				0.933				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	169	55	50	0	47	68	11	0	45	315	160	0	60	314	29	16	1339
4:15 PM	149	77	50	0	41	57	13	0	58	295	171	3	65	318	15	18	1330
4:30 PM	149	75	51	0	45	68	14	0	69	304	167	3	55	333	12	15	1360
4:45 PM	166	81	61	0	56	65	14	0	61	296	179	0	53	392	10	12	1446
5:00 PM	174	69	45	0	53	54	23	0	71	306	185	2	67	409	21	12	1491
5:15 PM	183	73	51	0	55	70	21	0	55	297	172	1	42	386	12	15	1433
5:30 PM	162	71	44	1	51	54	18	0	51	282	163	1	41	314	20	18	1291
5:45 PM	153	93	42	0	48	56	10	0	62	303	176	3	58	364	21	13	1402
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1305	594	394	1	396	492	124	0	472	2398	1373	13	441	2830	140	119	11092
APPROACH %'s :	56.89%	25.89%	17.18%	0.04%	39.13%	48.62%	12.25%	0.00%	11.09%	56.34%	32.26%	0.31%	12.49%	80.17%	3.97%	3.37%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	672	298	208	0	209	257	72	0	256	1203	703	6	217	1520	55	54	5730
PEAK HR FACTOR :	0.918	0.920	0.852	0.000	0.933	0.918	0.783	0.000	0.901	0.983	0.950	0.500	0.810	0.929	0.655	0.900	0.961
	0.956				0.921				0.961				0.907				

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 437/Ocoee Apopka Rd & West Rd/Ocoee Crown Point Pkwy
City: Ocoee
Control: Signalized

Project ID: 23-130121-001
Date: 4/15/2023

Data - Total

NS/EW Streets:	CR 437/Ocoee Apopka Rd				CR 437/Ocoee Apopka Rd				West Rd/Ocoee Crown Point Pkwy				West Rd/Ocoee Crown Point Pkwy				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	23	88	58	0	23	65	4	0	10	34	21	0	65	37	36	11	475
1:15 PM	20	93	50	0	28	70	2	0	11	39	15	0	72	37	25	5	467
1:30 PM	25	83	48	0	33	72	7	0	8	36	14	0	75	28	27	10	466
1:45 PM	22	111	57	0	26	80	6	0	11	25	18	0	59	31	29	10	485
2:00 PM	15	105	45	0	25	61	13	0	15	27	22	0	68	38	15	8	457
2:15 PM	21	105	43	0	25	82	5	0	19	25	18	0	69	39	22	8	481
2:30 PM	20	96	53	0	25	55	5	0	14	22	24	2	61	30	28	9	444
2:45 PM	21	98	51	0	30	75	9	0	7	23	19	0	44	33	26	11	447
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	167	779	405	0	215	560	51	0	95	231	151	2	513	273	208	72	3722
APPROACH %'s :	12.36%	57.66%	29.98%	0.00%	26.03%	67.80%	6.17%	0.00%	19.83%	48.23%	31.52%	0.42%	48.12%	25.61%	19.51%	6.75%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	90	375	213	0	110	287	19	0	40	134	68	0	271	133	117	36	1893
PEAK HR FACTOR :	0.900	0.845	0.918	0.000	0.833	0.897	0.679	0.000	0.909	0.859	0.810	0.000	0.903	0.899	0.813	0.818	0.976
	0.892				0.929				0.931				0.935				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 SB Ramps & West Rd/Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130121-002
Date: 4/15/2023

Data - Total

NS/EW Streets:	SR 429 SB Ramps				SR 429 SB Ramps				West Rd/Clarcona Ocoee Rd				West Rd/Clarcona Ocoee Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	17	1	8	0	0	117	34	0	60	122	0	0	359
1:15 PM	0	0	0	0	20	0	12	0	0	95	44	0	80	124	0	0	375
1:30 PM	0	0	0	0	13	1	10	0	0	102	37	0	79	136	0	0	378
1:45 PM	0	0	0	0	15	0	13	0	0	114	24	0	75	127	0	0	368
2:00 PM	0	0	0	0	5	0	15	0	0	83	49	0	68	118	0	0	338
2:15 PM	0	0	0	0	12	0	15	0	0	98	37	0	67	136	0	0	365
2:30 PM	0	0	0	0	14	2	12	0	0	93	45	0	49	121	0	0	336
2:45 PM	0	0	0	0	18	0	7	0	0	96	35	0	56	112	0	0	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	114	4	92	0	0	798	305	0	534	996	0	0	2843
APPROACH %'s :					54.29%	1.90%	43.81%	0.00%	0.00%	72.35%	27.65%	0.00%	34.90%	65.10%	0.00%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	65	2	43	0	0	428	139	0	294	509	0	0	1480
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.813	0.500	0.827	0.000	0.000	0.915	0.790	0.000	0.919	0.936	0.000	0.000	0.979
							0.859				0.939				0.934		

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 NB Ramps & West Rd/Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130121-003
Date: 4/15/2023

Data - Total

NS/EW Streets:	SR 429 NB Ramps				SR 429 NB Ramps				West Rd/Clarcona Ocoee Rd				West Rd/Clarcona Ocoee Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	34	0	63	0	0	0	0	0	14	121	0	0	0	148	7	0	387
1:15 PM	40	1	71	0	0	0	0	0	12	96	0	0	0	164	17	0	401
1:30 PM	35	0	73	0	0	0	0	0	9	113	0	0	0	180	28	2	440
1:45 PM	41	0	74	0	0	0	0	0	6	121	0	0	0	161	14	0	417
2:00 PM	30	0	67	0	0	0	0	0	9	81	0	0	0	156	14	0	357
2:15 PM	54	0	58	0	0	0	0	0	16	92	0	0	0	149	6	0	375
2:30 PM	44	0	85	0	0	0	0	0	10	99	0	0	0	127	16	0	381
2:45 PM	37	0	73	0	0	0	0	0	9	103	0	0	0	130	14	0	366
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	315	1	564	0	0	0	0	0	85	826	0	0	0	1215	116	2	3124
APPROACH %'s :	35.80%	0.11%	64.09%	0.00%					9.33%	90.67%	0.00%	0.00%	0.00%	91.15%	8.70%	0.15%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	150	1	281	0	0	0	0	0	41	451	0	0	0	653	66	2	1645
PEAK HR FACTOR :	0.915	0.250	0.949	0.000	0.000	0.000	0.000	0.000	0.732	0.932	0.000	0.000	0.000	0.907	0.589	0.250	0.935
	0.939								0.911				0.858				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Lakewood Ave & Clarcona Ocoee Rd
City: Ocoee
Control: Signalized

Project ID: 23-130121-004
Date: 4/15/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				Clarcona Ocoee Rd				Clarcona Ocoee Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	0	0	0	0	0	183	0	1	0	150	0	0	334
1:15 PM	0	0	0	0	0	0	0	0	0	163	0	1	0	180	0	1	345
1:30 PM	0	0	0	0	0	0	0	0	0	184	0	4	0	206	0	1	395
1:45 PM	0	0	0	0	0	0	0	0	0	195	0	3	0	175	0	0	373
2:00 PM	0	0	0	0	0	0	0	0	0	146	0	0	0	167	0	3	316
2:15 PM	0	0	0	0	0	0	0	0	0	151	0	1	0	155	0	0	307
2:30 PM	0	0	0	0	0	0	0	0	0	183	0	1	0	141	0	1	326
2:45 PM	0	0	0	0	0	0	0	0	0	171	0	0	0	147	0	1	319
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1376	0	11	0	1321	0	7	2715
APPROACH %'s :									0.00%	99.21%	0.00%	0.79%	0.00%	99.47%	0.00%	0.53%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	725	0	9	0	711	0	2	1447
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.929	0.000	0.563	0.000	0.863	0.000	0.500	0.916
										0.927				0.861			

National Data & Surveying Services Intersection Turning Movement Count

Location: N Lakewood Ave & E Fullers Cross Rd
City: Ocoee
Control: 3-Way Yield (NB/SB/EB)

Project ID: 23-130121-005
Date: 4/15/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				E Fullers Cross Rd				E Fullers Cross Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	9	3	1	0	0	2	2	0	3	0	14	0	0	0	0	0	34
1:15 PM	14	6	0	0	0	2	1	0	0	0	12	0	0	0	0	0	35
1:30 PM	17	2	0	0	0	2	2	0	2	0	10	0	0	1	0	0	36
1:45 PM	16	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	32
2:00 PM	22	3	0	0	0	1	2	0	2	1	16	0	0	0	0	0	47
2:15 PM	11	6	0	0	0	1	3	0	3	1	11	0	0	0	0	0	36
2:30 PM	20	1	0	0	0	2	3	0	0	0	14	0	0	0	0	0	40
2:45 PM	18	3	0	0	0	0	2	0	0	0	6	0	0	0	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	127	24	1	0	0	10	15	0	10	2	98	1	0	1	0	0	289
APPROACH %'s :	83.55%	15.79%	0.66%	0.00%	0.00%	40.00%	60.00%	0.00%	9.01%	1.80%	88.29%	0.90%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	01:45 PM - 02:45 PM																TOTAL
PEAK HR VOL :	69	10	0	0	0	4	8	0	5	2	56	1	0	0	0	0	155
PEAK HR FACTOR :	0.784	0.417	0.000	0.000	0.000	0.500	0.667	0.000	0.417	0.500	0.875	0.250	0.000	0.000	0.000	0.000	0.824
	0.790				0.600				0.842								

National Data & Surveying Services Intersection Turning Movement Count

Location: CR 437/0coee Apopka Rd & E Fullers Cross Rd
City: Ocoee
Control: Signalized

Project ID: 23-130121-006
Date: 4/15/2023

Data - Total

NS/EW Streets:	CR 437/0coee Apopka Rd				CR 437/0coee Apopka Rd				E Fullers Cross Rd				E Fullers Cross Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	2	60	1	0	13	51	75	0	83	4	1	0	3	3	15	0	311
1:15 PM	1	72	2	0	7	61	65	0	76	4	2	0	3	7	15	0	315
1:30 PM	2	64	0	0	4	53	74	0	71	7	2	0	2	9	15	0	303
1:45 PM	3	62	1	0	10	75	69	0	88	7	3	0	3	5	10	0	336
2:00 PM	3	81	2	0	8	61	74	0	76	8	5	0	0	5	16	0	339
2:15 PM	3	85	2	0	7	69	71	0	83	5	1	0	2	3	15	0	346
2:30 PM	3	66	1	0	7	61	66	0	68	4	0	0	6	4	20	0	306
2:45 PM	2	71	0	0	3	59	68	0	80	4	2	0	3	7	11	0	310
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	561	9	0	59	490	562	0	625	43	16	0	22	43	117	0	2566
APPROACH %'s :	3.23%	95.25%	1.53%	0.00%	5.31%	44.10%	50.59%	0.00%	91.37%	6.29%	2.34%	0.00%	12.09%	23.63%	64.29%	0.00%	
PEAK HR :	01:45 PM - 02:45 PM																TOTAL
PEAK HR VOL :	12	294	6	0	32	266	280	0	315	24	9	0	11	17	61	0	1327
PEAK HR FACTOR :	1.000	0.865	0.750	0.000	0.800	0.887	0.946	0.000	0.895	0.750	0.450	0.000	0.458	0.850	0.763	0.000	0.959
	0.867				0.938				0.888				0.742				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Lakewood Ave & Clinger Cove Rd/Wurst Rd
City: Ocoee
Control: 4-Way Stop

Project ID: 23-130121-007
Date: 4/15/2023

Data - Total

NS/EW Streets:	N Lakewood Ave				N Lakewood Ave				Clinger Cove Rd/Wurst Rd				Clinger Cove Rd/Wurst Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	2	12	34	0	11	9	0	0	1	2	0	0	33	0	6	0	110
1:15 PM	3	12	37	0	8	6	2	0	2	1	0	0	34	2	9	0	116
1:30 PM	0	10	35	0	11	4	0	0	1	3	2	0	31	1	6	0	104
1:45 PM	3	15	35	0	8	10	2	0	0	0	1	0	33	1	7	0	115
2:00 PM	1	19	40	0	9	7	1	0	1	3	3	0	35	1	11	0	131
2:15 PM	2	6	46	0	9	10	0	0	1	0	1	0	32	1	12	0	120
2:30 PM	1	13	41	0	6	9	0	0	1	2	0	0	34	2	7	0	116
2:45 PM	4	22	39	0	6	5	0	0	0	1	2	0	29	0	5	0	113
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	109	307	0	68	60	5	0	7	12	9	0	261	8	63	0	925
APPROACH %'s :	3.70%	25.23%	71.06%	0.00%	51.13%	45.11%	3.76%	0.00%	25.00%	42.86%	32.14%	0.00%	78.61%	2.41%	18.98%	0.00%	
PEAK HR :	01:45 PM - 02:45 PM																TOTAL
PEAK HR VOL :	7	53	162	0	32	36	3	0	3	5	5	0	134	5	37	0	482
PEAK HR FACTOR :	0.583	0.697	0.880	0.000	0.889	0.900	0.375	0.000	0.750	0.417	0.417	0.000	0.957	0.625	0.771	0.000	0.920
	0.925				0.888				0.464				0.936				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ocoee Apopka Rd/Maguire Rd & W Silver Star Rd
City: Ocoee
Control: Signalized

Project ID: 23-130121-008
Date: 4/15/2023

Data - Total

NS/EW Streets:	Ocoee Apopka Rd/Maguire Rd				Ocoee Apopka Rd/Maguire Rd				W Silver Star Rd				W Silver Star Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	3	58	57	0	31	72	2	0	3	23	3	0	35	28	26	0	341
1:15 PM	4	76	62	0	29	62	4	0	4	25	4	0	31	35	23	0	359
1:30 PM	4	64	42	0	28	60	1	0	1	29	2	0	36	29	22	0	318
1:45 PM	2	69	49	0	35	65	3	0	2	21	3	0	52	36	32	0	369
2:00 PM	2	75	50	0	26	56	2	0	4	22	1	0	51	33	29	0	351
2:15 PM	3	92	51	0	25	68	2	0	1	23	3	0	36	24	28	0	356
2:30 PM	0	72	45	0	34	57	3	0	0	23	1	0	24	24	30	0	313
2:45 PM	1	66	51	0	31	66	1	0	0	20	2	0	39	40	40	0	357
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	572	407	0	239	506	18	0	15	186	19	0	304	249	230	0	2764
APPROACH %'s :	1.90%	57.31%	40.78%	0.00%	31.32%	66.32%	2.36%	0.00%	6.82%	84.55%	8.64%	0.00%	38.83%	31.80%	29.37%	0.00%	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	12	284	203	0	118	243	10	0	11	97	10	0	170	133	106	0	1397
PEAK HR FACTOR :	0.750	0.934	0.819	0.000	0.843	0.935	0.625	0.000	0.688	0.836	0.625	0.000	0.817	0.924	0.828	0.000	0.946
	0.879				0.900				0.894				0.852				

National Data & Surveying Services Intersection Turning Movement Count

Location: Ocoee Apopka Rd/Maguire Rd & W Franklin St
City: Ocoee
Control: Signalized

Project ID: 23-130121-009
Date: 4/15/2023

Data - Total

NS/EW Streets:	Ocoee Apopka Rd/Maguire Rd				Ocoee Apopka Rd/Maguire Rd				W Franklin St				W Franklin St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	9	54	3	0	7	68	38	0	53	35	28	0	3	17	5	1	321
1:15 PM	20	65	2	0	5	58	25	0	69	22	33	0	2	18	9	0	328
1:30 PM	18	63	4	0	4	53	38	0	45	21	39	0	2	19	0	0	306
1:45 PM	24	62	3	0	2	70	51	0	49	27	40	0	2	12	8	0	350
2:00 PM	24	67	1	0	3	55	50	1	54	30	25	0	2	9	8	0	329
2:15 PM	22	75	3	0	1	71	35	0	63	24	26	0	2	17	6	0	345
2:30 PM	16	54	1	0	6	60	21	0	46	32	35	0	3	10	9	0	293
2:45 PM	12	57	2	0	3	61	42	0	63	21	35	0	3	9	2	0	310
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	145	497	19	0	31	496	300	1	442	212	261	0	19	111	47	1	2582
APPROACH %'s :	21.94%	75.19%	2.87%	0.00%	3.74%	59.90%	36.23%	0.12%	48.31%	23.17%	28.52%	0.00%	10.67%	62.36%	26.40%	0.56%	
PEAK HR :	01:30 PM - 02:30 PM																TOTAL
PEAK HR VOL :	88	267	11	0	10	249	174	1	211	102	130	0	8	57	22	0	1330
PEAK HR FACTOR :	0.917	0.890	0.688	0.000	0.625	0.877	0.853	0.250	0.837	0.850	0.813	0.000	1.000	0.750	0.688	0.000	0.950
	0.915				0.882				0.955				0.870				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 NB Ramps & SR 438/W Franklin St/Plant St
City: Ocoee
Control: Signalized

Project ID: 23-130121-010
Date: 4/15/2023

Data - Total

NS/EW Streets:	SR 429 NB Ramps				SR 429 NB Ramps				SR 438/W Franklin St/Plant St				SR 438/W Franklin St/Plant St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	40	1	47	0	0	0	0	0	29	92	0	2	0	94	9	0	314
1:15 PM	55	0	45	0	0	0	0	0	40	98	0	1	0	78	12	0	329
1:30 PM	46	0	44	0	0	0	0	0	39	91	0	2	0	90	15	0	327
1:45 PM	43	0	44	0	0	0	0	0	29	106	0	0	0	110	22	0	354
2:00 PM	54	0	44	0	0	0	0	0	33	85	0	3	0	96	11	0	326
2:15 PM	56	0	43	0	0	0	0	0	29	77	0	2	0	87	17	0	311
2:30 PM	44	0	56	0	0	0	0	0	40	85	0	2	0	74	10	0	311
2:45 PM	52	0	44	0	0	0	0	0	30	92	0	2	0	78	9	0	307
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	390	1	367	0	0	0	0	0	269	726	0	14	0	707	105	0	2579
APPROACH %'s :	51.45%	0.13%	48.42%	0.00%					26.66%	71.95%	0.00%	1.39%	0.00%	87.07%	12.93%	0.00%	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	198	0	177	0	0	0	0	0	141	380	0	6	0	374	60	0	1336
PEAK HR FACTOR :	0.900	0.000	0.983	0.000	0.000	0.000	0.000	0.000	0.881	0.896	0.000	0.500	0.000	0.850	0.682	0.000	0.944
	0.938								0.948				0.822				

National Data & Surveying Services Intersection Turning Movement Count

Location: SR 429 SB Ramps & SR 438/W Franklin St/Plant St
City: Ocoee
Control: Signalized

Project ID: 23-130121-011
Date: 4/15/2023

Data - Total

NS/EW Streets:	SR 429 SB Ramps				SR 429 SB Ramps				SR 438/W Franklin St/Plant St				SR 438/W Franklin St/Plant St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	8	0	35	0	67	118	0	0	0	104	33	0	365
1:15 PM	0	0	0	0	13	0	33	0	67	123	0	1	0	106	28	0	371
1:30 PM	0	0	0	0	11	0	42	0	54	124	0	0	0	96	38	0	365
1:45 PM	0	0	0	0	13	0	37	0	77	119	0	0	0	114	39	0	399
2:00 PM	0	0	0	0	11	0	22	0	53	110	0	2	0	106	50	1	355
2:15 PM	0	0	0	0	7	0	33	0	46	102	0	0	0	112	31	0	331
2:30 PM	0	0	0	0	12	0	26	1	61	114	0	0	0	92	30	0	336
2:45 PM	0	0	0	0	13	0	29	0	37	113	0	0	0	98	33	0	323
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	88	0	257	1	462	923	0	3	0	828	282	1	2845
APPROACH %'s :					25.43%	0.00%	74.28%	0.29%	33.29%	66.50%	0.00%	0.22%	0.00%	74.53%	25.38%	0.09%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	45	0	147	0	265	484	0	1	0	420	138	0	1500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.865	0.000	0.875	0.000	0.860	0.976	0.000	0.250	0.000	0.921	0.885	0.000	0.940
					0.906				0.957				0.912				

National Data & Surveying Services Intersection Turning Movement Count

Location: Maguire Rd & SR 50/W Colonial Dr
City: Ocoee
Control: Signalized

Project ID: 23-130121-012
Date: 4/15/2023

Data - Total

NS/EW Streets:	Maguire Rd				Maguire Rd				SR 50/W Colonial Dr				SR 50/W Colonial Dr				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	132	53	47	0	54	51	15	0	29	298	134	2	41	269	12	22	1159
1:15 PM	138	57	30	0	40	48	20	0	29	285	140	4	38	236	13	31	1109
1:30 PM	144	41	63	0	48	46	25	0	36	275	131	2	37	249	12	25	1134
1:45 PM	135	46	33	0	49	46	15	0	40	297	135	1	36	224	20	25	1102
2:00 PM	120	62	50	0	47	48	20	0	37	285	132	3	45	268	7	16	1140
2:15 PM	121	56	44	0	48	53	11	0	19	229	128	2	47	233	17	17	1025
2:30 PM	145	53	47	0	42	38	11	0	34	263	116	1	36	235	13	17	1051
2:45 PM	110	55	40	0	34	39	10	0	21	260	140	1	51	275	15	18	1069
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1045	423	354	0	362	369	127	0	245	2192	1056	16	331	1989	109	171	8789
APPROACH %'s :	57.35%	23.22%	19.43%	0.00%	42.19%	43.01%	14.80%	0.00%	6.98%	62.47%	30.09%	0.46%	12.73%	76.50%	4.19%	6.58%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	549	197	173	0	191	191	75	0	134	1155	540	9	152	978	57	103	4504
PEAK HR FACTOR :	0.953	0.864	0.687	0.000	0.884	0.936	0.750	0.000	0.838	0.969	0.964	0.563	0.927	0.909	0.713	0.831	0.972
	0.926				0.952				0.971				0.938				

APPENDIX D
FDOT's Florida Traffic Online (FTO) Data

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.01	1.03
2	01/02/2022 - 01/08/2022	1.03	1.05
3	01/09/2022 - 01/15/2022	1.05	1.07
4	01/16/2022 - 01/22/2022	1.04	1.06
5	01/23/2022 - 01/29/2022	1.03	1.05
6	01/30/2022 - 02/05/2022	1.01	1.03
7	02/06/2022 - 02/12/2022	1.00	1.02
8	02/13/2022 - 02/19/2022	0.98	1.00
* 9	02/20/2022 - 02/26/2022	0.98	1.00
*10	02/27/2022 - 03/05/2022	0.98	1.00
*11	03/06/2022 - 03/12/2022	0.97	0.99
*12	03/13/2022 - 03/19/2022	0.97	0.99
*13	03/20/2022 - 03/26/2022	0.97	0.99
*14	03/27/2022 - 04/02/2022	0.97	0.99
*15	04/03/2022 - 04/09/2022	0.97	0.99
*16	04/10/2022 - 04/16/2022	0.98	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.00
*19	05/01/2022 - 05/07/2022	0.98	1.00
*20	05/08/2022 - 05/14/2022	0.98	1.00
*21	05/15/2022 - 05/21/2022	0.98	1.00
22	05/22/2022 - 05/28/2022	0.99	1.01
23	05/29/2022 - 06/04/2022	0.99	1.01
24	06/05/2022 - 06/11/2022	1.00	1.02
25	06/12/2022 - 06/18/2022	1.01	1.03
26	06/19/2022 - 06/25/2022	1.02	1.04
27	06/26/2022 - 07/02/2022	1.02	1.04
28	07/03/2022 - 07/09/2022	1.03	1.05
29	07/10/2022 - 07/16/2022	1.04	1.06
30	07/17/2022 - 07/23/2022	1.03	1.05
31	07/24/2022 - 07/30/2022	1.02	1.04
32	07/31/2022 - 08/06/2022	1.01	1.03
33	08/07/2022 - 08/13/2022	1.00	1.02
34	08/14/2022 - 08/20/2022	0.99	1.01
35	08/21/2022 - 08/27/2022	1.00	1.02
36	08/28/2022 - 09/03/2022	1.02	1.04
37	09/04/2022 - 09/10/2022	1.03	1.05
38	09/11/2022 - 09/17/2022	1.05	1.07
39	09/18/2022 - 09/24/2022	1.03	1.05
40	09/25/2022 - 10/01/2022	1.01	1.03
41	10/02/2022 - 10/08/2022	0.99	1.01
42	10/09/2022 - 10/15/2022	0.97	0.99
43	10/16/2022 - 10/22/2022	0.98	1.00
44	10/23/2022 - 10/29/2022	0.99	1.01
45	10/30/2022 - 11/05/2022	1.00	1.02
46	11/06/2022 - 11/12/2022	1.01	1.03
47	11/13/2022 - 11/19/2022	1.03	1.05
48	11/20/2022 - 11/26/2022	1.02	1.04
49	11/27/2022 - 12/03/2022	1.02	1.04
50	12/04/2022 - 12/10/2022	1.01	1.03
51	12/11/2022 - 12/17/2022	1.01	1.03
52	12/18/2022 - 12/24/2022	1.03	1.05
53	12/25/2022 - 12/31/2022	1.05	1.07

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 5_7500_PKSEASON.TXT

APPENDIX E
Turning Movement Volume Worksheets

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #1

Ocoee Apopka Rd

&

Ocoee Crown Point Pkwy/West Rd

Weekday PM Peak Hour Factor: 0.98

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Ocoee Crown Point Pkwy/West Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	129	545	267	135	392	47	59	158	111	338	303	126
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**129**	**545**	**267**	**135**	**392**	**47**	**59**	**158**	**111**	**338**	**303**	**126**
Heavy Vehicle	*0%*	*2%*	*4%*	*1%*	*3%*	*4%*	*0%*	*1%*	*0%*	*1%*	*1%*	*5%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Vested Trips	9	37	18	13	38	5	1	3	2	32	29	12
Background Volume (2027)	**148**	**626**	**306**	**159**	**461**	**56**	**65**	**174**	**122**	**397**	**356**	**148**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*5%*	*30%*		*5%*					*30%*		
Direction	*N/A*	**OUT**	**OUT**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*35*	*208*	*0*	*37*	*0*	*0*	*0*	*0*	*224*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	35	208	0	37	0	0	0	0	224	0	0
Buildout Volume (2027)	**148**	**661**	**514**	**159**	**498**	**56**	**65**	**174**	**122**	**621**	**356**	**148**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #2

SR 429 SB Ramps

&

West Rd/Clarcona Ocoee Rd

Weekday PM Peak Hour Factor: 0.98

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	SR 429 SB Ramps						West Rd/Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	0	0	0	73	0	62	0	563	125	317	824	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**73**	**0**	**62**	**0**	**563**	**125**	**317**	**824**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*1%*	*0%*	*0%*	*0%*	*2%*	*2%*	*3%*	*1%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.08	1.08	1.08	1.08	1.08	1.08
Vested Trips							0	52	12	36	93	0
Background Volume (2027)	**0**	**0**	**0**	**88**	**0**	**74**	**0**	**660**	**147**	**378**	**983**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*10%*		*15%*		*15%*	*15%*	*15%*	*15%*	
Direction	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	**IN**	*N/A*	**OUT**	**OUT**	**OUT**	**IN**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*75*	*0*	*112*	*0*	*104*	*104*	*104*	*112*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	75	0	112	0	104	104	104	112	0
Buildout Volume (2027)	**0**	**0**	**0**	**163**	**0**	**186**	**0**	**764**	**251**	**482**	**1,095**	**0**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #3

SR 429 NB Ramp

&

West Rd/Clarcona Ocoee Rd

Weekday PM Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	SR 429 NB Ramp						West Rd/Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	229	0	395	0	0	0	50	589	0	0	912	86
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**229**	**0**	**395**	**0**	**0**	**0**	**50**	**589**	**0**	**0**	**912**	**86**
Heavy Vehicle	*2%*	*0%*	*5%*	*0%*	*0%*	*0%*	*4%*	*2%*	*0%*	*0%*	*2%*	*7%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.08	1.08	1.08	1.08	1.08	1.08
Vested Trips							5	59	0	0	118	11
Volume Balancing			59					88				
Background Volume (2027)	**275**	**0**	**533**	**0**	**0**	**0**	**59**	**783**	**0**	**0**	**1,103**	**104**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*15%*		*15%*				*15%*	*10%*			*15%*	*10%*
Direction	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	**OUT**	**IN**	*N/A*	*N/A*	**OUT**	**OUT**
PM Peak Hour Trips	*112*	*0*	*112*	*0*	*0*	*0*	*104*	*75*	*0*	*0*	*104*	*69*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	112	0	112	0	0	0	104	75	0	0	104	69
Buildout Volume (2027)	**387**	**0**	**645**	**0**	**0**	**0**	**163**	**858**	**0**	**0**	**1,207**	**173**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #4

N Lakewood Ave

&

Clarcona Ocoee Rd

Weekday PM Peak Hour Factor: 0.98

Weekday PM Peak Hour 05:00 PM - 06:00 PM	N Lakewood Ave						Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	1	0	2	1	0	0	6	977	0	9	991	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**1**	**0**	**2**	**1**	**0**	**0**	**6**	**977**	**0**	**9**	**991**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*3%*	*0%*	*0%*	*2%*	*0%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #4

N Lakewood Ave

&

Clarcona Ocoee Rd

Weekday PM Peak Hour Factor: 0.98

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	N Lakewood Ave						Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Buildout Traffic from Ocoee Village Center Study (2021)	191	55	282	30	35	15	87	900	142	504	795	30
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*3%*	*0%*	*0%*	*2%*	*0%*
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Vested Trips	77	32	174				10	103	16	42	67	3
Background Volume (2027)	**291**	**94**	**490**	**34**	**39**	**17**	**107**	**1,111**	**175**	**606**	**957**	**37**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*25%*		*5%*						*25%*	*5%*		
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*173*	*0*	*35*	*0*	*0*	*0*	*0*	*0*	*187*	*38*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	173	0	35	0	0	0	0	0	187	38	0	0
Buildout Volume (2027)	**464**	**94**	**525**	**34**	**39**	**17**	**107**	**1,111**	**362**	**644**	**957**	**37**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #5

N Lakewood Ave

&

E Fullers Cross Rd

Weekday PM Peak Hour Factor: 0.80

Weekday PM Peak Hour 04:00 PM - 05:00 PM	N Lakewood Ave						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	145	10	0	0	3	9	11	2	123	0	2	1
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**145**	**10**	**0**	**0**	**3**	**9**	**11**	**2**	**123**	**0**	**2**	**1**
Heavy Vehicle	*1%*	*10%*	*0%*	*0%*	*0%*	*11%*	*0%*	*50%*	*0%*	*0%*	*50%*	*0%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #5

N Lakewood Ave

&

E Fullers Cross Rd

Weekday PM Peak Hour Factor: 0.80

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:00 PM - 05:00 PM	N Lakewood Ave						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Buildout Traffic from Ocoee Village Center Study (2021)	108	223	15	0	251	333	283	14	93	8	8	0
Heavy Vehicle	*1%*	*10%*	*0%*	*0%*	*0%*	*11%*	*0%*	*50%*	*0%*	*0%*	*50%*	*0%*
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Vested Trips	27	55	4	0	92	122	89	4	29			
Background Volume (2027)	**148**	**305**	**21**	**0**	**373**	**495**	**406**	**20**	**133**	**9**	**9**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*			*10%*	*20%*	*20%*					
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	**IN**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*69*	*0*	*0*	*75*	*150*	*139*	*0*	*0*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	69	0	0	75	150	139	0	0	0	0	0
Buildout Volume (2027)	**148**	**374**	**21**	**0**	**448**	**645**	**545**	**20**	**133**	**9**	**9**	**0**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #6

Ocoee Apopka Rd

&

E Fullers Cross Rd

Weekday PM Peak Hour Factor: 0.95

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	5	465	30	79	312	378	433	81	4	13	36	101
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**5**	**465**	**30**	**79**	**312**	**378**	**433**	**81**	**4**	**13**	**36**	**101**
Heavy Vehicle	*0%*	*2%*	*0%*	*4%*	*4%*	*1%*	*2%*	*0%*	*0%*	*8%*	*3%*	*2%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #6

Ocoee Apopka Rd

&

E Fullers Cross Rd

Weekday PM Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Buildout Volumes (Fullers Crossing Apt TIA)	26	460	322	122	545	450	386	159	29	246	265	182
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Volumes	**26**	**460**	**322**	**122**	**545**	**450**	**386**	**159**	**29**	**246**	**265**	**182**
Heavy Vehicle	*0%*	*2%*	*0%*	*4%*	*4%*	*1%*	*2%*	*0%*	*0%*	*8%*	*3%*	*2%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.10	1.10	1.10	1.04	1.04	1.04
Vested Trips	8	134	94	9	42	35				44	47	32
Background Volume (2027)	**35**	**612**	**429**	**136**	**609**	**503**	**425**	**175**	**32**	**300**	**323**	**221**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*5%*	*20%*	*10%*	*15%*	*20%*				*5%*	*10%*		*15%*
Direction	**OUT**	**OUT**	**OUT**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	**IN**	**IN**	*N/A*	**OUT**
PM Peak Hour Trips	*35*	*139*	*69*	*112*	*149*	*0*	*0*	*0*	*38*	*75*	*0*	*104*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	35	139	69	112	149	0	0	0	38	75	0	104
Buildout Volume (2027)	**70**	**751**	**498**	**248**	**758**	**503**	**425**	**175**	**70**	**375**	**323**	**325**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #7

N Lakewood Ave

&

Wurst Rd/Clinger Cove Rd

Weekday PM Peak Hour Factor: 0.92

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	N Lakewood Ave						Wurst Rd/Clinger Cove Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	12	99	290	82	66	6	3	8	2	139	12	59
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**12**	**99**	**290**	**82**	**66**	**6**	**3**	**8**	**2**	**139**	**12**	**59**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*5%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.20	1.20	1.20	1.08	1.08	1.08
Vested Trips	2	16	48	46	37	3				24	2	10
Background Volume (2027)	**15**	**123**	**361**	**135**	**108**	**9**	**4**	**10**	**2**	**174**	**15**	**74**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*	*5%*		*10%*					*5%*		
Direction	*N/A*	**OUT**	**OUT**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*69*	*35*	*0*	*75*	*0*	*0*	*0*	*0*	*37*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	69	35	0	75	0	0	0	0	37	0	0
Buildout Volume (2027)	**15**	**192**	**396**	**135**	**183**	**9**	**4**	**10**	**2**	**211**	**15**	**74**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #8

Ocoee Apopka Rd

&

W Silver Star Rd

Weekday PM Peak Hour Factor: 0.98

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:45 PM - 05:45 PM	Ocoee Apopka Rd						W Silver Star Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	15	428	159	180	330	23	13	171	19	170	139	187
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**15**	**428**	**159**	**180**	**330**	**23**	**13**	**171**	**19**	**170**	**139**	**187**
Heavy Vehicle	*13%*	*2%*	*2%*	*2%*	*5%*	*0%*	*0%*	*2%*	*11%*	*3%*	*1%*	*2%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.20	1.20	1.20	1.08	1.08	1.08
Vested Trips	5	129	48	53	98	7				23	19	26
Background Volume (2027)	**21**	**591**	**220**	**247**	**454**	**32**	**16**	**205**	**23**	**207**	**169**	**228**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*15%*			*15%*			*5%*			*5%*	
Direction	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*112*	*0*	*0*	*104*	*0*	*0*	*37*	*0*	*0*	*35*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	112	0	0	104	0	0	37	0	0	35	0
Buildout Volume (2027)	**21**	**703**	**220**	**247**	**558**	**32**	**16**	**242**	**23**	**207**	**204**	**228**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #9

Occoee Apopka Rd/Maguire Rd

&

W Franklin St

Weekday PM Peak Hour Factor: 0.96

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:15 PM - 05:15 PM	Occoee Apopka Rd/Maguire Rd						W Franklin St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	126	296	20	25	303	149	253	146	183	10	155	73
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**126**	**296**	**20**	**25**	**303**	**149**	**253**	**146**	**183**	**10**	**155**	**73**
Heavy Vehicle	*2%*	*2%*	*0%*	*8%*	*6%*	*4%*	*5%*	*5%*	*29%*	*10%*	*3%*	*7%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.20	1.20	1.20
Vested Trips	23	55	4	8	100	49	58	34	42			
Background Volume (2027)	**159**	**375**	**26**	**35**	**427**	**210**	**331**	**192**	**240**	**12**	**186**	**88**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*			*10%*	*5%*	*5%*					
Direction	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	**OUT**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*75*	*0*	*0*	*69*	*35*	*37*	*0*	*0*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	75	0	0	69	35	37	0	0	0	0	0
Buildout Volume (2027)	**159**	**450**	**26**	**35**	**496**	**245**	**368**	**192**	**240**	**12**	**186**	**88**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #10

SR 429 NB Ramps

&

W Franklin St/Plant St

Weekday PM Peak Hour Factor: 0.97

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:15 PM - 05:15 PM	SR 429 NB Ramps						W Franklin St/Plant St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	272	18	351	0	0	0	239	425	0	0	459	156
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**272**	**18**	**351**	**0**	**0**	**0**	**239**	**425**	**0**	**0**	**459**	**156**
Heavy Vehicle	*7%*	*0%*	*9%*	*0%*	*0%*	*0%*	*2%*	*11%*	*0%*	*0%*	*2%*	*4%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.08	1.08	1.08	1.08	1.08	1.08
SR 429 NB Ramp Relocation	-326	-22	-421	443		326	35	62	0	0	87	29
Background Volume (2027)	**0**	**0**	**0**	**443**	**0**	**326**	**293**	**521**	**0**	**0**	**583**	**197**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*5%*				*5%*			*10%*	
Direction	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*37*	*0*	*0*	*0*	*37*	*0*	*0*	*70*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	37	0	0	0	37	0	0	70	0
Buildout Volume (2027)	**0**	**0**	**0**	**480**	**0**	**326**	**293**	**558**	**0**	**0**	**653**	**197**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #11

SR 429 SB Ramps

&

W Franklin St/Plant St

Weekday PM Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:15 PM - 05:15 PM	SR 429 SB Ramps						W Franklin St/Plant St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	0	0	0	91	0	131	267	579	0	0	541	198
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**91**	**0**	**131**	**267**	**579**	**0**	**0**	**541**	**198**
Heavy Vehicle	*0%*	*0%*	*0%*	*37%*	*0%*	*4%*	*3%*	*3%*	*0%*	*0%*	*3%*	*5%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.08	1.08	1.08	1.08	1.08	1.08
Vested Trips							31	66	0	0	85	31
Background Volume (2027)	**0**	**0**	**0**	**109**	**0**	**157**	**319**	**691**	**0**	**0**	**669**	**245**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								5%			5%	5%
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	**OUT**
PM Peak Hour Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*0*	*0*	*35*	*35*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	0	0	0	37	0	0	35	35
Buildout Volume (2027)	**0**	**0**	**0**	**109**	**0**	**157**	**319**	**728**	**0**	**0**	**704**	**280**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #12

Maguire Rd

&

SR 50 W Colonial Dr

Weekday PM Peak Hour Factor: 0.96

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 04:30 PM - 05:30 PM	Maguire Rd						SR 50 W Colonial Dr					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	672	298	208	209	257	72	262	1,203	703	271	1,520	55
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**672**	**298**	**208**	**209**	**257**	**72**	**262**	**1,203**	**703**	**271**	**1,520**	**55**
Heavy Vehicle	*1%*	*3%*	*1%*	*1%*	*4%*	*3%*	*9%*	*2%*	*1%*	*0%*	*2%*	*4%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Vested Trips	138	61	43	18	22	6	8	38	22	11	62	2
Background Volume (2027)	**864**	**383**	**268**	**244**	**300**	**84**	**291**	**1,337**	**781**	**304**	**1,704**	**61**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*10%*								*10%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
PM Peak Hour Trips	*0*	*0*	*0*	*69*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*75*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	69	0	0	0	0	0	0	0	75
Buildout Volume (2027)	**864**	**383**	**268**	**313**	**300**	**84**	**291**	**1,337**	**781**	**304**	**1,704**	**136**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #13

17th Avenue Extension

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	816	0	0	813	0	0	0	0	0	0	0
2025 Volumes	**0**	**816**	**0**	**0**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Vested Trips		236			271							
Background Volume (2027)	**0**	**1,085**	**0**	**0**	**1,117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*2%*	*7%*		*2%*							*13%*
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
Project Distribution (%)		*2%*		*9%*	*2%*					*13%*		
Direction	*N/A*	**OUT**	*N/A*	**OUT**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*29*	*52*	*62*	*29*	*0*	*0*	*0*	*0*	*90*	*0*	*97*
Pass-by Trips												
Pass-by Movement?										*Yes*		
Pass-by Distribution										*10%*		
Pass-by Direction										**OUT**		
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*
Total Project Trips	0	29	52	62	29	0	0	0	0	97	0	97
Buildout Volume (2027)	**0**	**1,114**	**52**	**62**	**1,146**	**0**	**0**	**0**	**0**	**97**	**0**	**97**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #14

17th Avenue/17th Avenue Extension

&

Lakewood Avenue

Weekday Peak Hour Factor: 0.92

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Lakewood Avenue						17th Avenue/17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC (estimated from data collected 5/25/2023)	0	371	145	41	166	0	0	0	0	70	0	30
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**371**	**145**	**41**	**166**	**0**	**0**	**0**	**0**	**70**	**0**	**30**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Fullers Cross Apt		66			57							
Background Volume (2027)	**0**	**467**	**157**	**44**	**236**	**0**	**0**	**0**	**0**	**76**	**0**	**32**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*10%*					*15%*	*15%*		*10%*			
Direction	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*75*	*0*	*0*	*0*	*0*	*112*	*104*	*0*	*68*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	75	0	0	0	0	112	104	0	68	0	0	0
Buildout Volume (2027)	**75**	**467**	**157**	**44**	**236**	**112**	**104**	**0**	**68**	**76**	**0**	**32**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #15

Fullers Cross Road

&

Driveway #1/Fullers Cross Apt Dwy

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Driveway #1/Fullers Cross Apt Dwy						Fullers Cross Road					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	0	0	11	0	29	25	576	0	0	670	15
2025 Volumes	**0**	**0**	**0**	**11**	**0**	**29**	**25**	**576**	**0**	**0**	**670**	**15**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*3%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Vested Trips								107			123	
Background Volume (2027)	**0**	**0**	**0**	**11**	**0**	**30**	**26**	**706**	**0**	**0**	**820**	**16**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								*5%*	*10%*	*10%*	*10%*	
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*
Project Distribution (%)	*15%*		*5%*					*10%*				
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*104*	*0*	*35*	*0*	*0*	*0*	*0*	*106*	*75*	*75*	*75*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	104	0	35	0	0	0	0	106	75	75	75	0
Buildout Volume (2027)	**104**	**0**	**35**	**11**	**0**	**30**	**26**	**812**	**75**	**75**	**895**	**16**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #16

Fullers Cross Road

&

Driveway #2

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Driveway #2						Fullers Cross Road					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	0	0	0	0	0	0	587	0	0	685	0
2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**587**	**0**	**0**	**685**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*3%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Fullers Cross Apt								107			123	
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**717**	**0**	**0**	**835**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)			*5%*					*15%*	*5%*		*20%*	
Direction	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	**IN**	*N/A*	**IN**	*N/A*
PM Peak Hour Trips	*0*	*0*	*35*	*0*	*0*	*0*	*0*	*104*	*37*	*0*	*150*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	35	0	0	0	0	104	37	0	150	0
Buildout Volume (2027)	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**821**	**37**	**0**	**985**	**0**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #17

Driveway #3

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #3					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	808	0	0	820	0	0	0	0	0	0	0
2025 Volumes	**0**	**808**	**0**	**0**	**820**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Fullers Cross Apt		236			271							
Background Volume (2027)	**0**	**1,076**	**0**	**0**	**1,124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*34%*			*35%*							*1%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*235*	*0*	*0*	*261*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	235	0	0	261	0	0	0	0	0	0	7
Buildout Volume (2027)	**0**	**1,311**	**0**	**0**	**1,385**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

Crown Point Woods Trip Generation Summary - Weekday

PM Peak Hour (Weekday)	Land Use	Size	Units	Trip Rate	PM Peak Hour (Weekday)				
					Total	In		Out	
	ITE LUC 210: Single Family Housing Detached [1]	**53**	DU	1.03	55	*63%*	35	*37%*	20
	Total Generated Trips				**55**	**35**		**20**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition.*

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #18

Driveway #4/Ocoee Crown Point Woods Dr

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #4/Ocoee Crown Point Woods Dr					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	19	797	0	0	804	16	11	0	9	0	0	0
2025 Volumes	**19**	**797**	**0**	**0**	**804**	**16**	**11**	**0**	**9**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Vested Trips		236			271							
Background Volume (2027)	**20**	**1,065**	**0**	**0**	**1,107**	**17**	**11**	**0**	**9**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*	*2%*	*25%*	*10%*					*11%*		*24%*
Direction	*N/A*	**OUT**	**IN**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*70*	*15*	*187*	*75*	*0*	*0*	*0*	*0*	*76*	*0*	*166*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*	*Yes*	*Yes*					*Yes*		*Yes*
Pass-by Distribution		*(-40% IN/10% OUT)*	*10%*	*30%*	*-30%*					*40%*		*30%*
Pass-by Direction		**IN/OUT**	**IN**	**IN**	**IN**					**OUT**		**OUT**
Pass-by Trips	*0*	*-21*	*7*	*21*	*-21*	*0*	*0*	*0*	*0*	*28*	*0*	*21*
Total Project Trips	0	49	22	208	54	0	0	0	0	104	0	187
Buildout Volume (2027)	**20**	**1,114**	**22**	**208**	**1,161**	**17**	**11**	**0**	**9**	**104**	**0**	**187**

[1] Ocoee Crown Point Woods volumes estimated by using ITE LUC 210 for 53 DU and existing directional splits along Ocoee Apopka Road.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #19

Driveway #5

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #5					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	816	0	0	813	0	0	0	0	0	0	0
2025 Volumes	**0**	**816**	**0**	**0**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Vested Trips		236			271							
Background Volume (2027)	**0**	**1,085**	**0**	**0**	**1,117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*2%*	*9%*		*10%*							
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*6%*			*11%*							*4%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*57*	*67*	*0*	*151*	*0*	*0*	*0*	*0*	*0*	*0*	*28*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*		*Yes*							*Yes*
Pass-by Distribution		*-30%*	*30%*		*(-30% IN/40% OUT)*							*10%*
Pass-by Direction		**IN**	**IN**		**IN/OUT**							**OUT**
Pass-by Trips	*0*	*-21*	*21*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Total Project Trips	0	36	88	0	158	0	0	0	0	0	0	35
Buildout Volume (2027)	**0**	**1,121**	**88**	**0**	**1,275**	**0**	**0**	**0**	**0**	**0**	**0**	**35**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #20

Driveway #6

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #6					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	816	0	0	813	0	0	0	0	0	0	0
2025 Volumes	**0**	**816**	**0**	**0**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.00	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vested Trips		236			271							
Background Volume (2027)	**0**	**1,085**	**0**	**0**	**1,117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*11%*	*3%*	*8%*	*2%*							
Direction	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*2%*			*11%*							*3%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*96*	*22*	*60*	*91*	*0*	*0*	*0*	*0*	*0*	*0*	*21*
Pass-by Trips												
Pass-by Movement?				*Yes*								
Pass-by Distribution				*10%*								
Pass-by Direction				**IN**								
Pass-by Trips	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	96	22	67	91	0	0	0	0	0	0	21
Buildout Volume (2027)	**0**	**1,181**	**22**	**67**	**1,208**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #21

Driveway #7

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #7					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	816	0	0	813	0	0	0	0	0	0	0
2025 Volumes	**0**	**816**	**0**	**0**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.00	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vested Trips		236			271							
Background Volume (2027)	**0**	**1,085**	**0**	**0**	**1,117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*14%*	*1%*		*2%*							
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*2%*			*11%*							*1%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*119*	*7*	*0*	*91*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	119	7	0	91	0	0	0	0	0	0	7
Buildout Volume (2027)	**0**	**1,204**	**7**	**0**	**1,208**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #22

Driveway #8

&

Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.95

Weekday Hour Trip Generation: **747 IN** **692 OUT**

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Ocoee Apopka Rd						Driveway #8					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing	0	816	0	0	813	0	0	0	0	0	0	0
2025 Volumes	**0**	**816**	**0**	**0**	**813**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Volume (2027)	**0**	**849**	**0**	**0**	**846**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*9%*	*6%*	*2%*	*15%*							*2%*
Direction	*N/A*	**IN**	**IN**	**IN**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*67*	*45*	*15*	*104*	*0*	*0*	*0*	*0*	*0*	*0*	*14*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*	*Yes*	*Yes*							*Yes*
Pass-by Distribution		*-10%*	*10%*	*10%*	*(-10% IN/10% OUT)*							*10%*
Pass-by Direction		**IN**	**IN**	**IN**	**IN/OUT**							**OUT**
Pass-by Trips	*0*	*-7*	*7*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Total Project Trips	0	60	52	22	104	0	0	0	0	0	0	21
Buildout Volume (2027)	**0**	**909**	**52**	**22**	**950**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #23

17th Avenue Extension

&

Driveway #9

Weekday Peak Hour Factor: 0.92

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Driveway #9						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)							*2%*	*5%*			*13%*	*5%*
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	**IN**	**IN**
Project Distribution (%)				*9%*		*2%*		*9%*			*11%*	
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*62*	*0*	*14*	*15*	*99*	*0*	*0*	*173*	*37*
Pass-by Trips												
Pass-by Movement?											*Yes*	
Pass-by Distribution											*10%*	
Pass-by Direction											**OUT**	
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*0*
Total Project Trips	0	0	0	62	0	14	15	99	0	0	180	37
Buildout Volume (2027)	**0**	**0**	**0**	**62**	**0**	**14**	**15**	**99**	**0**	**0**	**180**	**37**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #24

17th Avenue Extension

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Driveway #10

Weekday Peak Hour Factor: 0.92

Weekday Hour Trip Generation: 747 IN 692 OUT

Weekday PM Peak Hour 05:00 PM - 06:00 PM	Driveway #10						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								*3%*	*2%*	*5%*	*18%*	
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*
Project Distribution (%)	*8%*		*5%*					*18%*			*3%*	
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*55*	*0*	*34*	*0*	*0*	*0*	*0*	*146*	*15*	*37*	*155*	*0*
Pass-by Trips												
Pass-by Movement?	*Yes*											
Pass-by Distribution	*10%*											
Pass-by Direction	**OUT**											
Pass-by Trips	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	62	0	34	0	0	0	0	146	15	37	155	0
Buildout Volume (2027)	**62**	**0**	**34**	**0**	**0**	**0**	**0**	**146**	**15**	**37**	**155**	**0**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #25

17th Avenue Extension

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Driveway #11

Weekday Peak Hour Factor: 0.92

Weekday Hour Trip Generation: **747 IN** **692 OUT**

Weekday PM Peak Hour 05:00 PM - 06:00 PM	**Driveway #11**						**17th Avenue Extension**					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 5/25/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*2%*		*3%*	*3%*	*23%*			*23%*	*2%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	**OUT**	*N/A*	*N/A*	**IN**	**IN**
PM Peak Hour Trips	*0*	*0*	*0*	*14*	*0*	*20*	*22*	*158*	*0*	*0*	*172*	*15*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	14	0	20	22	158	0	0	172	15
Buildout Volume (2027)	**0**	**0**	**0**	**14**	**0**	**20**	**22**	**158**	**0**	**0**	**172**	**15**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #1

CR 437/Ocoee Apopka Rd

&

West Rd/Ocoee Crown Point Pkwy

Saturday Peak Hour Factor: 0.98

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:00 PM - 02:00 PM	CR 437/Ocoee Apopka Rd						West Rd/Ocoee Crown Point Pkwy					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	90	375	213	110	287	19	40	134	68	307	133	117
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**90**	**375**	**213**	**110**	**287**	**19**	**40**	**134**	**68**	**307**	**133**	**117**
Heavy Vehicle	*1%*	*2%*	*1%*	*2%*	*2%*	*5%*	*0%*	*1%*	*3%*	*1%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**108**	**450**	**256**	**132**	**344**	**23**	**48**	**161**	**82**	**368**	**160**	**140**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*5%*	*30%*		*5%*					*30%*		
Direction	*N/A*	**OUT**	**OUT**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*35*	*212*	*0*	*44*	*0*	*0*	*0*	*0*	*266*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	35	212	0	44	0	0	0	0	266	0	0
Buildout Volume (2027)	**108**	**485**	**468**	**132**	**388**	**23**	**48**	**161**	**82**	**634**	**160**	**140**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #2

SR 429 SB Ramps

&

West Rd/Clarcona Ocoee Rd

Saturday Peak Hour Factor: 0.98

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:00 PM - 02:00 PM	SR 429 SB Ramps						West Rd/Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	65	2	43	0	428	139	294	509	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**65**	**2**	**43**	**0**	**428**	**139**	**294**	**509**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*2%*	*50%*	*2%*	*0%*	*2%*	*1%*	*1%*	*1%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**0**	**0**	**0**	**78**	**2**	**52**	**0**	**514**	**167**	**353**	**611**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*10%*		*15%*		*15%*	*15%*	*15%*	*15%*	
Direction	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	**IN**	*N/A*	**OUT**	**OUT**	**OUT**	**IN**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*89*	*0*	*133*	*0*	*106*	*106*	*106*	*133*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	89	0	133	0	106	106	106	133	0
Buildout Volume (2027)	**0**	**0**	**0**	**167**	**2**	**185**	**0**	**620**	**273**	**459**	**744**	**0**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #3

SR 429 NB Ramps

&

West Rd/Clarcona Ocoee Rd

Saturday Peak Hour Factor: 0.93

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:00 PM - 02:00 PM	SR 429 NB Ramps						West Rd/Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	150	1	281	0	0	0	41	451	0	2	653	66
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**150**	**1**	**281**	**0**	**0**	**0**	**41**	**451**	**0**	**2**	**653**	**66**
Heavy Vehicle	*1%*	*0%*	*1%*	*0%*	*0%*	*0%*	*2%*	*2%*	*0%*	*0%*	*1%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Volume Balancing			34					54				
Background Volume (2027)	**180**	**1**	**371**	**0**	**0**	**0**	**49**	**595**	**0**	**2**	**784**	**79**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*15%*		*15%*				*15%*	*10%*			*15%*	*10%*
Direction	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	**OUT**	**IN**	*N/A*	*N/A*	**OUT**	**OUT**
PM Peak Hour Trips	*133*	*0*	*133*	*0*	*0*	*0*	*106*	*89*	*0*	*0*	*106*	*70*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	133	0	133	0	0	0	106	89	0	0	106	70
Buildout Volume (2027)	**313**	**1**	**504**	**0**	**0**	**0**	**155**	**684**	**0**	**2**	**890**	**149**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #4

N Lakewood Ave

&

Clarcona Ocoee Rd

Saturday Peak Hour Factor: 0.92

Saturday PM Peak Hour 01:00 PM - 02:00 PM	N Lakewood Ave						Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	0	0	0	9	725	0	2	711	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**725**	**0**	**2**	**711**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*2%*	*0%*	*0%*	*1%*	*0%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #4

N Lakewood Ave

&

Clarcona Ocoee Rd

Saturday PM Peak Hour Factor: 0.92

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:00 PM - 02:00 PM	N Lakewood Ave						Clarcona Ocoee Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Buildout Traffic from Ocoee Village Center Study (2021)	191	55	282	30	35	15	87	900	142	504	795	30
Adjustment Factor to 2023 Saturday	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Existing Volume (2023)	**139**	**40**	**206**	**22**	**26**	**11**	**64**	**657**	**104**	**368**	**580**	**22**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*2%*	*0%*	*0%*	*1%*	*0%*
Growth Factor	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Background Volume (2027)	**181**	**52**	**268**	**29**	**34**	**14**	**83**	**854**	**135**	**478**	**754**	**29**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*25%*		*5%*						*25%*	*5%*		
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*176*	*0*	*35*	*0*	*0*	*0*	*0*	*0*	*222*	*44*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	176	0	35	0	0	0	0	0	222	44	0	0
Buildout Volume (2027)	**357**	**52**	**303**	**29**	**34**	**14**	**83**	**854**	**357**	**522**	**754**	**29**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #5

N Lakewood Ave

&

E Fullers Cross Rd

Saturday Peak Hour Factor: 0.82

Saturday PM Peak Hour 01:45 PM - 02:45 PM	N Lakewood Ave						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	69	10	0	0	4	8	6	2	56	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**69**	**10**	**0**	**0**	**4**	**8**	**6**	**2**	**56**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*10%*	*0%*	*0%*	*50%*	*0%*	*17%*	*0%*	*2%*	*0%*	*0%*	*0%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #5

N Lakewood Ave

&

E Fullers Cross Rd

Saturday PM Peak Hour Factor: 0.82

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	N Lakewood Ave						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Buildout Traffic from Ocoee Village Center Study (2021)	108	223	15	0	251	333	283	14	93	8	8	0
Adjustment Factor to Saturday	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Existing Volume (2023)	**81**	**167**	**11**	**0**	**188**	**250**	**212**	**11**	**70**	**6**	**6**	**0**
Heavy Vehicle	*0%*	*10%*	*0%*	*0%*	*50%*	*0%*	*17%*	*0%*	*2%*	*0%*	*0%*	*0%*
Growth Factor	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.3
Background Volume (2027)	**105**	**217**	**14**	**0**	**244**	**325**	**276**	**14**	**91**	**8**	**8**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*			*10%*	*20%*	*20%*					
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	**IN**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*70*	*0*	*0*	*89*	*177*	*141*	*0*	*0*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	70	0	0	89	177	141	0	0	0	0	0
Buildout Volume (2027)	**105**	**287**	**14**	**0**	**333**	**502**	**417**	**14**	**91**	**8**	**8**	**0**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #6

CR 437/Ocoee Apopka Rd

&

E Fullers Cross Rd

Saturday Peak Hour Factor: 0.96

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	12	294	6	32	266	280	315	24	9	11	17	61
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**12**	**294**	**6**	**32**	**266**	**280**	**315**	**24**	**9**	**11**	**17**	**61**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*2%*	*1%*	*8%*	*0%*	*0%*	*0%*	*0%*

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #6

CR 437/Ocoee Apopka Rd

&

E Fullers Cross Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						E Fullers Cross Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Buildout Volumes (Fullers Crossing Apt T	26	460	322	122	545	450	386	159	29	246	265	182
Adjustment to Saturday	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
2025 Volumes	**18**	**322**	**225**	**85**	**382**	**315**	**270**	**111**	**20**	**172**	**186**	**127**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*2%*	*1%*	*8%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.1
Vested Trips												
Background Volume (2027)	**20**	**354**	**248**	**94**	**420**	**347**	**297**	**122**	**22**	**189**	**205**	**140**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*5%*	*20%*	*10%*	*15%*	*20%*				*5%*	*10%*		*15%*
Direction	**OUT**	**OUT**	**OUT**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	**IN**	**IN**	*N/A*	**OUT**
PM Peak Hour Trips	*35*	*141*	*70*	*133*	*177*	*0*	*0*	*0*	*45*	*89*	*0*	*106*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	35	141	70	133	177	0	0	0	45	89	0	106
Buildout Volume (2027)	**55**	**495**	**318**	**227**	**597**	**347**	**297**	**122**	**67**	**278**	**205**	**246**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #7

N Lakewood Ave

&

Clinger Cove Rd/Wurst Rd

Saturday Peak Hour Factor: 0.92

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	N Lakewood Ave						Clinger Cove Rd/Wurst Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	7	53	162	32	36	3	3	5	5	134	5	37
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**7**	**53**	**162**	**32**	**36**	**3**	**3**	**5**	**5**	**134**	**5**	**37**
Heavy Vehicle	*0%*	*0%*	*2%*	*3%*	*3%*	*0%*	*0%*	*0%*	*0%*	*1%*	*0%*	*3%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**8**	**64**	**194**	**38**	**43**	**4**	**4**	**6**	**6**	**161**	**6**	**44**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*	*5%*		*10%*					*5%*		
Direction	*N/A*	**OUT**	**OUT**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*70*	*36*	*0*	*89*	*0*	*0*	*0*	*0*	*44*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	70	36	0	89	0	0	0	0	44	0	0
Buildout Volume (2027)	**8**	**134**	**230**	**38**	**132**	**4**	**4**	**6**	**6**	**205**	**6**	**44**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #8

Ocoee Apopka Rd/Maguire Rd

&

W Silver Star Rd

Saturday Peak Hour Factor: 0.95

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:15 PM - 02:15 PM	Ocoee Apopka Rd/Maguire Rd						W Silver Star Rd					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	12	284	203	118	243	10	11	97	10	170	133	106
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**12**	**284**	**203**	**118**	**243**	**10**	**11**	**97**	**10**	**170**	**133**	**106**
Heavy Vehicle	*0%*	*2%*	*2%*	*4%*	*3%*	*10%*	*0%*	*3%*	*10%*	*1%*	*0%*	*2%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**14**	**341**	**244**	**142**	**292**	**12**	**13**	**116**	**12**	**204**	**160**	**127**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*15%*			*15%*			*5%*			*5%*	
Direction	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*133*	*0*	*0*	*106*	*0*	*0*	*44*	*0*	*0*	*35*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	133	0	0	106	0	0	44	0	0	35	0
Buildout Volume (2027)	**14**	**474**	**244**	**142**	**398**	**12**	**13**	**160**	**12**	**204**	**195**	**127**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #9

Ocoee Apopka Rd/Maguire Rd

&

W Franklin St

Saturday Peak Hour Factor: 0.95

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:30 PM - 02:30 PM	Ocoee Apopka Rd/Maguire Rd						W Franklin St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	88	267	11	11	249	174	211	102	130	8	57	22
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**88**	**267**	**11**	**11**	**249**	**174**	**211**	**102**	**130**	**8**	**57**	**22**
Heavy Vehicle	*3%*	*1%*	*0%*	*0%*	*2%*	*3%*	*3%*	*2%*	*12%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**106**	**320**	**13**	**13**	**299**	**209**	**253**	**122**	**156**	**10**	**68**	**26**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*			*10%*	*5%*	*5%*					
Direction	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	**OUT**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*89*	*0*	*0*	*71*	*35*	*44*	*0*	*0*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	89	0	0	71	35	44	0	0	0	0	0
Buildout Volume (2027)	**106**	**409**	**13**	**13**	**370**	**244**	**297**	**122**	**156**	**10**	**68**	**26**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #10

SR 429 NB Ramps

&

SR 438/W Franklin St/Plant St

Saturday Peak Hour Factor: 0.94

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:15 PM - 02:15 PM	SR 429 NB Ramps						SR 438/W Franklin St/Plant St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	198	0	177	0	0	0	147	380	0	0	374	60
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**198**	**0**	**177**	**0**	**0**	**0**	**147**	**380**	**0**	**0**	**374**	**60**
Heavy Vehicle	*4%*	*0%*	*10%*	*0%*	*0%*	*0%*	*0%*	*4%*	*0%*	*0%*	*2%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
SR 429 NB Ramp Relocation	-238		-212	212		238						
Background Volume (2027)	**0**	**0**	**0**	**212**	**0**	**238**	**176**	**456**	**0**	**0**	**449**	**72**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*5%*				*5%*			*10%*	
Direction	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*44*	*0*	*0*	*0*	*44*	*0*	*0*	*70*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	44	0	0	0	44	0	0	70	0
Buildout Volume (2027)	**0**	**0**	**0**	**256**	**0**	**238**	**176**	**500**	**0**	**0**	**519**	**72**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #11

SR 429 SB Ramps

&

SR 438/W Franklin St/Plant St

Saturday Peak Hour Factor: 0.94

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:00 PM - 02:00 PM	SR 429 SB Ramps						SR 438/W Franklin St/Plant St					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	45	0	147	266	484	0	0	420	138
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**45**	**0**	**147**	**266**	**484**	**0**	**0**	**420**	**138**
Heavy Vehicle	*0%*	*0%*	*0%*	*22%*	*0%*	*4%*	*2%*	*1%*	*0%*	*0%*	*3%*	*4%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Background Volume (2027)	**0**	**0**	**0**	**54**	**0**	**176**	**319**	**581**	**0**	**0**	**504**	**166**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								5%			5%	5%
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	**OUT**	**OUT**
PM Peak Hour Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*44*	*0*	*0*	*35*	*35*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	0	0	0	0	44	0	0	35	35
Buildout Volume (2027)	**0**	**0**	**0**	**54**	**0**	**176**	**319**	**625**	**0**	**0**	**539**	**201**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #12

Maguire Rd

&

SR 50/W Colonial Dr

Saturday Peak Hour Factor: 0.97

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:00 PM - 02:00 PM	Maguire Rd						SR 50/W Colonial Dr					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	549	197	173	191	191	75	143	1,155	540	255	978	57
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**549**	**197**	**173**	**191**	**191**	**75**	**143**	**1,155**	**540**	**255**	**978**	**57**
Heavy Vehicle	*1%*	*3%*	*1%*	*2%*	*2%*	*7%*	*5%*	*1%*	*1%*	*0%*	*2%*	*7%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.2
Vested Trips												
Background Volume (2027)	**659**	**236**	**208**	**229**	**229**	**90**	**172**	**1,386**	**648**	**306**	**1,174**	**68**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*10%*								*10%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
PM Peak Hour Trips	*0*	*0*	*0*	*71*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*89*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	71	0	0	0	0	0	0	0	89
Buildout Volume (2027)	**659**	**236**	**208**	**300**	**229**	**90**	**172**	**1,386**	**648**	**306**	**1,174**	**157**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #13

17th Avenue Extension

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CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	810	0	0	817	0	0	0	0	0	0	0
Adjustment to Saturday	1.00	0.70	1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Volumes	**0**	**567**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**0**	**680**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*2%*	*7%*		*2%*							*13%*
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**
Project Distribution (%)		*2%*		*9%*	*2%*					*13%*		
Direction	*N/A*	**OUT**	*N/A*	**OUT**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*
PM Peak Hour Trips	*0*	*32*	*62*	*63*	*32*	*0*	*0*	*0*	*0*	*91*	*0*	*115*
Pass-by Trips												
Pass-by Movement?										*Yes*		
Pass-by Distribution										*10%*		
Pass-by Direction										**OUT**		
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*0*	*0*
Total Project Trips	0	32	62	63	32	0	0	0	0	106	0	115
Buildout Volume (2027)	**0**	**712**	**62**	**63**	**718**	**0**	**0**	**0**	**0**	**106**	**0**	**115**

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INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #14

17th Avenue/17th Avenue Extension

&

Lakewood Avenue

Saturday Peak Hour Factor: 0.92

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:45 PM - 02:45 PM	Lakewood Avenue						17th Avenue/17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
TMC (estimated from data collected 4/15/2023	0	203	81	16	159	0	0	0	0	67	0	19
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**203**	**81**	**16**	**159**	**0**	**0**	**0**	**0**	**67**	**0**	**19**
Heavy Vehicle	*0%*	*2%*	*0%*	*0%*	*3%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**244**	**97**	**19**	**191**	**0**	**0**	**0**	**0**	**80**	**0**	**23**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)	*10%*					*15%*	*15%*		*10%*			
Direction	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*89*	*0*	*0*	*0*	*0*	*133*	*106*	*0*	*70*	*0*	*0*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	89	0	0	0	0	133	106	0	70	0	0	0
Buildout Volume (2027)	**89**	**244**	**97**	**19**	**191**	**133**	**106**	**0**	**70**	**80**	**0**	**23**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #15

Fullers Cross Road

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Driveway #1/Fullers Cross Apt Dwy

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	Driveway #1/Fullers Cross Apt Dwy						Fullers Cross Road					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Buildout Volumes (Fullers Crossing Apt T	0	0	0	11	0	29	25	576	0	0	670	15
Adjustment to Saturday	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
2025 Volumes	**0**	**0**	**0**	**8**	**0**	**20**	**18**	**403**	**0**	**0**	**469**	**11**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*8%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.1
Background Volume (2027)	**0**	**0**	**0**	**9**	**0**	**22**	**20**	**443**	**0**	**0**	**516**	**12**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								*5%*	*10%*	*10%*	*10%*	
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*
Project Distribution (%)	*15%*		*5%*					*10%*				
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*
PM Peak Hour Trips	*106*	*0*	*36*	*0*	*0*	*0*	*0*	*114*	*89*	*88*	*89*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	106	0	36	0	0	0	0	114	89	88	89	0
Buildout Volume (2027)	**106**	**0**	**36**	**9**	**0**	**22**	**20**	**557**	**89**	**88**	**605**	**12**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #16

Fullers Cross Road

&

Driveway #2

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	Driveway #2						Fullers Cross Road					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Buildout Volumes (Fullers Crossing Apt TIA)	0	0	0	0	0	0	0	587	0	0	685	0
Adjustment to Saturday	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**411**	**0**	**0**	**480**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*8%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.1
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**452**	**0**	**0**	**528**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)			*5%*					*15%*	*5%*		*20%*	
Direction	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	**IN**	**IN**	**IN**	*N/A*
PM Peak Hour Trips	*0*	*0*	*35*	*0*	*0*	*0*	*0*	*106*	*44*	*0*	*177*	*0*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	35	0	0	0	0	106	44	0	177	0
Buildout Volume (2027)	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**558**	**44**	**0**	**705**	**0**

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INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #17

Driveway #3

&

CR 437/Ocoee Apopka Rd

Weekday Peak Hour Factor: 0.96

Weekday Hour Trip Generation: **886 IN** **704 OUT**

Weekday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #3					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossing Apt TIA)	0	565	0	0	574	0	0	0	0	0	0	0
2025 Volumes	**0**	**565**	**0**	**0**	**574**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**0**	**622**	**0**	**0**	**631**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*34%*			*35%*							*1%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*239*	*0*	*0*	*310*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	239	0	0	310	0	0	0	0	0	0	7
Buildout Volume (2027)	**0**	**861**	**0**	**0**	**941**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

[1] Ocoee Crown Point Woods volumes estimated by using ITE LUC 210 for 53 DU and existing directional splits along Ocoee Apopka Road.

Crown Point Woods Trip Generation

PM Peak Hour (Weekday)	Land Use	Size	Units	Trip Rate	Peak Hour (Saturday)				
					Total	In		Out	
	ITE LUC 210: Single Family Housing Detached [1]	**53**	DU	1.04	55	*54%*	30	*46%*	25
	Total Generated Trips				**55**	**30**		**25**	

Notes: *[1] Vehicle trip rate and directional splits per ITE Trip Generation, 11th Edition.*

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INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #18

Driveway #4/Ocoee Crown Point Woods Dr

&

CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #4/Ocoee Crown Point Woods Dr					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	16	794	0	0	806	14	14	0	11	0	0	0
Adjustment to Saturday	1.00	0.70	0.70	0.70	0.70	1.00	1.00	1.00	1.00	0.70	0.70	0.70
2025 Volumes	**16**	**556**	**0**	**0**	**564**	**14**	**14**	**0**	**11**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**19**	**667**	**0**	**0**	**677**	**17**	**14**	**0**	**11**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*10%*	*2%*	*25%*	*10%*					*11%*		*24%*
Direction	*N/A*	**OUT**	**IN**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*70*	*18*	*222*	*89*	*0*	*0*	*0*	*0*	*77*	*0*	*169*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*	*Yes*	*Yes*					*Yes*		*Yes*
Pass-by Distribution		*(-40% IN/10% OUT)*	*10%*	*30%*	*-30%*					*40%*		*30%*
Pass-by Direction		**IN/OUT**	**IN**	**IN**	**IN**							
Pass-by Trips	*0*	*-44*	*15*	*44*	*-44*	*0*	*0*	*0*	*0*	*59*	*0*	*44*
Total Project Trips	0	26	33	266	45	0	0	0	0	136	0	213
Buildout Volume (2027)	**19**	**693**	**33**	**266**	**722**	**17**	**14**	**0**	**11**	**136**	**0**	**213**

[1] Ocoee Crown Point Woods volumes estimated by using ITE LUC 210 for 53 DU and existing directional splits along Ocoee Apopka Road.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #19

Driveway #5

&

CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #5					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	810	0	0	817	0	0	0	0	0	0	0
Adjustment to Saturday	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
2025 Volumes	**0**	**567**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.35	1.20	1.20	1.20	1.20	1.35	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**0**	**680**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*2%*	*9%*		*10%*							
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*6%*			*11%*							*4%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*60*	*80*	*0*	*166*	*0*	*0*	*0*	*0*	*0*	*0*	*28*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*		*Yes*							*Yes*
Pass-by Distribution		*-30%*	*30%*		*(-30% IN/40% OUT)*							*10%*
Pass-by Direction		**IN**	**IN**		**IN/OUT**							**OUT**
Pass-by Trips	*0*	*-44*	*44*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*15*
Total Project Trips	0	16	124	0	181	0	0	0	0	0	0	43
Buildout Volume (2027)	**0**	**696**	**124**	**0**	**867**	**0**	**0**	**0**	**0**	**0**	**0**	**43**

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #20

Driveway #6

&

CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #6					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	810	0	0	817	0	0	0	0	0	0	0
Adjustment to Saturday	1.00	0.70	1.00	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Volumes	**0**	**567**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.00	1.20	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**0**	**680**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Traffic Diversions							0		0			
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*11%*	*3%*	*8%*	*2%*							
Direction	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*2%*			*11%*							*3%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*112*	*27*	*71*	*95*	*0*	*0*	*0*	*0*	*0*	*0*	*21*
Pass-by Trips												
Pass-by Movement?				*Yes*								
Pass-by Distribution				*10%*								
Pass-by Direction				**IN**								
Pass-by Trips	*0*	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	112	27	86	95	0	0	0	0	0	0	21
Buildout Volume (2027)	**0**	**792**	**27**	**86**	**781**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

[1] Demastus Lane volumes estimated by using ITE LUC 210 for 6 DU and existing directional splits along Ocoee Apopka Road.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #21

Driveway #7

&

CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #7					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	810	0	0	817	0	0	0	0	0	0	0
Adjustment to Saturday	1.00	0.70	1.00	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Volumes	**0**	**567**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.00	1.20	1.20	1.20	1.20	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Background Volume (2027)	**0**	**680**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Traffic Diversions							0		0			
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*14%*	*1%*		*2%*							
Direction	*N/A*	**IN**	**IN**	*N/A*	**IN**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Project Distribution (%)		*2%*			*11%*							*1%*
Direction	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*139*	*9*	*0*	*95*	*0*	*0*	*0*	*0*	*0*	*0*	*7*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	139	9	0	95	0	0	0	0	0	0	7
Buildout Volume (2027)	**0**	**819**	**9**	**0**	**781**	**0**	**0**	**0**	**0**	**0**	**0**	**7**

[1] Demastus Lane volumes estimated by using ITE LUC 210 for 6 DU and existing directional splits along Ocoee Apopka Road.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #22

Driveway #8

&

CR 437/Ocoee Apopka Rd

Saturday Peak Hour Factor: 0.96

Saturday Hour Trip Generation: 886 IN 704 OUT

Saturday PM Peak Hour 01:45 PM - 02:45 PM	CR 437/Ocoee Apopka Rd						Driveway #8					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2025 Volumes (estimated from Fullers Crossin	0	810	0	0	817	0	0	0	0	0	0	0
Adjustment to Saturday	1.00	0.70	1.00	1.00	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2025 Volumes	**0**	**567**	**0**	**0**	**572**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**680**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)		*9%*	*6%*	*2%*	*15%*							*2%*
Direction	*N/A*	**IN**	**IN**	**IN**	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**
PM Peak Hour Trips	*0*	*80*	*53*	*18*	*106*	*0*	*0*	*0*	*0*	*0*	*0*	*14*
Pass-by Trips												
Pass-by Movement?		*Yes*	*Yes*	*Yes*	*Yes*							*Yes*
Pass-by Distribution		*-10%*	*10%*	*10%*	*(-10% IN/10% OUT)*							*10%*
Pass-by Direction		**IN**	**IN**	**IN**	**IN/OUT**							**OUT**
Pass-by Trips	*0*	*-14*	*14*	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*14*
Total Project Trips	0	66	67	33	106	0	0	0	0	0	0	28
Buildout Volume (2027)	**0**	**746**	**67**	**33**	**792**	**0**	**0**	**0**	**0**	**0**	**0**	**28**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #23

17th Avenue Extension

&

Driveway #9

Saturday Peak Hour Factor: 0.92

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:45 PM - 02:45 PM	Driveway #9						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)							*2%*	*5%*			*13%*	*5%*
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	**IN**	**IN**
Project Distribution (%)				*9%*		*2%*		*9%*			*11%*	
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*0*	*0*	*0*	*64*	*0*	*14*	*18*	*107*	*0*	*0*	*193*	*44*
Pass-by Trips												
Pass-by Movement?											*Yes*	
Pass-by Distribution											*10%*	
Pass-by Direction											**OUT**	
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*	*0*
Total Project Trips	0	0	0	64	0	14	18	107	0	0	208	44
Buildout Volume (2027)	**0**	**0**	**0**	**64**	**0**	**14**	**18**	**107**	**0**	**0**	**208**	**44**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #24

17th Avenue Extension

&

Driveway #10

Saturday Peak Hour Factor: 0.92

Saturday Hour Trip Generation: **886 IN** **704 OUT**

Saturday PM Peak Hour 01:45 PM - 02:45 PM	Driveway #10						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)								*3%*	*2%*	*5%*	*18%*	
Direction	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*	**IN**	**IN**	**IN**	**IN**	*N/A*
Project Distribution (%)	*8%*		*5%*					*18%*			*3%*	
Direction	**OUT**	*N/A*	**OUT**	*N/A*	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	*N/A*	**OUT**	*N/A*
PM Peak Hour Trips	*56*	*0*	*35*	*0*	*0*	*0*	*0*	*154*	*17*	*44*	*181*	*0*
Pass-by Trips												
Pass-by Movement?	*Yes*											
Pass-by Distribution	*10%*											
Pass-by Direction	**OUT**											
Pass-by Trips	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	71	0	35	0	0	0	0	154	17	44	181	0
Buildout Volume (2027)	**71**	**0**	**35**	**0**	**0**	**0**	**0**	**154**	**17**	**44**	**181**	**0**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.

Kimley»Horn

INTERSECTION VOLUME DEVELOPMENT SHEET

INTERSECTION #25

17th Avenue Extension

&

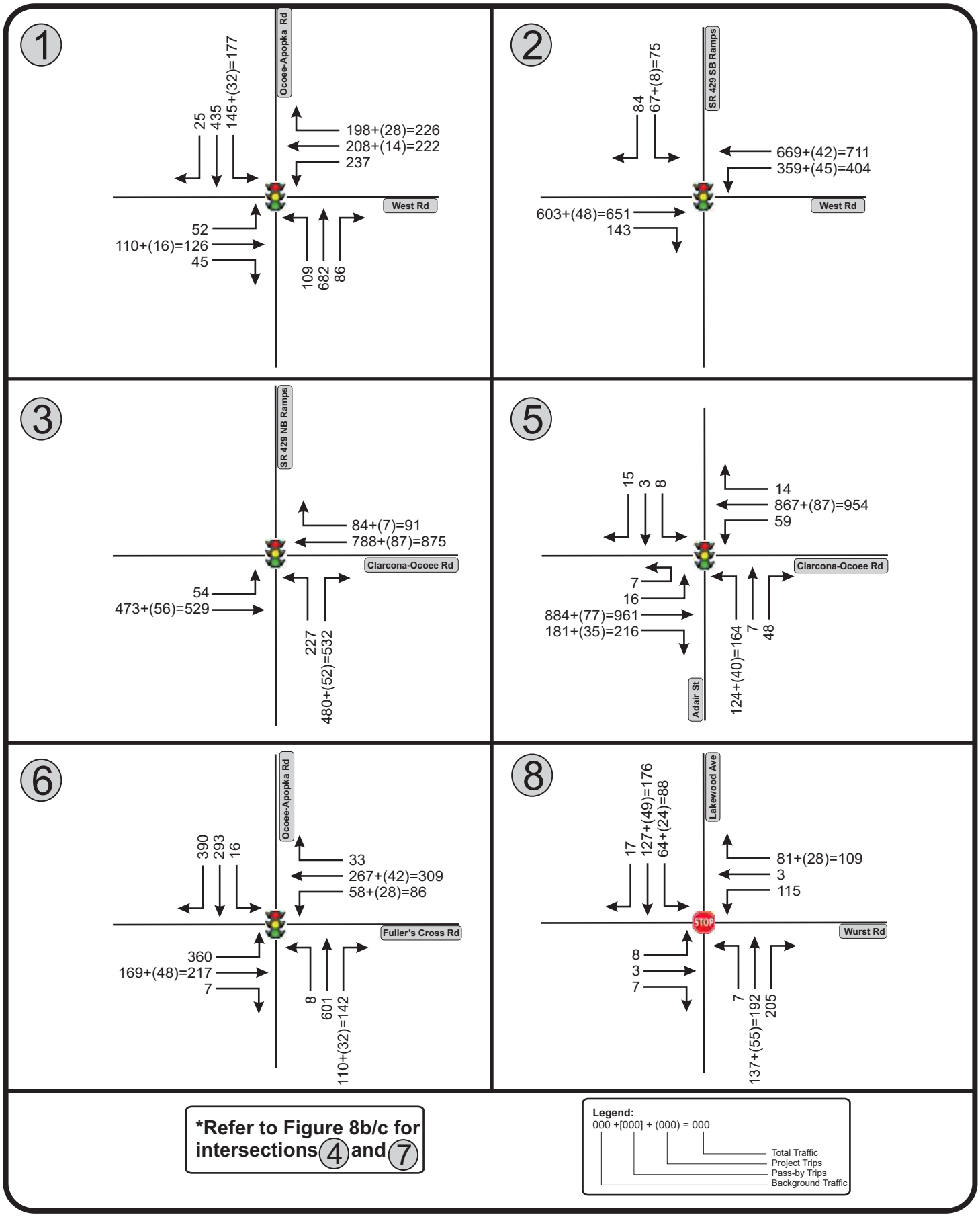
Driveway #11

Saturday Peak Hour Factor: 0.92

Saturday Hour Trip Generation: **886 IN** **704 OUT**

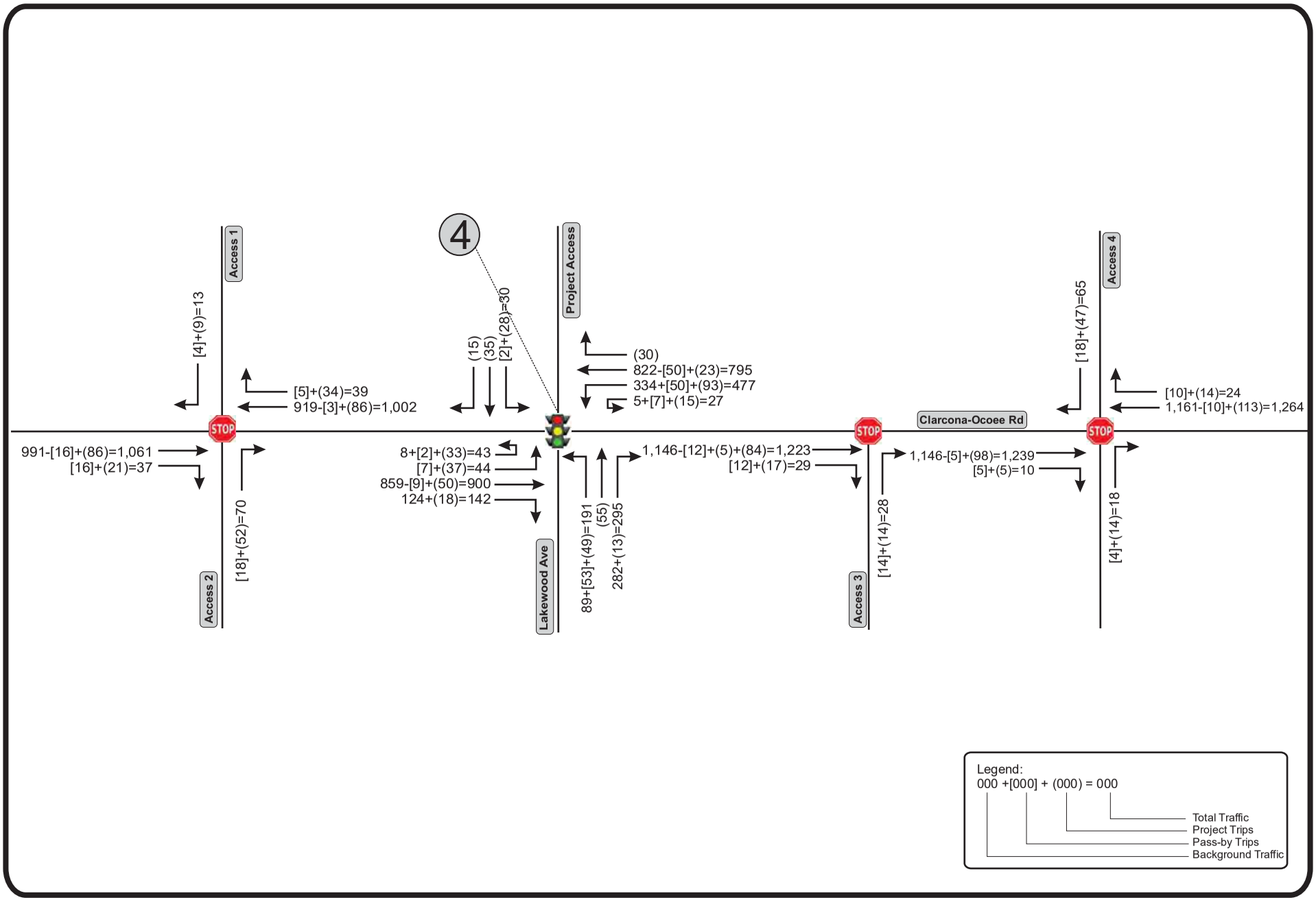
Saturday PM Peak Hour 01:45 PM - 02:45 PM	Driveway #11						17th Avenue Extension					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Raw TMC (collected 4/15/2023)	0	0	0	0	0	0	0	0	0	0	0	0
Seasonal Factor [1]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Existing Volume (2023)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Heavy Vehicle	*0%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
Growth Factor	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Background Volume (2027)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PROJECT TRIPS												
Net New External Trips												
Project Distribution (%)				*2%*		*3%*	*3%*	*23%*			*23%*	*2%*
Direction	*N/A*	*N/A*	*N/A*	**OUT**	*N/A*	**OUT**	**IN**	**OUT**	*N/A*	*N/A*	**IN**	**IN**
PM Peak Hour Trips	*0*	*0*	*0*	*14*	*0*	*21*	*27*	*162*	*0*	*0*	*204*	*18*
Pass-by Trips												
Pass-by Movement?												
Pass-by Distribution												
Pass-by Direction												
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Project Trips	0	0	0	14	0	21	27	162	0	0	204	18
Buildout Volume (2027)	**0**	**0**	**0**	**14**	**0**	**21**	**27**	**162**	**0**	**0**	**204**	**18**

[1] Seasonal factor provided by FDOT's FTO for the week of data collection is shown to be less than 1.00. A seasonal factor of 1.00 was applied instead for a conservative analysis.



Ocoee Village Center
Project № 5095
Figure 7(a)

Projected P.M. Peak Hour Traffic Volumes

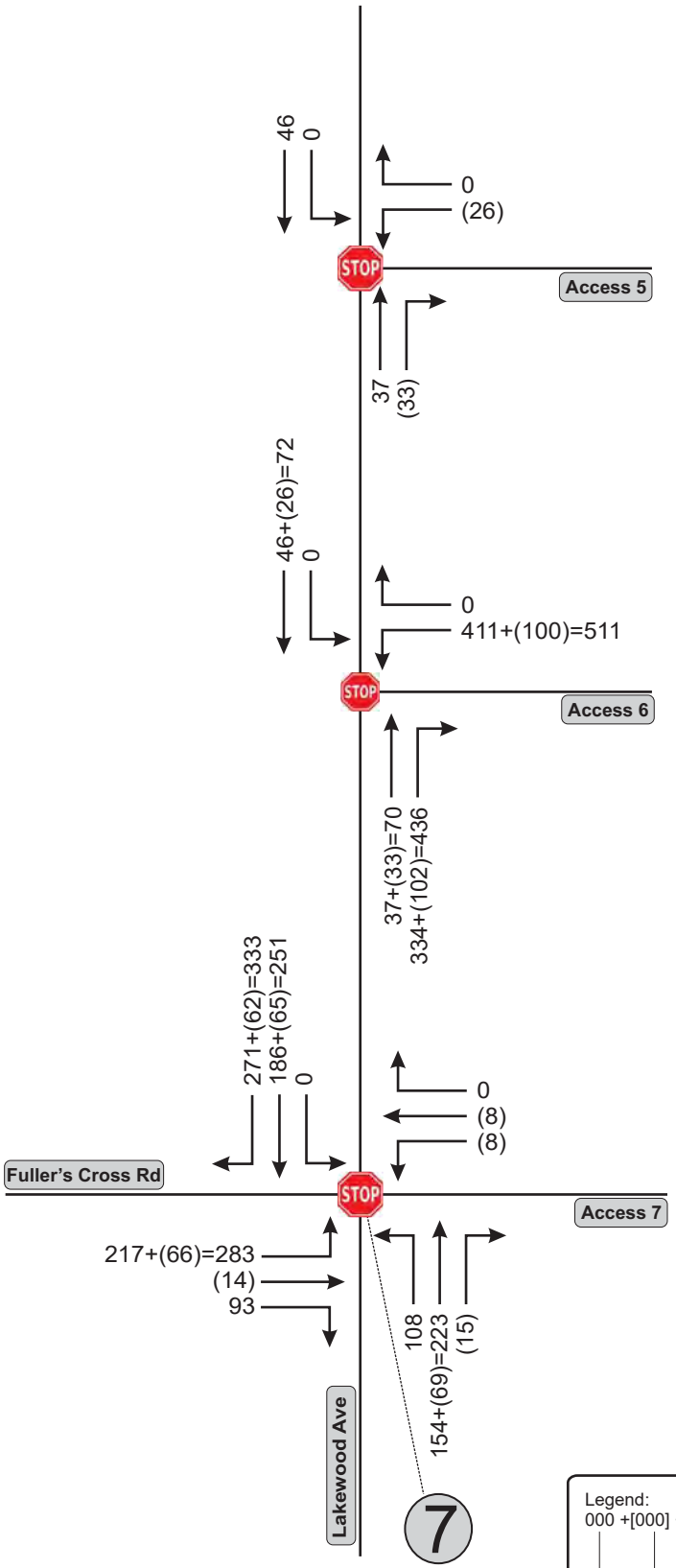


Ocoee Village Center
Project № 5095

Figure 7(b)

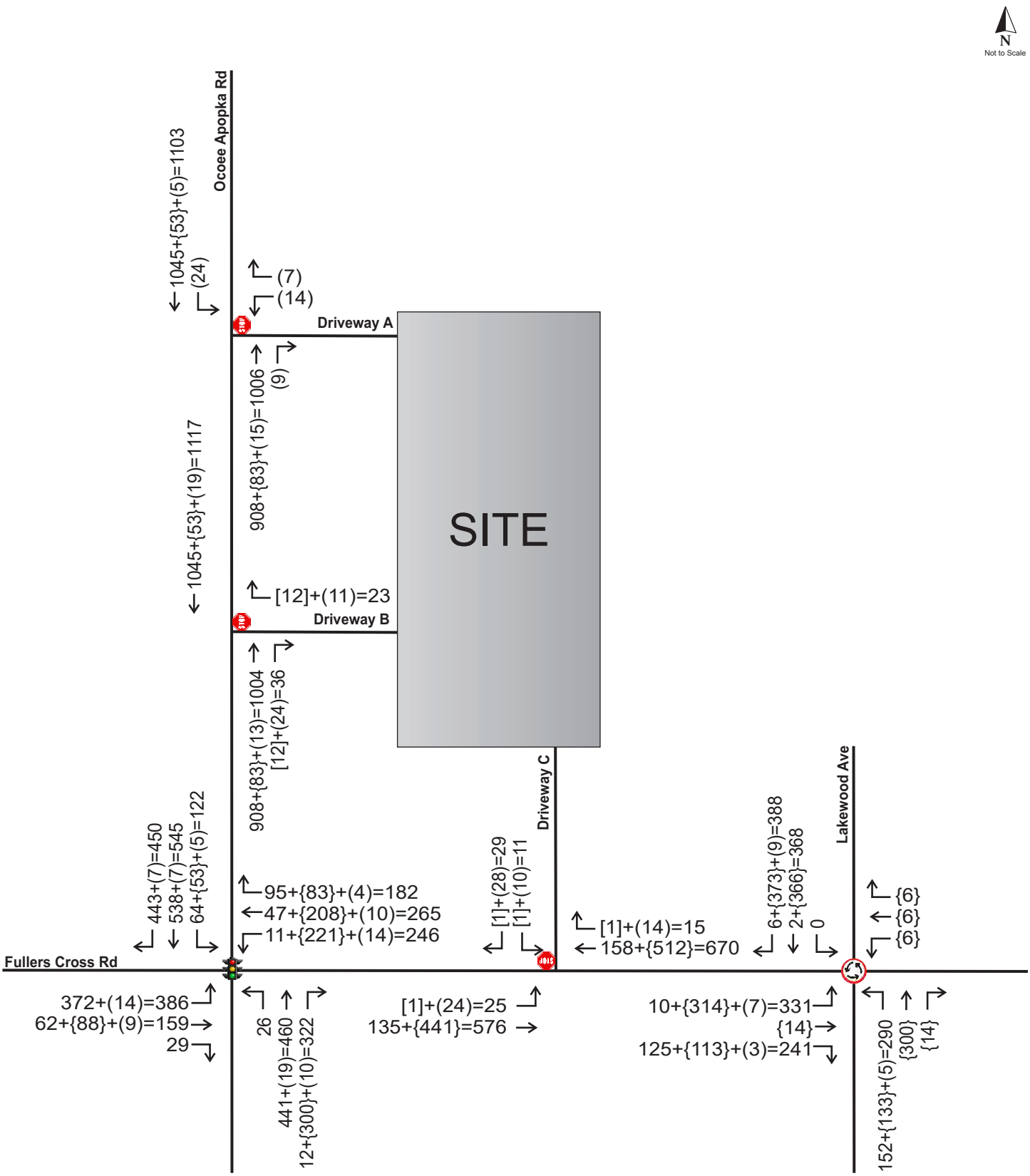
Projected P.M. Peak Hour Traffic Volumes

N
NTS



Ocoee Village Center
Project № 5095
Figure 7(c)

Projected P.M. Peak Hour Traffic Volumes



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

Projected PM Peak Intersection Volumes
Fullers Cross Apartments
21238, v1.1

Figure 4

APPENDIX F
Signal Timings

ORANGE COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR 50 at Maguire Road **Node:** 176 **Port:**
Equipment: ~~Siemens~~ Intelight **Model:** ~~M50~~ TS2-2 **Software:** 3.34h **Date:** 01/30/19 **Address:**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Min Green (sec)	5	15	5	5	5	15	5	5
Vehicle Gap (sec)	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0
Max Green 1 (sec)	16	50	16	25	16	50	16	25
Max Green 2 (sec)	16	50	16	25	16	50	16	25
Yellow (sec)	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
All-Red (sec)	3.3	2.0	3.1	2.6	3.2	2.0	3.2	2.5
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		25		34		28		36
Recall/Memory	NL	MIN/LK	NL	NL	NL	MIN/LK	NL	NL
Detector Delay (sec)								
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash	R	Y	R	R	R	Y	R	R
Speed (mph)	45	45	35	35	45	45	35	35
Veh Crossing Distance (ft)	135	150	130	165	133	156	133	155
Grade	0.7%	0.1%	1.0%	0.2%	0.1%	0.7%	0.2%	1.0%
Ped Crossing Distance (ft)		86		118		98		123
Ped Clearance (sec)		25		34		28		36

COORDINATION PLANS

Coordination Pattern	1/4/3	2/4/3	3/2/3	3/4/3				Day	Time	Pattern
Cycle	170	150	170	180				1	0:01	FREE
Split 1	20	20	20	22				1	8:00	2/4/3
Split 2	70	70	80	76				1	22:00	FREE
Split 3	25	20	23	29				2	0:01	FREE
Split 4	55	40	47	53				2	6:00	1/4/3
Split 5	22	20	22	25				2	9:45	3/2/3
Split 6	68	70	78	73				2	15:00	3/4/3
Split 7	45	35	42	49				2	19:00	2/4/3
Split 8	35	25	28	33				2	22:00	FREE
Offset	13	17	128	23				7	0:01	FREE
Lagging Phases	0/0/0/7	0/3/0/0	0/3/0/0	0/0/0/7				7	8:00	2/4/3
Source Day	Equate 1	Equate 2	Equate 3	Equate 4				7	22:00	FREE
1										
2	3	4	5	6						
7										

Notes:

1. Referenced to the Begin of Green
2. Force Mode: Plan
3. Use Permissive Mode for coordination
4. Inhibit Max during coordination
5. Alt Seq 2 = Reverse Phase 3 & 4
6. Alt Seq 8 = Reverse Phase 7 & 8

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	COORDINATION SETTINGS Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1											Lock			
2		15	3	35	35	4	2	7	19	min	Non Lock			
3											Lock			
4		6	3	30	30	3.7	2	7	15		Non Lock			
5		6	3.5	14	14	4	2				Lock			
6		15	3	35	35	4	2	7	17	min	Non Lock			
7											Lock			
8		6	3	30	30	3.7	2	7	9		Non Lock			
											Off Set			

INTERSECTION: SR438 & SR437

DATE: Dec 2024

O #9

FDOT DISTRICT 5 - Signal Retiming
Orange County
SR 438 from SR 429 SB Ramps to Bluford Avenue

Maj. Street	SR 438 (Silver Star Road)	**Date:**	5/24/2021	**Node**	9
Min. Street	SR 437 (Ocoee Apopka Road)	**Controller**	M50	**Address**	
Maintaining Agency	Ocoee	**Firmware**	3.32a		
				Designed By	**VHB**

Controller Timings (seconds)

Phase	1	2	3	4	5	6	7	8
Direction		SB		WB	SBL	NB		EB
Turn Type					5-SECTION			
Min Green		15		6	6	15		6
Veh Gap		3.0		3.0	3.5	3.0		3.0
Yellow		4.0		3.7	4.0	4.0		3.7
All Red		2.0		2.0	2.0	2.0		2.0
Max I		35		30	14	35		30
Max II		35		30	14	35		30
Walk		7		7		7		7
Flashing Don't Walk		19		15		17		9
Min Splits		*32.0*		*28.0*	*12.0*	*30.0*		*22.0*
Recall/Memory				*NL*	*NL*			*NL*
Detector Switching					*ON*			
Recall		*Min*				*Min*		
Coord Phase		*YES*				*YES*		

Pedestrians

Phase	1	2	3	4	5	6	7	8
Direction		*SB*		*WB*	*SBL*	*NB*		*EB*
Speed Limit (mph)		*35*		*30*	*35*	*35*		*30*
Vehicle Traversed Width		*68*		*75*	*60*	*94*		*78*
Approach Grades		*0.0%*		*-0.2%*	*0.0%*	*-0.2%*		*-0.2%*
Ped-X (curb to curb)		*64*		*51*		*58*		
Crossing Time		*19*		*15*		*17*		
Ped-X (button to curb)								
Ped-X (button to far curb)								
Crossing Time (to far curb)								

Coordination Timings (seconds)

Plan	Pattern	C-O-S	1	2	3	4	5	6	7	8
AM	*1*	*111*	-	*80*	-	*40*	*22*	*58*	-	*40*
MID-DAY	*2*	*211*	-	*70*	-	*40*	*20*	*50*	-	*40*
PM	*3*	*311*	-	*88*	-	*42*	*22*	*66*	-	*42*

Plan	*Pattern*	*Cycle Length*	*Offset*	*Sequence*
AM	*1*	*120*	*40*	*1*
MID-DAY	*2*	*110*	*40*	*1*
PM	*3*	*130*	*20*	*1*

Time of Day

TIME	*PATTERN*	*TIME*	*PATTERN*
0:00	Free	19:00	211
5:30	111	21:00	Free
9:30	211		
14:00	311		

Time of Day (Sat)

TIME	*PATTERN*	*TIME*	*PATTERN*
0:00	Free	21:00	Free
8:00	211		

Time of Day (Sun)

TIME	*PATTERN*	*TIME*	*PATTERN*
0:00	Free	21:00	Free
9:00	211		

Notes

1) Offset referenced to begin of mainstreet green
2) Use Floating Force Offs
3) Max Inhibit during coordination

All Plans

	2	4
5	6	8

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Split Sec	Split Sec	Split Sec
1		6	3	15	15	4	2				Lock			
2		15	3	50	50	4	2	7	19	min	Non Lock			
3		6	3	15	15	4.1	2				Lock			
4		6	3	25	25	4.1	2	7	18		Non Lock			
5											Lock			
6		15	3	50	50	4	2	7	18	min	Non Lock			
7		6	3	15	15	4.1	2				Lock			
8		6	3	35	35	4.1	2	7	22		Non Lock			
											Off Set			

COORDINATION SETTINGS

Dial 1 AVC	Dial 2/AM	Dial 3/PM

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INTERSECTION: SR 437 @ SR 438

DATE: Dec 2021

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Coordination Settings: Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		5	2	15	15	4	3				Lock			
2		15	3	60	45	4	3	7	16	min	Non Lock			
3											Lock			
4		6	2	20	20	4.1	3				Non Lock			
5											Lock			
6		15	3	60	45	4	3	7	19	min	Non Lock			
7											Lock			
8											Non Lock			
											Off Set			

INTERSECTION: 07 SR438 & SR429 NB Ramp

DATE: Dec 2024

O 07

FDOT DISTRICT 5 - Signal Retiming
Orange County
SR 438 from SR 429 SB Ramps to Bluford Avenue

Maj. Street	SR 438	Date:	5/24/2021	Node	7
Min. Street	SR 429 NB Ramp	Controller	M50	Address	
Maintaining Agency	Ocoee	Firmware	3.32a		
				Designed By	VHB

Controller Timings (seconds)

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		NB		EB		
Turn Type	5-SECTION							
Min Green	6	15		6		15		
Veh Gap	2.0	3.0		2.0		3.0		
Yellow	4.0	4.0		4.1		4.0		
All Red	3.0	3.0		3.0		3.0		
Max I	15	60		20		60		
Max II	15	45		20		45		
Walk		7				7		
Flashing Don't Walk		16				19		
Min Splits	13.0	30.0		14.0		33.0		
Recall/Memory	NL			NL				
Detector Switching	ON							
Recall		Min				Min		
Coord Phase		YES				YES		

Pedestrians

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		NB		EB		
Speed Limit (mph)	35	35		30		35		
Vehicle Traversed Width	64	52		96		73		
Approach Grades	0.0%	0.0%		-4.8%		0.0%		
Ped-X (curb to curb)		55				66		
Crossing Time		16				19		
Ped-X (button to curb)								
Ped-X (button to far curb)								
Crossing Time (to far curb)								

Coordination Timings (seconds)

Plan	Pattern	C-O-S	1	2	3	4	5	6	7	8
AM	1	111	25	60	-	35	-	85	-	-
MID-DAY	2	211	24	53	-	33	-	77	-	-
PM	3	311	25	59	-	46	-	84	-	-

Plan	Pattern	Cycle Length	Offset	Sequence
AM	1	120	15	1
MID-DAY	2	110	10	1
PM	3	130	23	1

Time of Day

TIME	PATTERN	TIME	PATTERN
0:00	Free	19:00	211
5:30	111	21:00	Free
9:30	211		
14:00	311		

Time of Day (Sat)

TIME	PATTERN	TIME	PATTERN
0:00	Free	21:00	Free
8:00	211		

Time of Day (Sun)

TIME	PATTERN	TIME	PATTERN
0:00	Free	21:00	Free
9:00	211		

Notes

1) Offset referenced to begin of mainstreet green
2) Use Floating Force Offs
3) Max Inhibit during coordination

All Plans

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Dial 1 AVC	Dial 2/AM	Dial 3/PM

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Split Sec	Split Sec	Split Sec
1		6	3	15	15	4	3				Lock			
2		15	3	40	60	4	3	7	37	min	Non Lock			
3											Lock			
4		6	4	20	20	3.7	3.1				Non Lock			
5											Lock			
6		15	3	60	45	4	3			min	Non Lock			
7											Lock			
Ped 8		6	3	10	10	4	3	7	10		Non Lock			
											Off Set			

INTERSECTION: SR429 SR Ramp & SR438

DATE: Dec 2021

O Φ6

FDOT DISTRICT 5 - Signal Retiming
Orange County
SR 438 from SR 429 SB Ramps to Bluford Avenue

Maj. Street	SR 438	Date:	5/24/2021	Node	6
Min. Street	SR 429 SB Ramp	Controller	M50	Address	
Maintaining Agency	Ocoee	Firmware	3.57b		
				Designed By	VHB

Controller Timings (seconds)

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		SB		EB		PED
Turn Type	5-SECTION							
Min Green	6	15		6		15		6
Veh Gap	3.0	3.0		4.0		3.0		3.0
Yellow	4.0	4.0		3.7		4.0		4.0
All Red	3.0	3.0		3.1		3.0		3.0
Max I	15	40		20		60		10
Max II	15	60		20		45		10
Walk		7						7
Flashing Don't Walk		37						10
Min Splits	*13.0*	*51.0*		*13.0*		*22.0*		
Recall/Memory	*NL*					*NL*		
Detector Switching	*ON*							
Recall		*Min*				*Min*		
Coord Phase		*Yes*				*Yes*		

Pedestrian Timings

Phase	1	2	3	4	5	6	7	8
Direction	*EBL*	*WB*		*SB*		*EB*		
Speed Limit (mph)	*35*	*35*		*30*		*35*		
Vehicle Traversed Width	*100*	*75*		*139*		*116*		
Approach Grades	*0.0%*	*0.0%*		*0.0%*		*0.0%*		
Ped-X (curb to curb)								
Crossing Time								
Ped-X (button to curb)								
Ped-X (button to far curb)								
Crossing Time (to far curb)								

Coordination Timings (seconds)

Plan	Pattern	C-O-S	1	2	3	4	5	6	7	8
AM	*1*	*111*	*40*	*55*		*25*	-	*95*	-	-
MID-DAY	*2*	*211*	*27*	*58*		*25*	-	*85*	-	-
PM	*3*	*311*	*27*	*77*		*26*	-	*104*	-	-

Plan	Pattern	Cycle Length	Offset	Sequence
AM	*1*	*120*	*7*	*1*
MID-DAY	*2*	*110*	*1*	*1*
PM	*3*	*130*	*0*	*1*

Time of Day

TIME	PATTERN	TIME	PATTERN
0:00	Free	19:00	211
5:30	111	21:00	Free
9:30	211		
14:00	311		

Time of Day (Sat)

TIME	PATTERN	TIME	PATTERN
0:00	Free	21:00	Free
8:00	211		

Time of Day (Sun)

TIME	PATTERN	TIME	PATTERN
0:00	Free	21:00	Free
9:00	211		

Notes

1) Offset referenced to begin of mainstreet green
2) Use Floating Force Offs
3) Max Inhibit during coordination

All Plans

1	2	4
	6	8

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		5	3	35	30	4	2.1				Lock			
2		5	3	50	50	4.8	2				Non Lock			
3		5	3	20	20	4.4	2.6				Lock			
4		10	3	30	20	4.8	2			min	Non Lock			
5		5	3	20	30	4	2				Lock			
6		5	3	50	50	4.8	2				Non Lock			
7		5	3	30	20	4.4	2.3				Lock			
8		10	3	20	20	4.8	2	7	20	min	Non Lock			
											Off Set			

030

INTERSECTION: Fullers Xing & Ocoee-Apopka

DATE: Apr, W/4 Jan 2022

Dec 2024

Main Street = Ocee AP0P49 (04-8)

MaxTime Timing Sheet

4-way FYA 13 thru 16 Ovlps

Administration

Cross Black_White.jpg

Unit Information

Controller ID	0
Main St.	
Side St.	4-way FYA 13 thru 16 Ovlps

Adapter	IP Address	Subnet Mask	Default Gateway	ARP	Mode
1				Disable	Static
2				Disable	Static

Serial Ports:

Port	Description	Function	Address	Baud	Bits	Stop	Parity	Flow	CTS	RTS
1	Port 2/C21S	None	1	9600	8	1	None	None	0	0
2	Aux_P3/C22S	None	1	9600	8	1	None	None	0	0
3	SDLC Port 1	None	1	9600	8	1	None	None	0	0
4	Com A/C50S	None	1	9600	8	1	None	None	0	0
5	FIO	None	1	9600	8	1	None	None	0	0
6	DISPLAY/C60M	None	1	9600	8	1	None	None	0	0
7	SP7	None	1	9600	8	1	None	None	0	0
8	SP8/Com B	None	1	9600	8	1	None	None	0	0

Unit Parameters

Startup Flash	5
All Red Exit	0
MCE Seq.	1
Master By TOD	Disable

Auto Ped Clr	Disable
Grn Flash Freq.	60
Start Yellow	0.0
Flash CVM	Disable

Red Revert	4.0
Yel Flash Freq.	60
Start Red	0.0
All Red Flash	Enable
Auto Ped Clear	Disable

Backup Time	1
MCE Enable	Enable
Start Clear Hold	1
3 Phs Dia Seq	
4 Phs Dia Seq	

Ext Mode	Disable
Free Seq.	1

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	5	5	10	5	5	5	10	1	1	1	1	1	1	1	1	1	1	1	1
Min Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max-1	20	50	20	30	20	50	30	20	1	1	1	1	1	1	1	1	1	1	1	1
Max-2	30	50	20	20	30	50	20	20	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Conditional Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.0	4.8	4.4	4.8	4.0	4.8	4.4	4.8	2.0	2.0	2.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.1	2.0	2.6	2.0	2.0	2.0	2.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advance Walk	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ped Service Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pre Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pre Clearance 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear Ext Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear Ext Pass	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Jump	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv Warning Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Options

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Enable	X	X	X	X	X	X	X	X												
Auto Flash Ent.		X				X														
Auto Flash Exit				X				X												
Non Actuated I																				
Non Actuated II																				
Non Lock Mem	X	X	X		X	X	X													
Min Veh Recall				X				X												
Max Veh Recall																				
Ped Recall																				
Soft Veh Recall																				
Dual Entry		X		X		X		X												
Sim Gap Dis																				
Guaranteed Pass																				
Act Rest Walk																				
Cond Service																				
Add Initial																				
Ped Clr During Yel																				
Ped Clr During Red																				
Cond Reservice																				
Yel Min Override																				
No Startup Call																				
Adv. Warn Flasher																				
No Ped Str Up Call																				
Ped Clr OVTG																				
Flash Exit Call																				
Flash Exit Ped Call																				
MinGreen2																				
MaxGreen2																				
MaxGreen3																				
Ped2																				
Ped Clear Pre Clear																				
Ped NA+ Mode																				
Red Rest																				
Serve Evy Oth Even																				
Serve Evy Oth Odd																				
Coord Ped Yield																				
Ped Recycle																				
Coutdown																				

No Serve Phases

Sequence 1	
Ph.	No Serve Phases
1	
2	

Sequence 2	
Ph.	No Serve Phases
1	
2	

Sequence 3	
Ph.	No Serve Phases
1	
2	

Sequence 4	
Ph.	No Serve Phases
1	
2	

3	
4	
5	
6	
7	
8	

3	
4	
5	
6	
7	
8	

3	
4	
5	
6	
7	
8	

3	
4	
5	
6	
7	
8	

Sequence 1	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 2	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 3	
9	
10	
11	
12	
13	
14	
15	
16	

Sequence 4	
9	
10	
11	
12	
13	
14	
15	
16	

Phase Configuration

Ph.	Startup	Ring	Concurrent	Startup Min	Description
1	Phase Not On	1	5,6	0	
2	Phase Not On	1	5,6	0	
3	Phase Not On	1	7,8	0	
4	Green No Walk	1	7,8	0	
5	Phase Not On	2	1,2	0	
6	Phase Not On	2	1,2	0	
7	Phase Not On	2	3,4	0	
8	Green No Walk	2	3,4	0	
9	None	0		0	
10	None	0		0	
11	None	0		0	
12	None	0		0	
13	None	0		0	
14	None	0		0	
15	None	0		0	
16	None	0		0	
17	None	0		0	
18	None	0		0	
19	None	0		0	
20	None	0		0	

Sequence Configuration

Sequence 1

Ring	Phases
1	1,2,a,3,4,b
2	5,6,a,7,8,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 2

Ring	Phases
1	2,1,a,4,3,b
2	6,5,a,8,7,b
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 3

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

Sequence 4

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	

13		13		13		13	
14		14		14		14	
15		15		15		15	
16		16		16		16	

Sequence 17

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 18

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 19

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 20

Ring	Phases
1	
2	
3	
4	
5	
6	
7	
8	

Sequence 17

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 18

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 19

9	
10	
11	
12	
13	
14	
15	
16	

Sequence 20

9	
10	
11	
12	
13	
14	
15	
16	

Global Phase Recalls

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Min				X				X												
Max																				
Ped																				
Act Walk Rest																				

Global Veh Det Diagnostics

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0
Global Failed Recall	None
Detector Reset Enable	Enabled

Global Ped Det Diagnostics

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0

Global Pri/Pre Det Diag

Global No Activity	0
Global Max Presence	0
Global Erractic Count	0

Vehicle Detection Parameters

Det.	Call Phs	Call Ped	Call Ovl	Add Call Phases	Sw Phs	Delay	Extend	Queue Limit	Ext Hold	No Activity	Max Pres	Erratic Counts	Failed Time	Failed Recall	Fail Link	Description
1	1	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
2	2	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
3	3	0	0		8	0.0	0.0	0	0.0	0	25	0	0	None	0	
4	4	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
5	5	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
6	6	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
7	7	0	0		4	0.0	0.0	0	0.0	0	25	0	0	None	0	
8	8	0	0		0	0.0	0.0	0	0.0	0	25	0	0	None	0	
9	1	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
10	2	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
11	3	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
12	4	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
13	5	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
14	6	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	
15	7	0	0		0	0.0	0.0	0	0.0	0	0	0	0	None	0	

Call											
Terminate											
Min Green 2											
Protected Perm											
Disable Dly Lead											
Disable TS2 Diag											

Speed Detectors

Det	Enable	Type	Units	Min Log	Max Log	Car Length	Det Length	Trail Det	Trap Length
1		Single	Inches	5	80	0	0	0	0
2		Single	Inches	5	80	0	0	0	0
3		Single	Inches	5	80	0	0	0	0
4		Single	Inches	5	80	0	0	0	0
5		Single	Inches	5	80	0	0	0	0
6		Single	Inches	5	80	0	0	0	0
7		Single	Inches	5	80	0	0	0	0
8		Single	Inches	5	80	0	0	0	0

Pedestrian Detectors

Det	Call Phs	Call Ovlp	Add Call Phs	Walk 2	Clear 2	No Act	Max Pres	Erratic Count
1	0	0		0	0	0	0	0
2	2	0		0	0	0	5	0
3	0	0		0	0	0	0	0
4	4	0		0	0	0	5	0
5	0	0		0	0	0	0	0
6	6	0		0	0	0	5	0
7	0	0		0	0	0	0	0
8	8	0		0	0	0	5	0
9	0	0		0	0	0	0	0
10	0	0		0	0	0	0	0
11	0	0		0	0	0	0	0
12	0	0		0	0	0	0	0
13	0	0		0	0	0	0	0
14	0	0		0	0	0	0	0
15	0	0		0	0	0	0	0
16	0	0		0	0	0	0	0
17	0	0		0	0	0	0	0
18	0	0		0	0	0	0	0
19	0	0		0	0	0	0	0
20	0	0		0	0	0	0	0

Det	Call Phs	Call Ovlp	Add Call Phs	Walk 2	Clear 2	No Act	Max Pres	Erratic Count
21	0	0		0	0	0	0	0
22	0	0		0	0	0	0	0
23	0	0		0	0	0	0	0
24	0	0		0	0	0	0	0
25	0	0		0	0	0	0	0
26	0	0		0	0	0	0	0
27	0	0		0	0	0	0	0
28	0	0		0	0	0	0	0
29	0	0		0	0	0	0	0
30	0	0		0	0	0	0	0
31	0	0		0	0	0	0	0
32	0	0		0	0	0	0	0
33	0	0		0	0	0	0	0
34	0	0		0	0	0	0	0
35	0	0		0	0	0	0	0
36	0	0		0	0	0	0	0
37	0	0		0	0	0	0	0
38	0	0		0	0	0	0	0
39	0	0		0	0	0	0	0
40	0	0		0	0	0	0	0

Pri/Pre Detectors

Det	Description	Low Call	High Call	Low Num	high Num	Lead/Trail	Arrival Time	Pri Dlay	Dlay	Ext	Min On	Pri Olvp	No Act	Max Pres	Erratic Count
1		None	None	0	0	None	0	0	0	0	0		0	0	0
2		None	None	0	0	None	0	0	0	0	0		0	0	0
3		None	None	0	0	None	0	0	0	0	0		0	0	0
4		None	None	0	0	None	0	0	0	0	0		0	0	0
5		None	None	0	0	None	0	0	0	0	0		0	0	0
6		None	None	0	0	None	0	0	0	0	0		0	0	0
7		None	None	0	0	None	0	0	0	0	0		0	0	0
8		None	None	0	0	None	0	0	0	0	0		0	0	0

Overlaps

OLP	Enabled	Type	Included Phs	Modifier Phs	Modifier Ovlps	Neg Phases	Inhibit Neg Phs	Neg Ovlps
1	Enabled	FYA - 4 Sec	2	1				
2	Enabled	FYA - 4 Sec	4	3				

3	Enabled	FYA - 4 Sec	6	5				
4	Enabled	FYA - 4 Sec	8	7				
5	Enabled	Off						
6	Enabled	Off						
7	Enabled	Off						
8	Enabled	Off						
9	Enabled	Off						
10	Enabled	Off						
11	Enabled	Off						
12	Enabled	Off						
13	Enabled	Off						
14	Enabled	Off						
15	Enabled	Off						
16	Enabled	Off						

OLP	TrG Omit Phs	Negative Peds	Neg Ped Ovlps	Grn Sup Phs	N Ped Phs Calls	Description
1						
2						
3						
4						
5						
6						

OLP	TrG Omit Phs	Negative Peds	Neg Ped Ovlps	Grn Sup Phs	N Ped Phs Calls	Description
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						

OLP	Trail GRN	Trail YEL	Trail RED	Walk 1	Ped Clr 1	Walk 2	Ped Clr 2	Delay	Flash	Min Green	Mx Grn Ext	Red Revert	Flash Inactive	Flash Alt	Walk Rest
1	0	0.0	0.0	0	0	0	0	2.0	On	0	0	0.0	Off	Off	Off
2	0	0.0	0.0	0	0	0	0	2.0	On	0	0	0.0	Off	Off	Off
3	0	0.0	0.0	0	0	0	0	2.0	On	0	0	0.0	Off	Off	Off
4	0	0.0	0.0	0	0	0	0	2.0	On	0	0	0.0	Off	Off	Off
5	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
6	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
7	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
8	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
9	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
10	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
11	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
12	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
13	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
14	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
15	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off
16	0	0.0	0.0	0	0	0	0	0.0	Off	0	0	0.0	Off	Off	Off

Overlap Options

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup Call																
Recall																

Overlap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call for Service																
Trail Grn Bridge																

3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	

3	None	
4	None	
5	None	
6	None	
7	None	
8	None	
9	None	
10	None	

Master Sections By TOD

Action	1	2	3	4	5	6	7	8	9	10
Master Section 1										
Master Section 2										
Master Section 3										
Master Section 4										
Master Section 5										
Master Section 6										
Master Section 7										
Master Section 8										
Master Section 9										
Master Section 10										
Master Section 11										
Master Section 12										
Master Section 13										
Master Section 14										
Master Section 15										
Master Section 16										

Queue Responsive By TOD

Action	1	2	3	4	5	6	7	8	9	10
Queue Resp Plan 1										
Queue Resp Plan 2										
Queue Resp Plan 3										
Queue Resp Plan 4										
Queue Resp Plan 5										
Queue Resp Plan 6										
Queue Resp Plan 7										
Queue Resp Plan 8										
Queue Resp Plan 9										
Queue Resp Plan 10										
Queue Resp Plan 11										
Queue Resp Plan 12										
Queue Resp Plan 13										
Queue Resp Plan 14										
Queue Resp Plan 15										
Queue Resp Plan 16										

Preemption Parameters

Preempt	1	2	3	4	5	6	7	8
Link	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Min Duration	10	10	10	10	0	0	0	0
Min Presence	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Max Presence	60	60	60	60	0	0	0	0
Enter Min Green	5	5	5	5	0	0	0	0
Enter Yellow	4.8	4.8	4.8	4.8	25.5	25.5	25.5	25.5
Ent. Red Clear	2.0	2.5	2.5	2.5	25.5	25.5	25.5	25.5
Min Walk	1	5	5	5	0	0	0	0
Ent. Ped Clear	5	0	0	0	255	255	255	255
Track Green	0	0	0	0	0	0	0	0
Max Track Grn	0	0	0	0	0	0	0	0
Track Yellow	0.0	0.0	0.0	0.0	25.5	25.5	25.5	25.5
Track Red Clear	0.0	0.0	0.0	0.0	25.5	25.5	25.5	25.5
Track 2 Green	0	0	0	0	0	0	0	0
Track 2 Yellow	0.0	0.0	25.5	0.0	25.5	25.5	25.5	25.5
Track 2 Red	0.0	0.0	25.5	0.0	25.5	25.5	25.5	25.5
Track Ext Gate Dn	0	0	0	0	0	0	0	0
Dwell Green	10	10	10	10	0	0	0	0
Exit Ped Clear	0	0	0	0	255	255	255	255
Exit Yellow	4.8	4.8	4.8	4.8	25.5	25.5	25.5	25.5
Exit Red	2.0	2.5	2.5	2.5	25.5	25.5	25.5	25.5
Dwell Ext Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Exit Green	60	60	0	0	0	0	0	0
Exit Max Time	0	0	0	0	0	0	0	0

Preempt	1	2	3	4	5	6	7	8
Non Lock Mem	X	X	X	X	X	X	X	X
Not Overide Flash								
NotOverideNextPre								
Flash Dwell								
Ped Recycle								
Imm Ped Clear								X
Dwell Only Status								
All Red Flash Dwell								
Allow All Overlaps								
Req All Red Entry								
Req Gate Dwn Trck Exit								
Req Gate Up Dwl Exit								
Normal On/Off Input								
Track Clear Override								
Aux Function 1								
Aux Function 2								
Aux Function 3								
Special Function 1								
Special Function 2								
Special Function 3								
Special Function 4								
Special Function 5								
Special Function 6								
Special Function 7								
Special Function 8								

Require CRC
Disabled

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Pre	1	2	3	4	5	6	7	8

Sp F9	Sp F11	Sp F13	Sp F15
Sp F10	Sp F12	Sp F14	Sp F16

Preemption Configuration

Preempt	1	2	3	4	5	6	7	8
Enabled	Enabled	Enabled	Enabled	Enabled	Disabled	Disabled	Disabled	Disabled
Type	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh	Emerg Veh
Description								
Track Phases								
Track 2 Phases								
Track Overlaps								
Track 2 Overlaps								
Dwell Phase	2,5	4,7	1,6	3,8				
Dwell Ped								
Dwell Overlaps	3	4	1	2				
Cycling Phases								
Cycling Peds								
Cycling Overlaps								
Exit Phases	2,6	2,6	2,6	2,6				
Exit Overlaps	1,3	1,3	1,3	1,3				
Exit Veh Calls								
Exit Ped Calls								
Recovery Omit Phs								
Max Pres Action	60	60	60	60	0	0	0	0
Exit Type	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases	Exit Phases
Exit Max Mode	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled	Disabled

Cabinet Config

Run ITS on NEMA port 1	No	Enable TS2/ATC Stop Time		Disable TS2 Fault Flash	
Run ITS on 2070-1C C13S	No	Disable TS2 Startup Call		Disable TS2 Cab. Alarms	

IO Modules

IO Mod	TYPE
1	TS1 ABCD Connectors
2	TS2 MMU
3	TS2 DR1 BIU
4	None
5	None
6	None
7	None
8	None
9	None
10	None

Channel Configuration

Chan	Ctrl Type	Source	MMU Channel
1	Phs Veh	1	1
2	Phs Veh	2	2
3	Phs Veh	3	3
4	Phs Veh	4	4
5	Phs Veh	5	5
6	Phs Veh	6	6
7	Phs Veh	7	7
8	Phs Veh	8	8
9	None	0	9
10	None	0	10

Chan	Ctrl Type	Source	MMU Channel
11	None	0	11
12	Phs Ped	8	12
13	Olp	1	13
14	Olp	2	14
15	Olp	3	15
16	Olp	4	16
17	None	0	17
18	None	0	18
19	None	0	19
20	None	0	20

Channel Options

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Yellow		X				X										
Flash Red				X				X					X	X	X	X
Alt Flash		X				X							X		X	
Channel	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Flash Yellow																
Flash Red																
Alt Flash																

Phase Intervals

Interval	Description	Red	Yel	Grn	Type
1	Not Act	On	Off	Off	Red

Interval	Description	Red	Yel	Grn	Type
7	Pre Clr	Off	On	On	Not Def

Hazem El-Assar, P.E.

ORANGE COUNTY TRAFFIC SIGNAL TIMING **CDI 10-20-21**

Intersection: Clarcona-Ocoee Road at SR 429 NB Ramps			**Node:**	**404**	**Port:**
Equipment: Intelight	**Model: X3**	**Software: MaxTime 2.1.3**	**Date:**	**02/07/22**	**Address:**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		NB		EB		
Min Green (sec)	5	15		5		15		
Vehicle Gap (sec)	2.0	3.0		4.0		3.0		
Max Green 1 (sec)	20	40		20		40		
Max Green 2 (sec)	20	40		20		40		
Yellow (sec)	5.0	5.0		3.7		5.0		
All-Red (sec)	2.0	2.0		2.0		2.0		
Walk (sec)		7		7		7		
Flash Don't Walk (sec)		7		24		24		
Recall/Memory	NL	MIN/LK		NL		MIN/LK		
Detector Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	5-SECTION	Y		R		Y		
Speed (mph)	45	45		30		45		
Veh Crossing Distance (ft)	128	164		110		92		
Grade	-1.8%	1.7%		2.4%		-1.8%		
Ped Crossing Distance (ft)		24		82		82		
Ped Clearance (sec)		7		24		24		

COORDINATION PLANS

Coordination Pattern	11	21	22	31		Day Plan	Time	Pattern
Cycle	160	130	130	160		1	0:01	FREE (49)
Split 1	20	20	20	20		1	9:30	22
Split 2	90	85	85	100		1	19:30	FREE (49)
Split 3						2	0:01	FREE (49)
Split 4	50	25	25	40		2	6:00	11
Split 5						2	9:30	21
Split 6	110	105	105	120		2	15:00	31
Split 7						2	19:00	21
Split 8						2	20:00	FREE (49)
Offset	15	45	45	145		7	0:01	FREE (49)
Lagging Phases	0/0/0/0	1/0/0/0	1/0/0/0	0/0/0/0		7	8:00	22

Day Plan	S	M	T	W	T	F	S	7	20:00	FREE (49)
1	✓									
2		✓	✓	✓	✓	✓				
7							✓			

Notes:

1. Reference: Green
2. Max Mode: Max Inhibit
3. Force Mode: Floating
4. Coordination Mode: Auto Permissive
5. Correction Mode: Shortway (Auto)
6. Transition Ped Mode: Pattern (None)
7. Patterns 11, 21, 22, 31: Coord Ø2 & Ø6
8. Patterns 11, 21, 22, 31: Ref Point Ø2 & Ø6
9. Alt Seq 02 = Reverse Ø1 & Ø2

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

COORDINATION SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Max II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.	Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
1		5	3	35	30	4	2.1				Lock			
2		5	3	50	50	4.8	2				Non Lock			
3		5	3	20	20	4.4	2.6				Lock			
4		10	3	30	20	4.8	2			min	Non Lock			
5		5	3	20	30	4	2				Lock			
6		5	3	50	50	4.8	2				Non Lock			
7		5	3	30	20	4.4	2.3				Lock			
8		10	3	20	20	4.8	2	7	20	min	Non Lock			
											Off Set			

O

INTERSECTION: Fullers Xing & Ocoee-Apopka

DATE: Acr, W/4 Jan 2022

ORANGE COUNTY TRAFFIC SIGNAL TIMING

Hazem El-Assar, P.E. Digitally signed by Hazem El-Assar, P.E. Date: 2022.11.09 11:38:49 -05'00'

Intersection: Ocoee Apopka Rd & West Rd-Ocoee Crown Point Pkwy **Node: 402**

Equipment: Intelight **CDI:** 9/2/2022 **CDO:** **Date: 09/02/22**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	SBL	NB	EBL	WB	NBL	SB	WBL	EB
Min Green (sec)	5	15	5	5	5	15	5	5
Vehicle Gap (sec)	2.0	5.0	2.0	3.0	2.0	5.0	2.0	3.0
Max Green 1 (sec)	25	60	25	35	25	60	25	35
Max Green 2 (sec)	35	50	25	20	20	50	25	35
Yellow (sec)	4.8	4.8	3.4	4.8	4.8	4.8	4.8	4.8
All-Red (sec)	2.0	2.0	3.1	3.1	2.0	2.0	2.0	3.1
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		31		16		28		23
Memory	NL	LK	NL	LK	NL	LK	NL	LK
Soft Recall								
Min Recall		X		X		X		X
Max Recall								
Delay (sec)								
Detector Switching	1 > 6		3 > 8		5 > 2		7 > 4	
Dual Entry		X		X		X		X
Overlap								
Flash	5-SECT	Y	5-SECT	R	5-SECT	Y	5-SECT	R
Speed (mph)	45	45	25	45	45	45	45	25
Veh Distance (ft)	114	144	128	118	94	161	150	105
Grade (%)	-0.3	0.4	0.7	-0.5	0.4	-0.3	-0.5	0.7
Ped Distance (ft)		107		55		98		79
Ped Clearence (sec)		31		16		28		23

COORDINATION PLANS

Coordination Pattern	11	12	21	22	31	Day	Time	Action
Cycle	160	160	130	130	160	1	0:01	FREE(49)
Split 1	30	30	20	20	25	1	9:30	22
Split 2	55	55	45	45	65	1	19:30	FREE(49)
Split 3	15	15	15	15	15	2	0:01	FREE(49)
Split 4	60	60	50	50	55	2	6:00	11
Split 5	20	25	20	20	20	2	6:35	12
Split 6	65	60	45	45	70	2	7:20	11
Split 7	30	30	20	20	25	2	9:30	21
Split 8	45	45	45	45	45	2	15:00	31
Offset	0	0	51	51	116	2	19:00	21
Sequence Pattern	1	1	1	1	1	2	20:00	FREE(49)
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	0:01	FREE(49)
1 (Sunday)						7	8:00	22
2 (Monday)	3	4	5	6		7	20:00	FREE(49)
7 (Saturday)								

Notes

1) Offset Reference: Beginning of Green
2) Max Mode: Max Inhibit
3) Force Mode: Floating
4) Coordination Mode: Auto Permissive
5) Correction Mode: Shortway (Auto)
6) Transition Ped Mode: Pattern (None)

7) Coordinated Phases: Phases 4 & 8	Ring	Sequence 1
8) Reference Point: Phases 4 & 8	1	1,2,a,3,4,b
9) Back-up prevent for Phases 1 & 5	2	5,6,a,7,8,b

ORANGE COUNTY TRAFFIC SIGNAL TIMING

Hazem El-Assar, P.E.

Intersection: Ocoee Apopka Rd & Fullers Cross Rd **Node: 335**
Equipment: Eagle **CDI:** 3-12-20 DR **CDO:** **Date: 05/05/2020**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	EB/WB	NB/SB						
Min Green (sec)	5	15						
Vehicle Gap (sec)	3.0	3.5						
Max Green 1 (sec)	55	65						
Max Green 2 (sec)	60	55						
Yellow (sec)	4.8	4.8						
All-Red (sec)	2.0	2.0						
Walk (sec)		7						
Flash Don't Walk (sec)		17						
Recall/Memory	NL	SF/LK						
Delay (sec)	CD10							
Detector Switching								
Dual Entry								
Overlap								
Flash	R	Y						
Speed (mph)	45	45						
Veh Distance (ft)	78	63						
Grade (%)	-0.5	-0.6						
Ped Distance (ft)		59						
Ped Clearence (sec)		17						

COORDINATION PLANS

Coordination Pattern						Day	Time	Pattern
Cycle								MAX II
Split 1						1	0:01	FREE
Split 2						2	0:01	FREE
Split 3						2	16:00	PH 1
Split 4						2	19:00	FREE
Split 5								
Split 6								
Split 7								
Split 8								
Offset								
Lagging Phases								
Source Day	**Equate 1**	**Equate 2**	**Equate 3**	**Equate 4**	**Equate 5**			
1	7							
2	3	4	5	6				

Notes:
PH = Phase

Basic Ring Structure

R1	1 2	
R2		

ORANGE COUNTY TRAFFIC SIGNAL TIMING

Intersection: West Road/Clarcona-Ocoee Road at SR 429 SB Ramps **Node:** 403 **Port:**
Equipment: Intelight **Model:** X3 **Software:** MaxTime 2.1.3 **Date:** 04/09/21 **Address:**

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction		WB			WBL	EB		SB
Min Green (sec)		15			5	15		5
Vehicle Gap (sec)		3.0			3.0	3.0		3.0
Max Green 1 (sec)		45			20	45		20
Max Green 2 (sec)		45			20	45		20
Yellow (sec)		4.8			4.8	4.8		3.7
All-Red (sec)		2.0			2.0	2.0		2.0
Walk (sec)		7						
Flash Don't Walk (sec)		16						
Recall/Memory		SF/LK			NL	SF/LK		NL
Detector Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash		Y			5-SECTION	Y		R
Speed (mph)		45			45	45		30
Veh Crossing Distance (ft)		75			94	109		110
Grade		2.0%			2.0%	2.1%		1.4%
Ped Crossing Distance (ft)		56						
Ped Clearance (sec)		16						

COORDINATION PLANS

Coordination Pattern	11	21	22	31		Day Plan	Time	Pattern
Cycle	160	130	130	160		1	0:01	FREE (49)
Split 1						1	9:30	22
Split 2	135	105	105	135		1	19:30	FREE (49)
Split 3						2	0:01	FREE (49)
Split 4						2	6:00	11
Split 5	50	30	30	35		2	9:30	21
Split 6	85	75	75	100		2	15:00	31
Split 7						2	19:00	21
Split 8	25	25	25	25		2	20:00	FREE (49)
Offset	154	45	45	145		7	0:01	FREE (49)
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0	0/0/5/0		7	8:00	22

Day Plan	S	M	T	W	T	F	S	7	20:00	FREE (49)
1	✓									
2		✓	✓	✓	✓	✓				
7							✓			

Notes:

1. Reference: Green
2. Max Mode: Max Inhibit
3. Force Mode: Floating
4. Coordination Mode: Auto Permissive
5. Correction Mode: Shortway (Auto)
6. Transition Ped Mode: Pattern (None)
7. Patterns 11, 21, 22, 31: Coord Ø2 & Ø6
8. Patterns 11, 21, 22, 31: Ref Point Ø2 & Ø6
9. Alt Seq 05 = Reverse Ø5 & Ø6

APPENDIX G
Synchro Outputs

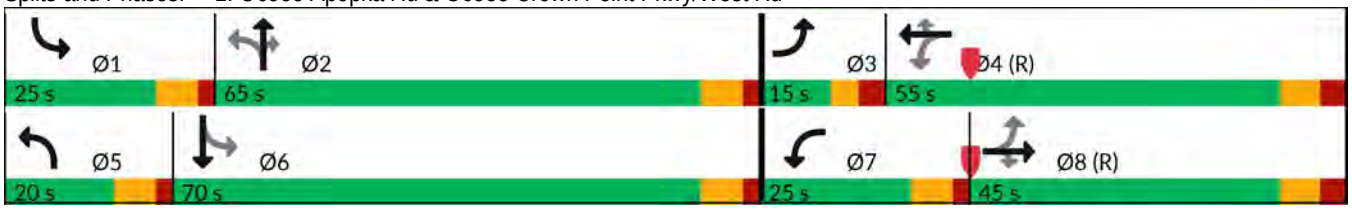
G-1: Existing

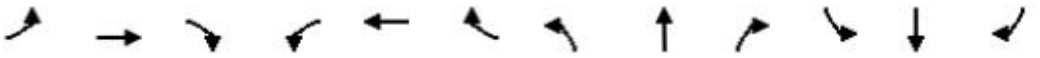
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	59	158	111	338	303	126	129	545	267	135	392
Future Volume (vph)	59	158	111	338	303	126	129	545	267	135	392
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	45.0	45.0	25.0	55.0	55.0	20.0	65.0	65.0	25.0	70.0
Total Split (%)	9.4%	28.1%	28.1%	15.6%	34.4%	34.4%	12.5%	40.6%	40.6%	15.6%	43.8%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	158	111	338	303	126	129	545	267	135	392	47
Future Volume (veh/h)	59	158	111	338	303	126	129	545	267	135	392	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1826	1870	1870	1841	1870	1856	1841
Adj Flow Rate, veh/h	60	161	102	345	309	117	132	556	245	138	400	48
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	5	2	2	4	2	3	4
Cap, veh/h	407	1122	500	564	1416	616	262	617	506	190	540	65
Arrive On Green	0.03	0.32	0.32	0.04	0.13	0.13	0.06	0.33	0.33	0.06	0.33	0.33
Sat Flow, veh/h	1781	3554	1583	1781	3554	1545	1781	1870	1535	1781	1625	195
Grp Volume(v), veh/h	60	161	102	345	309	117	132	556	245	138	0	448
Grp Sat Flow(s),veh/h/ln	1781	1777	1583	1781	1777	1545	1781	1870	1535	1781	0	1820
Q Serve(g_s), s	3.6	5.2	7.5	18.2	12.4	10.8	7.8	45.4	20.4	8.1	0.0	34.9
Cycle Q Clear(g_c), s	3.6	5.2	7.5	18.2	12.4	10.8	7.8	45.4	20.4	8.1	0.0	34.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	407	1122	500	564	1416	616	262	617	506	190	0	605
V/C Ratio(X)	0.15	0.14	0.20	0.61	0.22	0.19	0.50	0.90	0.48	0.73	0.00	0.74
Avail Cap(c_a), veh/h	443	1122	500	564	1416	616	300	680	558	279	0	719
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	0.63	0.63	0.63	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	39.2	40.0	34.1	47.2	46.5	36.4	51.1	42.8	39.7	0.0	47.3
Incr Delay (d2), s/veh	0.1	0.3	0.9	1.4	0.3	0.7	0.4	10.9	1.0	2.0	0.0	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	4.3	5.7	1.8	9.9	8.1	5.8	28.8	11.7	6.5	0.0	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.2	39.5	41.0	35.5	47.5	47.1	36.7	62.0	43.7	41.7	0.0	52.2
LnGrp LOS	D	D	D	D	D	D	D	E	D	D		D
Approach Vol, veh/h		323			771			933			586	
Approach Delay, s/veh		39.2			42.1			53.6			49.7	
Approach LOS		D			D			D			D	

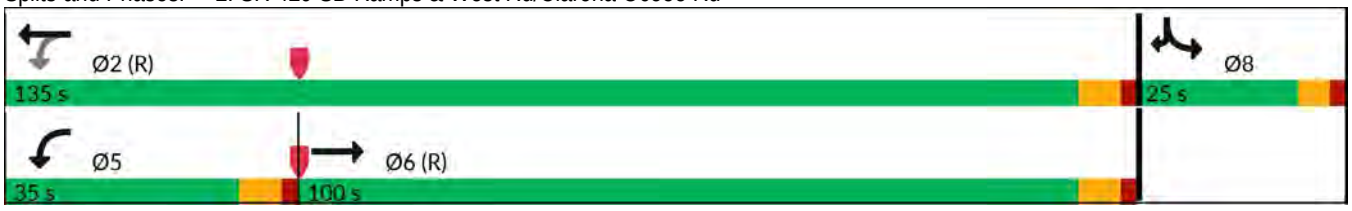
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	59.6	11.8	71.7	16.6	60.0	25.0	58.4
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	18.2	58.2	8.5	47.1	13.2	63.2	18.2	37.1
Max Q Clear Time (g_c+I1), s	10.1	47.4	5.6	14.4	9.8	36.9	20.2	9.5
Green Ext Time (p_c), s	0.1	5.4	0.0	2.3	0.0	5.2	0.0	1.4

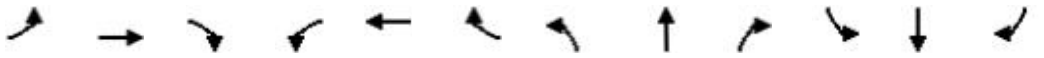
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	47.6
HCM 6th LOS	D

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	563	317	824	73	62
Future Volume (vph)	563	317	824	73	62
Turn Type	NA	pm+pt	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases		2			
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7
Total Split (s)	100.0	35.0	135.0	25.0	25.0
Total Split (%)	62.5%	21.9%	84.4%	15.6%	15.6%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7	5.7
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	563	125	317	824	0	0	0	0	73	0	62
Future Volume (veh/h)	0	563	125	317	824	0	0	0	0	73	0	62
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	0	1870	1870	1856	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	574	128	323	841	0				74	0	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	3	2	0				2	0	2
Cap, veh/h	0	2195	488	674	3081	0				98	0	87
Arrive On Green	0.00	0.76	0.76	0.12	1.00	0.00				0.05	0.00	0.05
Sat Flow, veh/h	0	2970	639	1767	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	354	348	323	841	0				74	0	57
Grp Sat Flow(s),veh/h/ln	0	1777	1739	1767	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	9.4	9.5	7.0	0.0	0.0				6.6	0.0	5.6
Cycle Q Clear(g_c), s	0.0	9.4	9.5	7.0	0.0	0.0				6.6	0.0	5.6
Prop In Lane	0.00		0.37	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1356	1327	674	3081	0				98	0	87
V/C Ratio(X)	0.00	0.26	0.26	0.48	0.27	0.00				0.76	0.00	0.66
Avail Cap(c_a), veh/h	0	1356	1327	876	3081	0				215	0	191
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	5.6	5.6	3.2	0.0	0.0				74.6	0.0	74.1
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.5	0.2	0.0				11.3	0.0	8.1
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(95%),veh/ln	0.0	5.8	5.8	2.6	0.1	0.0				6.0	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.1	6.1	3.6	0.2	0.0				85.9	0.0	82.3
LnGrp LOS		A	A	A	A					F		F
Approach Vol, veh/h		702			1164						131	
Approach Delay, s/veh		6.1			1.1						84.3	
Approach LOS		A			A						F	

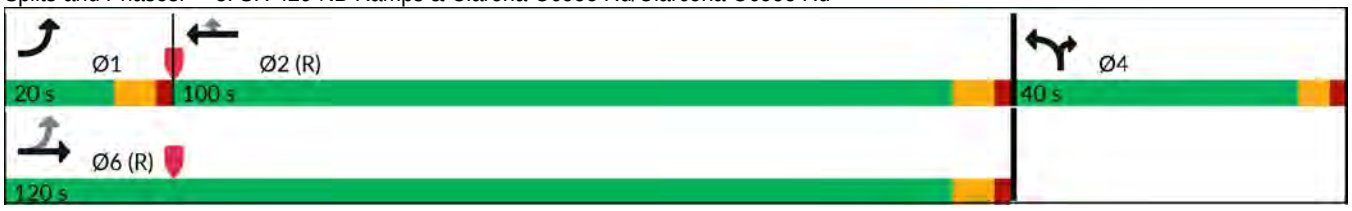
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		145.5			16.7	128.9		14.5				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		128.2			28.2	93.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			9.0	11.5		8.6				
Green Ext Time (p_c), s		6.4			0.9	4.5		0.2				

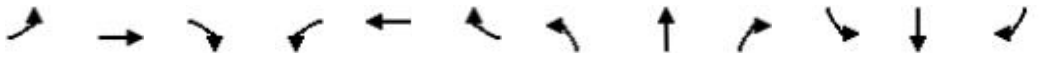
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.3									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	50	589	912	86	229	395
Future Volume (vph)	50	589	912	86	229	395
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases	6			2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	120.0	100.0	100.0	40.0	40.0
Total Split (%)	12.5%	75.0%	62.5%	62.5%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarona Ocoee Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	589	0	0	912	86	229	0	395	0	0	0
Future Volume (veh/h)	50	589	0	0	912	86	229	0	395	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1841	1870	0	0	1870	1796	1870	0	1870			
Adj Flow Rate, veh/h	53	620	0	0	960	0	241	0	375			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	4	2	0	0	2	7	2	0	2			
Cap, veh/h	382	2510	0	0	2254		382	0	340			
Arrive On Green	0.06	1.00	0.00	0.00	0.63	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	1753	3647	0	0	3647	1522	1781	0	1585			
Grp Volume(v), veh/h	53	620	0	0	960	0	241	0	375			
Grp Sat Flow(s),veh/h/ln	1753	1777	0	0	1777	1522	1781	0	1585			
Q Serve(g_s), s	1.6	0.0	0.0	0.0	21.7	0.0	19.7	0.0	34.3			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	21.7	0.0	19.7	0.0	34.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	382	2510	0	0	2254		382	0	340			
V/C Ratio(X)	0.14	0.25	0.00	0.00	0.43		0.63	0.00	1.10			
Avail Cap(c_a), veh/h	475	2510	0	0	2254		382	0	340			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.89	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.3	0.0	0.0	0.0	14.7	0.0	57.1	0.0	62.8			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.5	0.0	3.9	0.0	79.7			
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(95%),veh/ln	1.0	0.1	0.0	0.0	13.0	0.0	14.3	0.0	30.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	0.2	0.0	0.0	15.2	0.0	61.0	0.0	142.5			
LnGrp LOS	B	A			B		E		F			
Approach Vol, veh/h		673			960			616				
Approach Delay, s/veh		1.0			15.2			110.6				
Approach LOS		A			B			F				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.5	108.5		40.0		120.0
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0
Max Green Setting (Gmax), s	13.0	93.0		34.3		113.0
Max Q Clear Time (g_c+I1), s	3.6	23.7		36.3		2.0
Green Ext Time (p_c), s	0.0	7.7		0.0		4.3

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		37.1
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

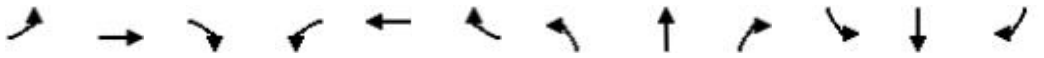
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBL
Lane Configurations							
Traffic Volume (vph)	6	977	9	991	1	2	1
Future Volume (vph)	6	977	9	991	1	2	1
Turn Type	pm+pt	NA	pm+pt	NA	Split	Perm	Split
Protected Phases	1	6	5	2	4		8
Permitted Phases	6		2			4	
Detector Phase	1	6	5	2	4	4	8
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	24.8	24.8
Total Split (s)	18.0	92.0	18.0	92.0	24.0	24.0	26.0
Total Split (%)	11.3%	57.5%	11.3%	57.5%	15.0%	15.0%	16.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 147 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	977	0	9	991	0	1	0	2	1	0	0
Future Volume (veh/h)	6	977	0	9	991	0	1	0	2	1	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	997	0	9	1011	0	1	0	2	1	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	2088	939	334	1892	0	371	201	170	214	224	190
Arrive On Green	0.14	1.00	0.00	0.01	0.53	0.00	0.11	0.00	0.11	0.12	0.00	0.00
Sat Flow, veh/h	1781	3526	1585	1781	3647	0	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	6	997	0	9	1011	0	1	0	2	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1763	1585	1781	1777	0	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	29.7	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	29.7	0.0	0.0	0.0	0.2	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	2088	939	334	1892	0	371	201	170	214	224	190
V/C Ratio(X)	0.02	0.48	0.00	0.03	0.53	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Avail Cap(c_a), veh/h	356	2088	939	441	1892	0	371	201	170	214	224	190
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	19.9	24.4	0.0	63.7	0.0	63.8	62.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	1.1	0.0	0.0	0.0	0.1	0.0	0.0	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.4	0.0	0.3	18.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.5	0.7	0.0	19.9	25.5	0.0	63.8	0.0	63.9	62.0	0.0	0.0
LnGrp LOS	C	A		B	C		E		E	E		
Approach Vol, veh/h		1003			1020			3			1	
Approach Delay, s/veh		0.9			25.5			63.9			62.0	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	92.0		24.0	8.4	101.6		26.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	11.2	85.2		17.2	11.2	85.2		19.2				
Max Q Clear Time (g_c+I1), s	2.0	31.7		2.2	2.4	2.0		2.1				
Green Ext Time (p_c), s	0.0	8.2		0.0	0.0	8.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		13.4
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	170	3	193	15
Demand Flow Rate, veh/h	174	4	198	16
Vehicles Circulating, veh/h	4	212	17	188
Vehicles Exiting, veh/h	200	3	161	28
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.7	4.4	3.9	3.5
Approach LOS	A	A	A	A

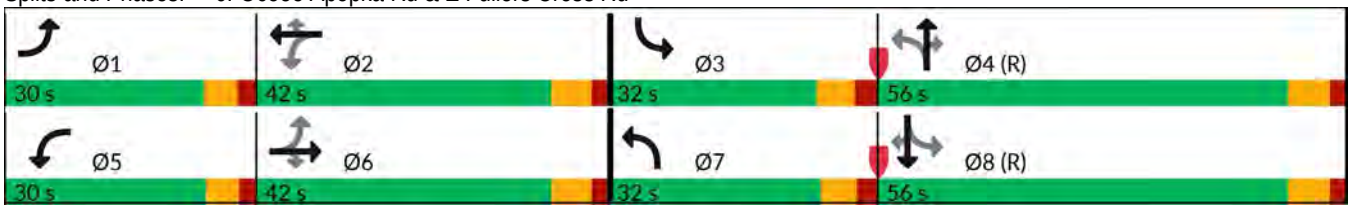
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	174	4	198	16
Cap Entry Lane, veh/h	1374	1112	1356	1139
Entry HV Adj Factor	0.977	0.750	0.974	0.933
Flow Entry, veh/h	170	3	193	15
Cap Entry, veh/h	1343	834	1321	1062
V/C Ratio	0.127	0.004	0.146	0.014
Control Delay, s/veh	3.7	4.4	3.9	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	0

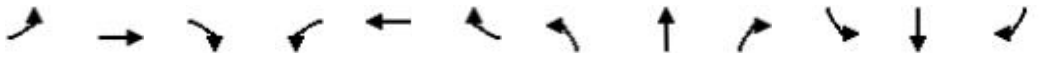
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	433	81	4	13	36	101	5	465	30	79	312	378
Future Volume (vph)	433	81	4	13	36	101	5	465	30	79	312	378
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	42.0	42.0	30.0	42.0	42.0	32.0	56.0	56.0	32.0	56.0	56.0
Total Split (%)	18.8%	26.3%	26.3%	18.8%	26.3%	26.3%	20.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	433	81	4	13	36	101	5	465	30	79	312	378
Future Volume (veh/h)	433	81	4	13	36	101	5	465	30	79	312	378
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1870	1870	1870	1870	1781	1856	1870
Adj Flow Rate, veh/h	456	85	4	14	38	95	5	489	29	83	328	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	2	2	2	2	8	3	2
Cap, veh/h	380	392	332	166	136	117	449	1078	913	459	1122	958
Arrive On Green	0.15	0.21	0.21	0.01	0.07	0.07	0.01	0.58	0.58	0.03	0.60	0.60
Sat Flow, veh/h	1781	1870	1585	1753	1841	1585	1781	1870	1585	1697	1856	1585
Grp Volume(v), veh/h	456	85	4	14	38	95	5	489	29	83	328	359
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1585	1781	1870	1585	1697	1856	1585
Q Serve(g_s), s	23.9	6.0	0.3	1.2	3.1	9.4	0.2	24.0	1.3	3.2	13.6	18.5
Cycle Q Clear(g_c), s	23.9	6.0	0.3	1.2	3.1	9.4	0.2	24.0	1.3	3.2	13.6	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	392	332	166	136	117	449	1078	913	459	1122	958
V/C Ratio(X)	1.20	0.22	0.01	0.08	0.28	0.81	0.01	0.45	0.03	0.18	0.29	0.37
Avail Cap(c_a), veh/h	380	411	349	403	405	349	719	1078	913	669	1122	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79	0.76	0.76	0.76
Uniform Delay (d), s/veh	61.1	52.4	50.1	67.0	70.0	73.0	14.2	19.5	14.6	14.9	15.2	16.2
Incr Delay (d2), s/veh	113.1	0.3	0.0	0.2	1.1	12.2	0.0	1.1	0.1	0.1	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.2	5.2	0.2	1.0	2.7	7.6	0.1	15.2	0.8	2.2	9.3	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	174.2	52.6	50.1	67.2	71.1	85.2	14.3	20.5	14.7	15.0	15.7	17.0
LnGrp LOS	F	D	D	E	E	F	B	C	B	B	B	B
Approach Vol, veh/h		545			147			523			770	
Approach Delay, s/veh		154.3			79.8			20.2			16.2	
Approach LOS		F			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	18.7	12.2	99.1	8.3	40.3	7.7	103.6
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	35.2	25.0	49.1	24.0	35.2	25.3	* 49
Max Q Clear Time (g_c+I1), s	25.9	11.4	5.2	26.0	3.2	8.0	2.2	20.5
Green Ext Time (p_c), s	0.0	0.4	0.2	2.9	0.0	0.4	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	59.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	8	2	139	12	59	12	99	290	82	66	6
Future Vol, veh/h	3	8	2	139	12	59	12	99	290	82	66	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	3	3	2
Mvmt Flow	3	9	2	151	13	64	13	108	315	89	72	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	11	12.3	9.9
HCM LOS	A	B	B	A

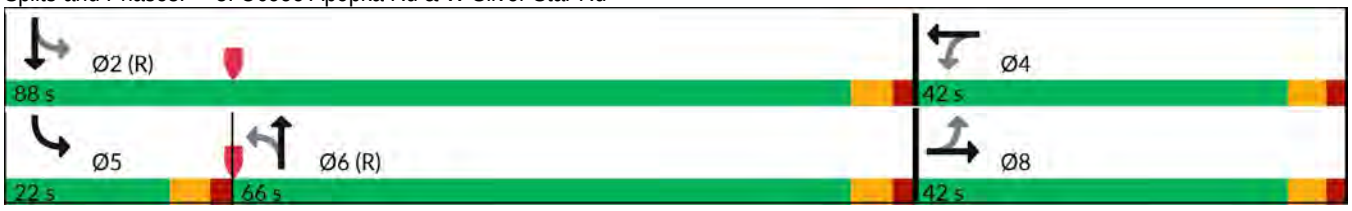
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	23%	66%	53%
Vol Thru, %	25%	62%	6%	43%
Vol Right, %	72%	15%	28%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	401	13	210	154
LT Vol	12	3	139	82
Through Vol	99	8	12	66
RT Vol	290	2	59	6
Lane Flow Rate	436	14	228	167
Geometry Grp	1	1	1	1
Degree of Util (X)	0.529	0.023	0.333	0.24
Departure Headway (Hd)	4.37	5.737	5.25	5.166
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	628	676	688
Service Time	2.434	3.737	3.347	3.255
HCM Lane V/C Ratio	0.532	0.022	0.337	0.243
HCM Control Delay, s/veh	12.3	8.9	11	9.9
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	3.2	0.1	1.5	0.9

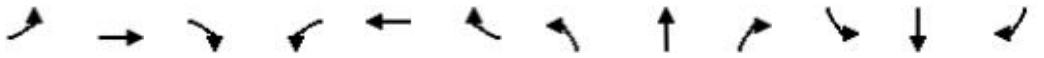
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	13	171	166	139	15	428	180	330
Future Volume (vph)	13	171	166	139	15	428	180	330
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	12.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	66.0	66.0	22.0	88.0
Total Split (%)	32.3%	32.3%	32.3%	32.3%	50.8%	50.8%	16.9%	67.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	171	19	166	139	187	15	428	159	180	330	23
Future Volume (veh/h)	13	171	19	166	139	187	15	428	159	180	330	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1856	1870	1870	1707	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	13	174	19	169	142	191	15	437	162	184	337	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	11	3	2	2	13	2	2	2	5	2
Cap, veh/h	124	418	46	249	179	241	568	716	265	615	1111	76
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	0.06	0.66	0.66
Sat Flow, veh/h	1047	1656	181	1179	710	955	932	1301	482	1781	1690	115
Grp Volume(v), veh/h	13	0	193	169	0	333	15	0	599	184	0	360
Grp Sat Flow(s),veh/h/ln	1047	0	1837	1179	0	1665	932	0	1783	1781	0	1805
Q Serve(g_s), s	1.5	0.0	11.4	18.2	0.0	24.3	0.0	0.0	0.0	5.6	0.0	11.1
Cycle Q Clear(g_c), s	25.8	0.0	11.4	29.6	0.0	24.3	0.0	0.0	0.0	5.6	0.0	11.1
Prop In Lane	1.00		0.10	1.00		0.57	1.00		0.27	1.00		0.06
Lane Grp Cap(c), veh/h	124	0	463	249	0	420	568	0	981	615	0	1187
V/C Ratio(X)	0.10	0.00	0.42	0.68	0.00	0.79	0.03	0.00	0.61	0.30	0.00	0.30
Avail Cap(c_a), veh/h	152	0	513	281	0	465	568	0	981	725	0	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.85	0.00	0.85	0.97	0.00	0.97
Uniform Delay (d), s/veh	57.5	0.0	40.6	53.0	0.0	45.4	0.0	0.0	0.0	10.1	0.0	9.5
Incr Delay (d2), s/veh	0.4	0.0	0.6	5.5	0.0	8.3	0.1	0.0	2.4	0.3	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	9.1	9.7	0.0	16.5	0.0	0.0	1.2	3.9	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	0.0	41.2	58.4	0.0	53.8	0.1	0.0	2.4	10.4	0.0	10.2
LnGrp LOS	E		D	E		D	A		A	B		B
Approach Vol, veh/h		206			502			614			544	
Approach Delay, s/veh		42.3			55.3			2.4			10.2	
Approach LOS		D			E			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		91.5		38.5	14.0	77.5		38.5				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		82.0		36.3	16.0	60.0		36.3				
Max Q Clear Time (g_c+I1), s		13.1		31.6	7.6	2.0		27.8				
Green Ext Time (p_c), s		2.4		1.2	0.4	4.8		0.7				

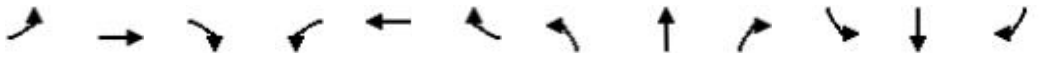
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			23.3									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	253	146	10	155	126	296	25	303
Future Volume (vph)	253	146	10	155	126	296	25	303
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	12.1	35.1
Total Split (s)	22.0	62.0	40.0	40.0	22.0	47.0	21.0	46.0
Total Split (%)	16.9%	47.7%	30.8%	30.8%	16.9%	36.2%	16.2%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	146	183	10	155	73	126	296	20	25	303	149
Future Volume (veh/h)	253	146	183	10	155	73	126	296	20	25	303	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1470	1752	1856	1796	1870	1870	1870	1781	1811	1841
Adj Flow Rate, veh/h	264	152	191	10	161	76	131	308	21	26	316	155
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	29	10	3	7	2	2	2	8	6	4
Cap, veh/h	514	367	461	361	411	194	193	575	39	291	337	166
Arrive On Green	0.04	0.16	0.16	0.34	0.34	0.34	0.07	0.33	0.33	0.01	0.10	0.10
Sat Flow, veh/h	1739	735	924	972	1192	563	1781	1728	118	1697	1146	562
Grp Volume(v), veh/h	264	0	343	10	0	237	131	0	329	26	0	471
Grp Sat Flow(s),veh/h/ln	1739	0	1660	972	0	1754	1781	0	1846	1697	0	1709
Q Serve(g_s), s	11.9	0.0	24.1	0.9	0.0	13.3	6.5	0.0	18.8	1.4	0.0	35.6
Cycle Q Clear(g_c), s	11.9	0.0	24.1	4.9	0.0	13.3	6.5	0.0	18.8	1.4	0.0	35.6
Prop In Lane	1.00		0.56	1.00		0.32	1.00		0.06	1.00		0.33
Lane Grp Cap(c), veh/h	514	0	829	361	0	605	193	0	614	291	0	503
V/C Ratio(X)	0.51	0.00	0.41	0.03	0.00	0.39	0.68	0.00	0.54	0.09	0.00	0.94
Avail Cap(c_a), veh/h	540	0	829	361	0	605	292	0	614	438	0	524
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.87	0.00	0.87	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.00	0.88
Uniform Delay (d), s/veh	24.6	0.0	37.2	30.9	0.0	32.3	33.8	0.0	35.2	31.7	0.0	57.5
Incr Delay (d2), s/veh	0.7	0.0	1.3	0.1	0.0	1.9	4.2	0.0	0.9	0.1	0.0	22.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.0	16.1	0.4	0.0	9.9	5.4	0.0	13.4	1.1	0.0	26.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	0.0	38.6	31.0	0.0	34.2	38.0	0.0	36.2	31.8	0.0	79.5
LnGrp LOS	C		D	C		C	D		D	C		E
Approach Vol, veh/h		607			247			460			497	
Approach Delay, s/veh		32.8			34.1			36.7			77.0	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	20.1	50.8	9.8	49.3		70.9	14.7	44.4				
Change Period (Y+Rc), s	6.0	6.0	6.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	16.0	34.0	14.9	40.9		56.0	15.9	39.9				
Max Q Clear Time (g_c+I1), s	13.9	15.3	3.4	20.8		26.1	8.5	37.6				
Green Ext Time (p_c), s	0.2	1.3	0.0	1.8		2.3	0.2	0.7				

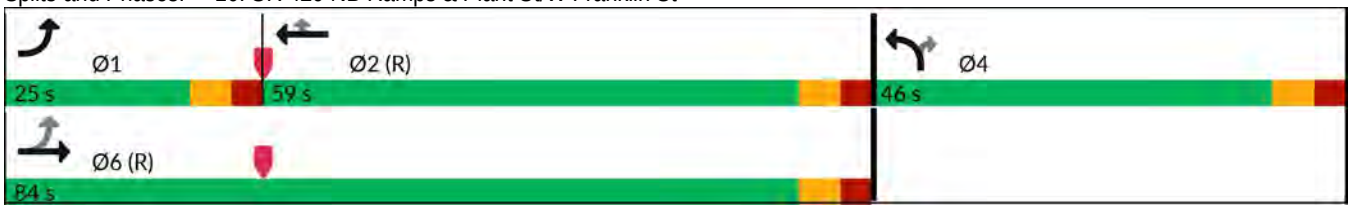
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			46.1									
HCM 6th LOS			D									

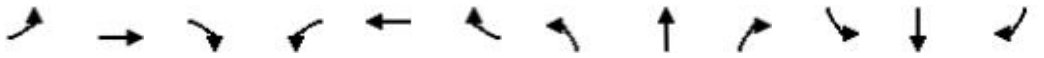
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	239	425	459	156	290	351
Future Volume (vph)	239	425	459	156	290	351
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	12.0	33.0	30.0	30.0	25.1	25.1
Total Split (s)	25.0	84.0	59.0	59.0	46.0	46.0
Total Split (%)	19.2%	64.6%	45.4%	45.4%	35.4%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.1	7.1
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 429 NB Ramps & Plant St/W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	425	0	0	459	156	290	0	351	0	0	0
Future Volume (veh/h)	239	425	0	0	459	156	290	0	351	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1737	0	0	1870	1841	1796	0	1767			
Adj Flow Rate, veh/h	246	438	0	0	488	150	309	0	336			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	11	0	0	2	4	7	0	9			
Cap, veh/h	446	1129	0	0	957	798	413	0	362			
Arrive On Green	0.17	1.00	0.00	0.00	0.34	0.34	0.24	0.00	0.24			
Sat Flow, veh/h	1781	1737	0	0	1870	1560	1711	0	1497			
Grp Volume(v), veh/h	246	438	0	0	488	150	309	0	336			
Grp Sat Flow(s),veh/h/ln	1781	1737	0	0	1870	1560	1711	0	1497			
Q Serve(g_s), s	8.7	0.0	0.0	0.0	27.0	8.8	21.7	0.0	28.5			
Cycle Q Clear(g_c), s	8.7	0.0	0.0	0.0	27.0	8.8	21.7	0.0	28.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	446	1129	0	0	957	798	413	0	362			
V/C Ratio(X)	0.55	0.39	0.00	0.00	0.51	0.19	0.75	0.00	0.93			
Avail Cap(c_a), veh/h	542	1129	0	0	957	798	512	0	448			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.88	0.88	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.5	0.0	0.0	0.0	29.7	23.7	45.6	0.0	48.2			
Incr Delay (d2), s/veh	0.4	0.9	0.0	0.0	1.7	0.5	3.4	0.0	21.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	5.1	0.5	0.0	0.0	18.9	6.2	14.7	0.0	18.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.9	0.9	0.0	0.0	31.4	24.2	49.0	0.0	69.4			
LnGrp LOS	B	A			C	C	D		E			
Approach Vol, veh/h		684			638			645				
Approach Delay, s/veh		5.9			29.7			59.6				
Approach LOS		A			C			E				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	18.0	73.5		38.5		91.5			
Change Period (Y+Rc), s	7.0	7.0		7.1		7.0			
Max Green Setting (Gmax), s	18.0	52.0		38.9		77.0			
Max Q Clear Time (g_c+I1), s	10.7	29.0		30.5		2.0			
Green Ext Time (p_c), s	0.2	3.6		0.9		3.0			

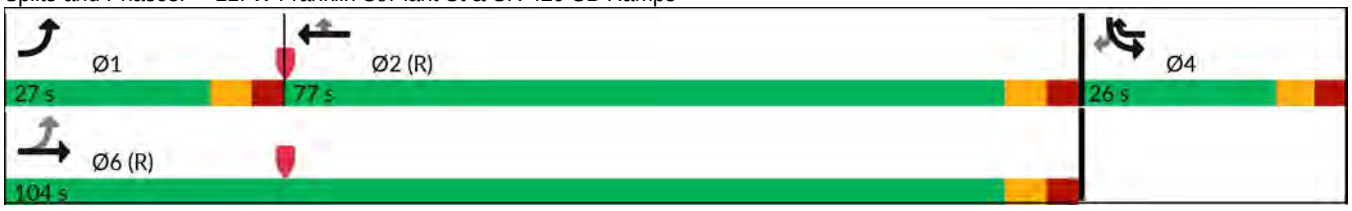
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		31.3	
HCM 6th LOS		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	267	579	541	198	91	131
Future Volume (vph)	267	579	541	198	91	131
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	104.0	77.0	26.0	26.0	26.0
Total Split (%)	20.8%	80.0%	59.2%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	267	579	541	198	91	131
Future Volume (veh/h)	267	579	541	198	91	131
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1856	1856	1826	1352	1841
Adj Flow Rate, veh/h	281	609	569	188	96	124
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	5	37	4
Cap, veh/h	647	1477	1255	1197	126	152
Arrive On Green	0.07	0.80	1.00	1.00	0.10	0.10
Sat Flow, veh/h	1767	1856	1856	1547	1287	1560
Grp Volume(v), veh/h	281	609	569	188	96	124
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1547	1287	1560
Q Serve(g_s), s	6.0	12.9	0.0	0.0	9.5	10.1
Cycle Q Clear(g_c), s	6.0	12.9	0.0	0.0	9.5	10.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	647	1477	1255	1197	126	152
V/C Ratio(X)	0.43	0.41	0.45	0.16	0.76	0.81
Avail Cap(c_a), veh/h	802	1477	1255	1197	190	230
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	4.6	4.0	0.0	0.0	57.2	57.5
Incr Delay (d2), s/veh	0.5	0.9	0.9	0.2	13.0	15.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	7.5	0.6	0.1	6.4	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	5.0	4.9	0.9	0.2	70.2	73.2
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h		890	757		220	
Approach Delay, s/veh		4.9	0.7		71.9	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.6	94.9		19.5		110.5
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	70.0		19.2		97.0
Max Q Clear Time (g_c+I1), s	8.0	2.0		12.1		14.9
Green Ext Time (p_c), s	0.6	4.9		0.6		4.6

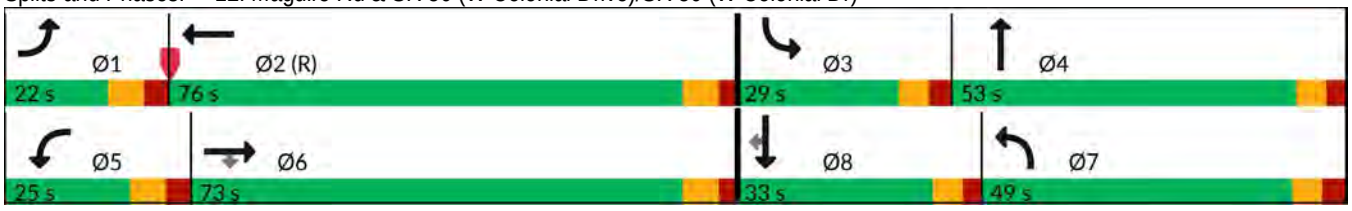
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.1
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	262	1203	703	271	1520	672	298	209	257	72
Future Volume (vph)	262	1203	703	271	1520	672	298	209	257	72
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	41.8	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	22.0	73.0	73.0	25.0	76.0	49.0	53.0	29.0	33.0	33.0
Total Split (%)	12.2%	40.6%	40.6%	13.9%	42.2%	27.2%	29.4%	16.1%	18.3%	18.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	6.8	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 23 (13%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1203	703	271	1520	55	672	298	208	209	257	72
Future Volume (veh/h)	262	1203	703	271	1520	55	672	298	208	209	257	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1870	1870	1870	1841	1870	1856	1870	1870	1841	1856
Adj Flow Rate, veh/h	273	1253	659	282	1583	57	700	310	217	218	268	68
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	2	2	2	2	4	2	3	2	2	4	3
Cap, veh/h	252	1971	612	318	2025	73	748	570	389	262	271	232
Arrive On Green	0.08	0.39	0.39	0.09	0.40	0.40	0.22	0.28	0.28	0.08	0.15	0.15
Sat Flow, veh/h	3264	5106	1585	3456	5059	182	3456	2004	1368	3456	1841	1572
Grp Volume(v), veh/h	273	1253	659	282	1065	575	700	272	255	218	268	68
Grp Sat Flow(s),veh/h/ln	1632	1702	1585	1728	1702	1838	1728	1763	1609	1728	1841	1572
Q Serve(g_s), s	13.9	35.9	36.2	14.5	49.1	49.2	35.8	23.5	24.3	11.2	26.2	5.6
Cycle Q Clear(g_c), s	13.9	35.9	36.2	14.5	49.1	49.2	35.8	23.5	24.3	11.2	26.2	5.6
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	252	1971	612	318	1363	736	748	501	458	262	271	232
V/C Ratio(X)	1.08	0.64	1.08	0.89	0.78	0.78	0.94	0.54	0.56	0.83	0.99	0.29
Avail Cap(c_a), veh/h	252	1971	612	326	1363	736	802	501	458	420	271	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.1	45.0	15.0	80.8	47.1	47.1	69.3	54.5	54.8	82.0	76.6	45.4
Incr Delay (d2), s/veh	80.6	1.0	58.9	23.7	4.5	8.1	17.5	1.2	1.5	7.6	51.9	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.8	21.6	32.3	12.0	28.9	31.8	24.5	16.0	15.3	9.1	22.9	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	163.6	45.9	73.9	104.5	51.6	55.2	86.8	55.7	56.3	89.6	128.5	48.6
LnGrp LOS	F	D	F	F	D	E	F	E	E	F	F	D
Approach Vol, veh/h		2185			1922			1227			554	
Approach Delay, s/veh		69.1			60.5			73.6			103.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	78.9	20.7	58.4	24.6	76.3	46.1	33.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	13.9	69.2	21.9	* 46	17.0	66.2	41.8	26.5
Max Q Clear Time (g_c+I1), s	15.9	51.2	13.2	26.3	16.5	38.2	37.8	28.2
Green Ext Time (p_c), s	0.0	14.6	0.4	3.1	0.1	22.0	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	70.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

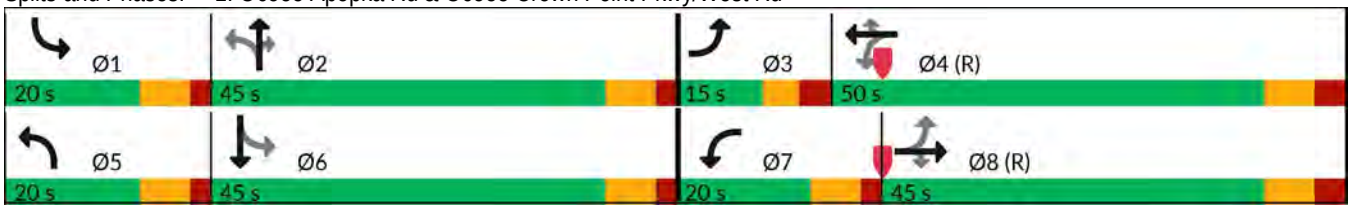
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

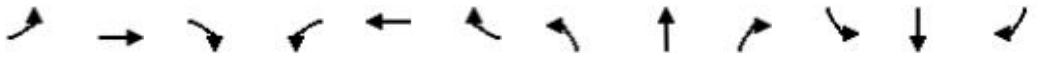
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	40	134	68	307	133	117	90	375	213	110	287
Future Volume (vph)	40	134	68	307	133	117	90	375	213	110	287
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	45.0	45.0	20.0	50.0	50.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	11.5%	34.6%	34.6%	15.4%	38.5%	38.5%	15.4%	34.6%	34.6%	15.4%	34.6%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 51 (39%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	134	68	307	133	117	90	375	213	110	287	19
Future Volume (veh/h)	40	134	68	307	133	117	90	375	213	110	287	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	41	137	63	313	136	108	92	383	196	112	293	19
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	5
Cap, veh/h	532	1331	585	648	1595	707	257	458	381	207	441	29
Arrive On Green	0.03	0.37	0.37	0.17	0.75	0.75	0.05	0.24	0.24	0.06	0.25	0.25
Sat Flow, veh/h	1781	3554	1562	1781	3554	1576	1781	1870	1557	1781	1735	113
Grp Volume(v), veh/h	41	137	63	313	136	108	92	383	196	112	0	312
Grp Sat Flow(s),veh/h/ln	1781	1777	1562	1781	1777	1576	1781	1870	1557	1781	0	1848
Q Serve(g_s), s	1.8	3.3	3.4	13.2	1.3	2.5	5.0	25.3	14.1	6.1	0.0	19.7
Cycle Q Clear(g_c), s	1.8	3.3	3.4	13.2	1.3	2.5	5.0	25.3	14.1	6.1	0.0	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	532	1331	585	648	1595	707	257	458	381	207	0	469
V/C Ratio(X)	0.08	0.10	0.11	0.48	0.09	0.15	0.36	0.84	0.51	0.54	0.00	0.66
Avail Cap(c_a), veh/h	595	1331	585	648	1595	707	345	550	458	278	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	0.82	0.82	0.82	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	26.4	26.5	19.7	9.1	9.3	35.3	46.6	42.4	36.2	0.0	43.5
Incr Delay (d2), s/veh	0.0	0.2	0.4	0.2	0.1	0.5	0.3	9.8	1.9	0.8	0.0	4.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	2.6	2.5	8.8	1.0	1.7	3.8	17.9	9.3	4.7	0.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.6	26.6	26.9	19.9	9.2	9.7	35.6	56.4	44.3	37.1	0.0	47.5
LnGrp LOS	C	C	C	B	A	A	D	E	D	D		D
Approach Vol, veh/h		241			557			671			424	
Approach Delay, s/veh		26.2			15.3			50.0			44.8	
Approach LOS		C			B			D			D	

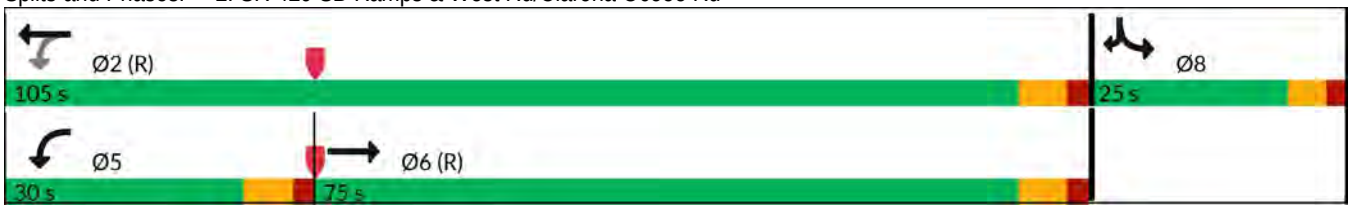
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	38.6	10.4	66.2	13.6	39.8	20.0	56.6
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	13.2	38.2	8.5	42.1	13.2	38.2	13.2	37.1
Max Q Clear Time (g_c+I1), s	8.1	27.3	3.8	4.5	7.0	21.7	15.2	5.4
Green Ext Time (p_c), s	0.1	3.8	0.0	1.1	0.0	2.7	0.0	1.1

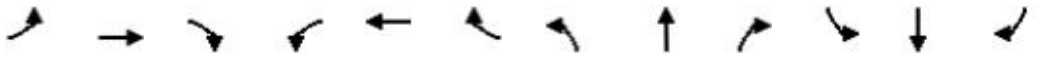
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	35.6
HCM 6th LOS	D

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	428	294	509	67	43
Future Volume (vph)	428	294	509	67	43
Turn Type	NA	pm+pt	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases		2			
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7
Total Split (s)	75.0	30.0	105.0	25.0	25.0
Total Split (%)	57.7%	23.1%	80.8%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7	5.7
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	428	139	294	509	0	0	0	0	67	0	43
Future Volume (veh/h)	0	428	139	294	509	0	0	0	0	67	0	43
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	437	142	300	519	0				68	0	40
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1937	624	783	3022	0				95	0	85
Arrive On Green	0.00	1.00	1.00	0.13	1.00	0.00				0.05	0.00	0.05
Sat Flow, veh/h	0	2736	851	1781	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	292	287	300	519	0				68	0	40
Grp Sat Flow(s),veh/h/ln	0	1777	1717	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0				4.9	0.0	3.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.7	0.0	0.0				4.9	0.0	3.2
Prop In Lane	0.00		0.50	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1303	1259	783	3022	0				95	0	85
V/C Ratio(X)	0.00	0.22	0.23	0.38	0.17	0.00				0.72	0.00	0.47
Avail Cap(c_a), veh/h	0	1303	1259	985	3022	0				264	0	235
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	0.94	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	2.6	0.0	0.0				60.6	0.0	59.8
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.3	0.1	0.0				9.6	0.0	4.1
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(95%),veh/ln	0.0	0.2	0.3	2.0	0.1	0.0				4.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.4	0.4	2.9	0.1	0.0				70.1	0.0	63.8
LnGrp LOS		A	A	A	A					E		E
Approach Vol, veh/h		579			819						108	
Approach Delay, s/veh		0.4			1.1						67.8	
Approach LOS		A			A						E	

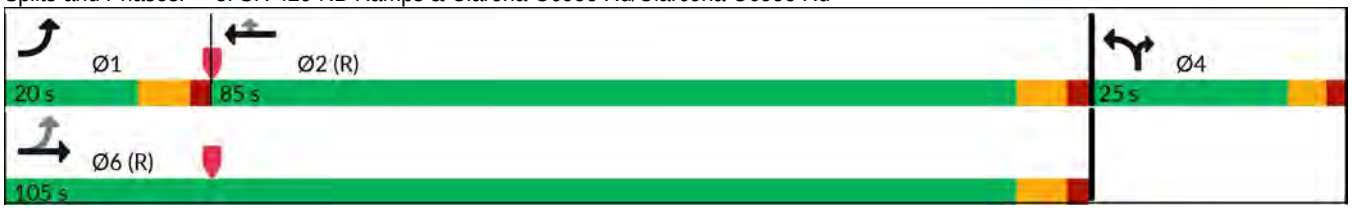
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		117.4			15.3	102.1		12.6				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		98.2			23.2	68.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			7.7	2.0		6.9				
Green Ext Time (p_c), s		3.5			0.7	3.5		0.2				

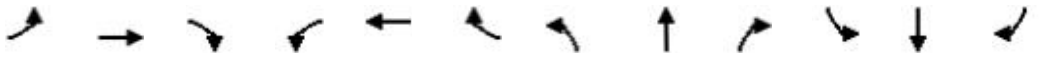
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	41	451	655	66	151	281
Future Volume (vph)	41	451	655	66	151	281
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases	6			2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	105.0	85.0	85.0	25.0	25.0
Total Split (%)	15.4%	80.8%	65.4%	65.4%	19.2%	19.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarona Ocoee Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	451	0	0	655	66	151	0	281	0	0	0
Future Volume (veh/h)	41	451	0	0	655	66	151	0	281	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	44	485	0	0	704	0	162	0	272			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	547	2679	0	0	2379		264	0	235			
Arrive On Green	0.06	1.00	0.00	0.00	0.67	0.00	0.15	0.00	0.15			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	44	485	0	0	704	0	162	0	272			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	0.9	0.0	0.0	0.0	10.6	0.0	11.1	0.0	19.3			
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.0	10.6	0.0	11.1	0.0	19.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	547	2679	0	0	2379		264	0	235			
V/C Ratio(X)	0.08	0.18	0.00	0.00	0.30		0.61	0.00	1.16			
Avail Cap(c_a), veh/h	670	2679	0	0	2379		264	0	235			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.92	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.9	0.0	0.0	0.0	8.9	0.0	51.8	0.0	55.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	4.9	0.0	107.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.5	0.1	0.0	0.0	6.8	0.0	9.1	0.0	22.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.9	0.1	0.0	0.0	9.2	0.0	56.7	0.0	162.6			
LnGrp LOS	A	A			A		E		F			
Approach Vol, veh/h		529			704			434				
Approach Delay, s/veh		0.6			9.2			123.1				
Approach LOS		A			A			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.0	94.0		25.0		105.0			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	78.0		19.3		98.0			
Max Q Clear Time (g_c+I1), s	2.9	12.6		21.3		2.0			
Green Ext Time (p_c), s	0.0	5.0		0.0		3.2			

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		36.1	
HCM 6th LOS		D	

Notes

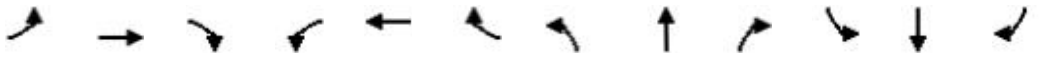
User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBL	WBT	Ø4	Ø8
Lane Configurations						
Traffic Volume (vph)	9	725	2	711		
Future Volume (vph)	9	725	2	711		
Turn Type	pm+pt	NA	pm+pt	NA		
Protected Phases	1	6	5	2	4	8
Permitted Phases	6		2			
Detector Phase	1	6	5	2		
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	24.8
Total Split (s)	15.0	65.0	15.0	65.0	25.0	25.0
Total Split (%)	11.5%	50.0%	11.5%	50.0%	19%	19%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.8	6.8	6.8	6.8		
Lead/Lag	Lead	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	Max	Max

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	725	0	2	711	0	0	0	0	0	0	0
Future Volume (veh/h)	9	725	0	2	711	0	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	788	0	2	773	0	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	1806	805	403	1774	0	484	262	222	249	262	222
Arrive On Green	0.02	1.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3647	0	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	10	788	0	2	773	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	0	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.4	0.0	0.0	0.1	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.1	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	327	1806	805	403	1774	0	484	262	222	249	262	222
V/C Ratio(X)	0.03	0.44	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	419	1806	805	511	1774	0	484	262	222	249	262	222
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	16.7	0.0	0.0	16.2	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.3	0.0	0.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	0.7	0.0	16.2	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	B	A		B	C							
Approach Vol, veh/h		798			775			0			0	
Approach Delay, s/veh		0.9			21.6			0.0			0.0	
Approach LOS		A			C							

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	71.7		25.0	7.1	72.9		25.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	8.2	58.2		18.2	8.2	58.2		18.2				
Max Q Clear Time (g_c+I1), s	2.4	20.1		0.0	2.1	2.0		0.0				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	5.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	77	0	96	15
Demand Flow Rate, veh/h	79	0	99	18
Vehicles Circulating, veh/h	8	107	10	86
Vehicles Exiting, veh/h	96	2	77	21
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	0.0	3.3	3.5
Approach LOS	A	-	A	A

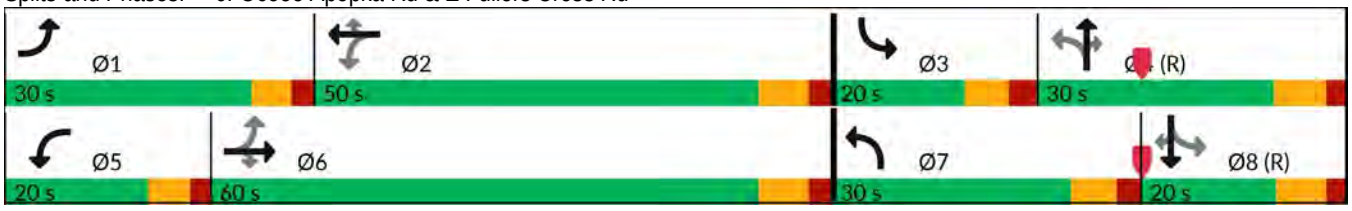
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	79	0	99	18
Cap Entry Lane, veh/h	1369	1237	1366	1264
Entry HV Adj Factor	0.974	1.000	0.968	0.852
Flow Entry, veh/h	77	0	96	15
Cap Entry, veh/h	1333	1237	1322	1077
V/C Ratio	0.058	0.000	0.072	0.014
Control Delay, s/veh	3.2	2.9	3.3	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

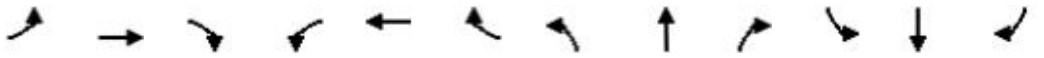
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	24	9	11	17	61	12	294	6	32	266	280
Future Volume (vph)	315	24	9	11	17	61	12	294	6	32	266	280
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	60.0	60.0	20.0	50.0	50.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	23.1%	46.2%	46.2%	15.4%	38.5%	38.5%	23.1%	23.1%	23.1%	15.4%	15.4%	15.4%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	24	9	11	17	61	12	294	6	32	266	280
Future Volume (veh/h)	315	24	9	11	17	61	12	294	6	32	266	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	328	25	9	11	18	58	12	306	6	33	277	263
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	400	356	150	98	83	484	993	841	572	1022	866
Arrive On Green	0.18	0.22	0.22	0.01	0.05	0.05	0.01	0.53	0.53	0.03	0.55	0.55
Sat Flow, veh/h	1781	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	328	25	9	11	18	58	12	306	6	33	277	263
Grp Sat Flow(s),veh/h/ln	1781	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	22.0	1.4	0.6	0.8	1.2	4.7	0.4	11.9	0.2	1.1	10.3	11.7
Cycle Q Clear(g_c), s	22.0	1.4	0.6	0.8	1.2	4.7	0.4	11.9	0.2	1.1	10.3	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	400	356	150	98	83	484	993	841	572	1022	866
V/C Ratio(X)	0.75	0.06	0.03	0.07	0.18	0.70	0.02	0.31	0.01	0.06	0.27	0.30
Avail Cap(c_a), veh/h	440	729	649	319	622	527	779	993	841	702	1022	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.84	0.84	0.84
Uniform Delay (d), s/veh	44.7	39.6	39.3	57.2	58.9	60.6	13.9	17.1	14.4	13.5	15.7	16.0
Incr Delay (d2), s/veh	6.8	0.1	0.0	0.2	0.9	10.0	0.0	0.7	0.0	0.0	0.5	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.7	1.1	0.4	0.6	1.0	3.8	0.3	8.5	0.2	0.8	7.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.4	39.7	39.3	57.4	59.8	70.6	13.9	17.8	14.4	13.6	16.3	16.8
LnGrp LOS	D	D	D	E	E	E	B	B	B	B	B	B
Approach Vol, veh/h		362			87			324			573	
Approach Delay, s/veh		50.3			66.7			17.6			16.4	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	13.6	10.5	75.9	7.6	36.0	8.5	77.9
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	43.2	13.0	23.1	14.0	53.2	23.3	* 13
Max Q Clear Time (g_c+I1), s	24.0	6.7	3.1	13.9	2.8	3.4	2.4	13.7
Green Ext Time (p_c), s	0.0	0.2	0.0	1.0	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	29.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	5	5	134	5	37	7	53	162	32	36	3
Future Vol, veh/h	3	5	5	134	5	37	7	53	162	32	36	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	3	3	2
Mvmt Flow	3	5	5	146	5	40	8	58	176	35	39	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	9.2	8.7	8.3
HCM LOS	A	A	A	A

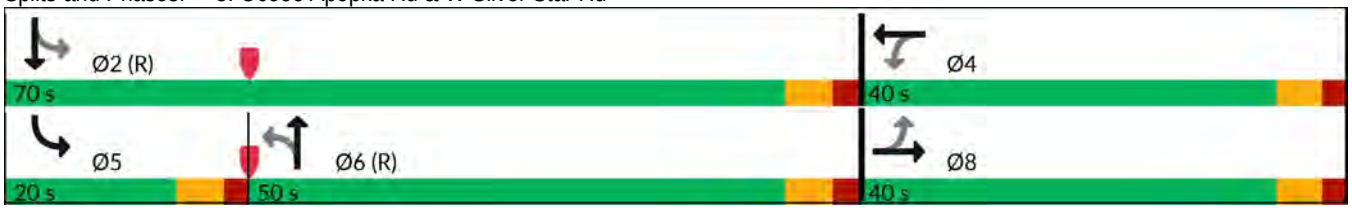
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	23%	76%	45%
Vol Thru, %	24%	38%	3%	51%
Vol Right, %	73%	38%	21%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	13	176	71
LT Vol	7	3	134	32
Through Vol	53	5	5	36
RT Vol	162	5	37	3
Lane Flow Rate	241	14	191	77
Geometry Grp	1	1	1	1
Degree of Util (X)	0.274	0.018	0.248	0.102
Departure Headway (Hd)	4.094	4.681	4.668	4.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	763	769	752
Service Time	2.116	2.719	2.697	2.796
HCM Lane V/C Ratio	0.274	0.018	0.248	0.102
HCM Control Delay, s/veh	8.7	7.8	9.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	1	0.3

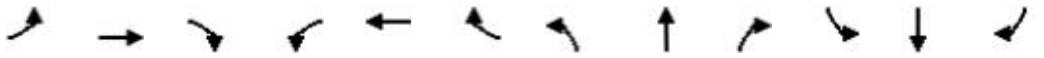
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	11	97	170	133	12	284	118	243
Future Volume (vph)	11	97	170	133	12	284	118	243
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	12.0	32.0
Total Split (s)	40.0	40.0	40.0	40.0	50.0	50.0	20.0	70.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	45.5%	45.5%	18.2%	63.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 40 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	97	10	170	133	106	12	284	203	118	243	10
Future Volume (veh/h)	11	97	10	170	133	106	12	284	203	118	243	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1752	1870	1870	1870	1870	1870	1870	1841	1856	1752
Adj Flow Rate, veh/h	12	102	11	179	140	112	13	299	214	124	256	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	10	2	2	2	2	2	2	4	3	10
Cap, veh/h	164	362	39	281	212	169	695	574	410	653	1189	51
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	0.05	0.67	0.67
Sat Flow, veh/h	1128	1646	178	1280	962	770	1112	1014	726	1753	1766	76
Grp Volume(v), veh/h	12	0	113	179	0	252	13	0	513	124	0	267
Grp Sat Flow(s),veh/h/ln	1128	0	1824	1280	0	1732	1112	0	1740	1753	0	1842
Q Serve(g_s), s	1.1	0.0	5.7	14.9	0.0	14.6	0.0	0.0	0.0	3.0	0.0	6.1
Cycle Q Clear(g_c), s	15.7	0.0	5.7	20.5	0.0	14.6	0.0	0.0	0.0	3.0	0.0	6.1
Prop In Lane	1.00		0.10	1.00		0.44	1.00		0.42	1.00		0.04
Lane Grp Cap(c), veh/h	164	0	401	281	0	381	695	0	984	653	0	1240
V/C Ratio(X)	0.07	0.00	0.28	0.64	0.00	0.66	0.02	0.00	0.52	0.19	0.00	0.22
Avail Cap(c_a), veh/h	267	0	569	399	0	540	695	0	984	783	0	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.00	0.93	0.98	0.00	0.98
Uniform Delay (d), s/veh	46.3	0.0	35.7	44.2	0.0	39.1	0.0	0.0	0.0	7.8	0.0	6.9
Incr Delay (d2), s/veh	0.2	0.0	0.4	2.4	0.0	2.0	0.0	0.0	1.8	0.2	0.0	0.4
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	4.6	8.5	0.0	10.5	0.0	0.0	0.9	2.0	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	0.0	36.0	46.6	0.0	41.1	0.0	0.0	1.8	8.0	0.0	7.2
LnGrp LOS	D		D	D		D	A		A	A		A
Approach Vol, veh/h		125			431			526			391	
Approach Delay, s/veh		37.0			43.4			1.8			7.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		80.1		29.9	11.9	68.2		29.9				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		64.0		34.3	14.0	44.0		34.3				
Max Q Clear Time (g_c+I1), s		8.1		22.5	5.0	2.0		17.7				
Green Ext Time (p_c), s		1.7		1.7	0.2	3.9		0.5				

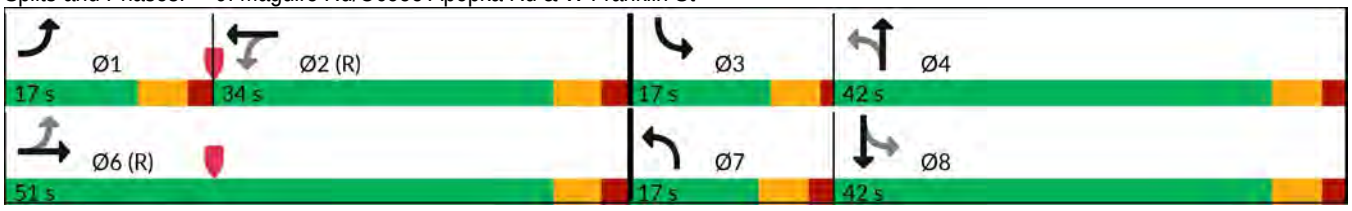
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.5									
HCM 6th LOS			B									

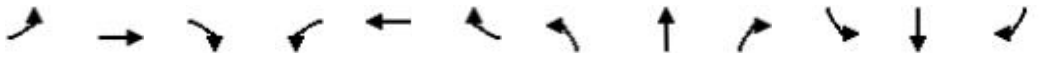
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	211	102	8	57	88	267	11	249
Future Volume (vph)	211	102	8	57	88	267	11	249
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	11.1	35.1
Total Split (s)	17.0	51.0	34.0	34.0	17.0	42.0	17.0	42.0
Total Split (%)	15.5%	46.4%	30.9%	30.9%	15.5%	38.2%	15.5%	38.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	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)	6.0	6.0	6.0	6.0	6.1	6.1	5.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	102	130	8	57	22	88	267	11	11	249	174
Future Volume (veh/h)	211	102	130	8	57	22	88	267	11	11	249	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1870	1870	1856	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	222	107	137	8	60	23	93	281	12	12	262	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	12	2	2	2	3	2	2	2	2	3
Cap, veh/h	662	380	486	478	468	179	190	564	24	300	279	195
Arrive On Green	0.03	0.17	0.17	0.36	0.36	0.36	0.05	0.32	0.32	0.03	0.54	0.54
Sat Flow, veh/h	1767	745	954	1136	1288	494	1767	1781	76	1781	1025	716
Grp Volume(v), veh/h	222	0	244	8	0	83	93	0	293	12	0	445
Grp Sat Flow(s),veh/h/ln	1767	0	1699	1136	0	1781	1767	0	1857	1781	0	1741
Q Serve(g_s), s	8.1	0.0	13.8	0.5	0.0	3.4	4.1	0.0	14.1	0.5	0.0	26.2
Cycle Q Clear(g_c), s	8.1	0.0	13.8	0.5	0.0	3.4	4.1	0.0	14.1	0.5	0.0	26.2
Prop In Lane	1.00		0.56	1.00		0.28	1.00		0.04	1.00		0.41
Lane Grp Cap(c), veh/h	662	0	866	478	0	647	190	0	588	300	0	473
V/C Ratio(X)	0.34	0.00	0.28	0.02	0.00	0.13	0.49	0.00	0.50	0.04	0.00	0.94
Avail Cap(c_a), veh/h	675	0	866	478	0	647	272	0	606	463	0	568
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.00	0.91
Uniform Delay (d), s/veh	18.7	0.0	28.1	22.5	0.0	23.4	29.6	0.0	30.5	27.9	0.0	24.3
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.1	0.0	0.4	2.0	0.0	0.7	0.0	0.0	20.4
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	10.5	0.3	0.0	2.7	3.2	0.0	10.4	0.4	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.0	0.0	28.9	22.5	0.0	23.8	31.5	0.0	31.1	28.0	0.0	44.6
LnGrp LOS	B		C	C		C	C		C	C		D
Approach Vol, veh/h		466			91			386			457	
Approach Delay, s/veh		24.2			23.7			31.2			44.2	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	16.2	46.0	6.9	41.0		62.1	11.9	36.0				
Change Period (Y+Rc), s	6.0	6.0	5.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	11.0	28.0	11.9	35.9		45.0	10.9	35.9				
Max Q Clear Time (g_c+I1), s	10.1	5.4	2.5	16.1		15.8	6.1	28.2				
Green Ext Time (p_c), s	0.1	0.4	0.0	1.6		1.5	0.1	1.7				

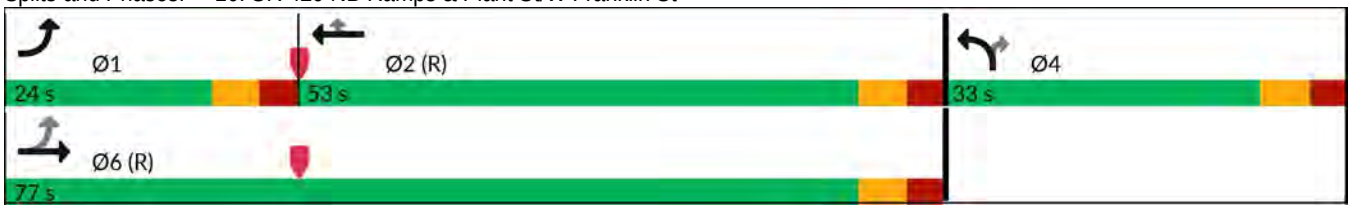
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		32.6	
HCM 6th LOS		C	

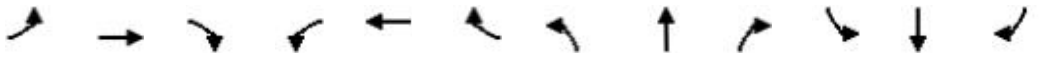
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	147	380	374	60	198	177
Future Volume (vph)	147	380	374	60	198	177
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	12.0	33.0	30.0	30.0	25.1	25.1
Total Split (s)	24.0	77.0	53.0	53.0	33.0	33.0
Total Split (%)	21.8%	70.0%	48.2%	48.2%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.1	7.1
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 10: SR 429 NB Ramps & Plant St/W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	380	0	0	374	60	198	0	177	0	0	0
Future Volume (veh/h)	147	380	0	0	374	60	198	0	177	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1841	0	0	1870	1870	1841	0	1752			
Adj Flow Rate, veh/h	156	404	0	0	398	58	211	0	170			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	4	0	0	2	2	4	0	10			
Cap, veh/h	733	1346	0	0	1154	978	246	0	208			
Arrive On Green	0.10	1.00	0.00	0.00	1.00	1.00	0.14	0.00	0.14			
Sat Flow, veh/h	1781	1841	0	0	1870	1585	1753	0	1485			
Grp Volume(v), veh/h	156	404	0	0	398	58	211	0	170			
Grp Sat Flow(s),veh/h/ln	1781	1841	0	0	1870	1585	1753	0	1485			
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.2			
Cycle Q Clear(g_c), s	3.5	0.0	0.0	0.0	0.0	0.0	12.9	0.0	12.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	733	1346	0	0	1154	978	246	0	208			
V/C Ratio(X)	0.21	0.30	0.00	0.00	0.34	0.06	0.86	0.00	0.82			
Avail Cap(c_a), veh/h	918	1346	0	0	1154	978	413	0	350			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.98	0.98	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.7	0.0	0.0	0.0	0.0	0.0	46.2	0.0	45.9			
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	0.8	0.1	4.2	0.0	3.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.9	0.4	0.0	0.0	0.5	0.1	9.9	0.0	8.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	0.5	0.0	0.0	0.8	0.1	50.4	0.0	48.9			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h		560			456			381				
Approach Delay, s/veh		2.0			0.7			49.7				
Approach LOS		A			A			D				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	12.6	74.9		22.5		87.5			
Change Period (Y+Rc), s	7.0	7.0		7.1		7.0			
Max Green Setting (Gmax), s	17.0	46.0		25.9		70.0			
Max Q Clear Time (g_c+I1), s	5.5	2.0		14.9		2.0			
Green Ext Time (p_c), s	0.1	2.8		0.5		2.7			

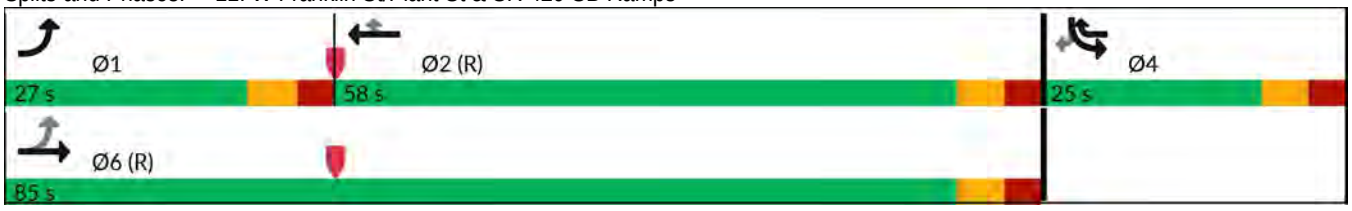
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		14.6	
HCM 6th LOS		B	

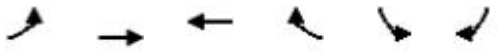
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	266	484	420	138	45	147
Future Volume (vph)	266	484	420	138	45	147
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	85.0	58.0	25.0	25.0	25.0
Total Split (%)	24.5%	77.3%	52.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	266	484	420	138	45	147
Future Volume (veh/h)	266	484	420	138	45	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1870	1856	1841	1574	1841
Adj Flow Rate, veh/h	283	515	447	133	48	141
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	4	22	4
Cap, veh/h	672	1430	1157	1145	165	172
Arrive On Green	0.08	0.76	0.83	0.83	0.11	0.11
Sat Flow, veh/h	1781	1870	1856	1560	1499	1560
Grp Volume(v), veh/h	283	515	447	133	48	141
Grp Sat Flow(s),veh/h/ln	1781	1870	1856	1560	1499	1560
Q Serve(g_s), s	5.8	9.9	6.7	1.3	3.2	9.7
Cycle Q Clear(g_c), s	5.8	9.9	6.7	1.3	3.2	9.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	672	1430	1157	1145	165	172
V/C Ratio(X)	0.42	0.36	0.39	0.12	0.29	0.82
Avail Cap(c_a), veh/h	859	1430	1157	1145	248	258
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	5.7	4.2	4.1	1.8	45.0	47.9
Incr Delay (d2), s/veh	0.4	0.7	0.8	0.2	1.4	15.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	5.8	3.9	1.1	2.3	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.1	4.9	4.9	2.0	46.3	62.8
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h		798	580		189	
Approach Delay, s/veh		5.3	4.3		58.6	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.5	75.6		18.9		91.1
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	51.0		18.2		78.0
Max Q Clear Time (g_c+I1), s	7.8	8.7		11.7		11.9
Green Ext Time (p_c), s	0.6	3.5		0.4		3.6

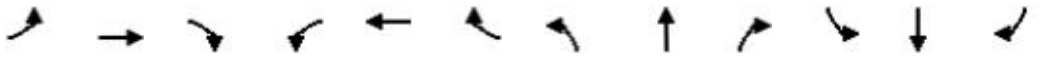
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.4
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	143	1155	540	255	978	549	197	191	191	75
Future Volume (vph)	143	1155	540	255	978	549	197	191	191	75
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	41.8	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	20.0	70.0	70.0	20.0	70.0	35.0	40.0	20.0	25.0	25.0
Total Split (%)	13.3%	46.7%	46.7%	13.3%	46.7%	23.3%	26.7%	13.3%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	6.8	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 17 (11%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1155	540	255	978	57	549	197	173	191	191	75
Future Volume (veh/h)	143	1155	540	255	978	57	549	197	173	191	191	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1870	1870	1796	1870	1856	1870	1870	1870	1796
Adj Flow Rate, veh/h	147	1191	501	263	1008	59	566	203	178	197	197	70
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	2	2	7	2	3	2	2	2	7
Cap, veh/h	192	2193	681	276	2229	130	612	413	343	244	231	188
Arrive On Green	0.06	0.43	0.43	0.08	0.45	0.45	0.18	0.23	0.23	0.07	0.12	0.12
Sat Flow, veh/h	3374	5106	1585	3456	4934	288	3456	1827	1518	3456	1870	1522
Grp Volume(v), veh/h	147	1191	501	263	695	372	566	195	186	197	197	70
Grp Sat Flow(s),veh/h/ln	1687	1702	1585	1728	1702	1818	1728	1763	1582	1728	1870	1522
Q Serve(g_s), s	6.4	26.0	20.8	11.4	21.1	21.2	24.2	14.5	15.4	8.4	15.5	5.2
Cycle Q Clear(g_c), s	6.4	26.0	20.8	11.4	21.1	21.2	24.2	14.5	15.4	8.4	15.5	5.2
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.96	1.00		1.00
Lane Grp Cap(c), veh/h	192	2193	681	276	1538	822	612	399	358	244	231	188
V/C Ratio(X)	0.76	0.54	0.74	0.95	0.45	0.45	0.92	0.49	0.52	0.81	0.85	0.37
Avail Cap(c_a), veh/h	268	2193	681	276	1538	822	640	399	358	297	231	188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	31.8	9.9	68.7	28.3	28.3	60.7	50.5	50.9	68.7	64.4	41.0
Incr Delay (d2), s/veh	8.3	0.5	5.1	41.0	1.0	1.8	18.9	0.9	1.3	12.8	31.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	15.9	12.4	10.7	13.5	14.5	17.9	10.7	10.4	7.5	14.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.0	32.3	14.9	109.7	29.3	30.1	79.6	51.5	52.2	81.5	95.4	46.6
LnGrp LOS	E	C	B	F	C	C	E	D	D	F	F	D
Approach Vol, veh/h		1839			1330			947			464	
Approach Delay, s/veh		31.2			45.4			68.4			82.2	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	74.6	17.7	41.1	20.0	71.2	33.8	25.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	11.9	63.2	12.9	* 33	12.0	63.2	27.8	18.5
Max Q Clear Time (g_c+I1), s	8.4	23.2	10.4	17.4	13.4	28.0	26.2	17.5
Green Ext Time (p_c), s	0.1	16.1	0.1	2.0	0.0	23.6	0.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	48.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

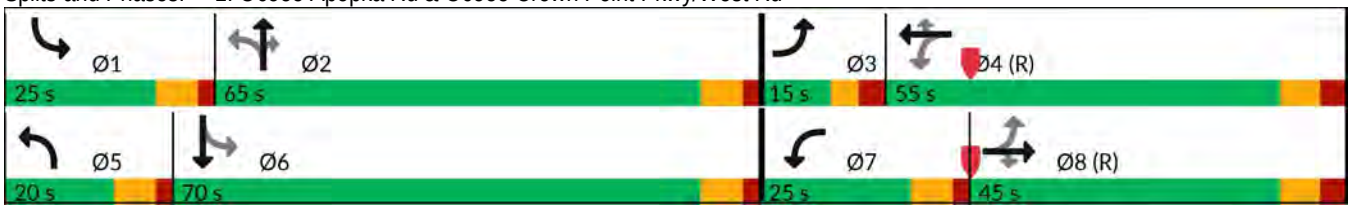
G-2: Background

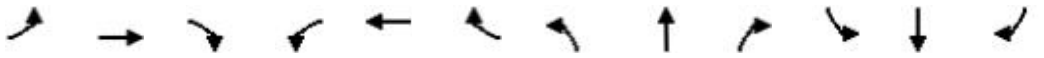
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	174	122	397	356	148	148	626	306	159	461
Future Volume (vph)	65	174	122	397	356	148	148	626	306	159	461
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	45.0	45.0	25.0	55.0	55.0	20.0	65.0	65.0	25.0	70.0
Total Split (%)	9.4%	28.1%	28.1%	15.6%	34.4%	34.4%	12.5%	40.6%	40.6%	15.6%	43.8%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	174	122	397	356	148	148	626	306	159	461	56
Future Volume (veh/h)	65	174	122	397	356	148	148	626	306	159	461	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1826	1870	1870	1841	1870	1856	1841
Adj Flow Rate, veh/h	66	178	109	405	363	134	151	639	275	162	470	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	5	2	2	4	2	3	4
Cap, veh/h	350	999	445	513	1279	556	252	670	550	185	588	71
Arrive On Green	0.04	0.28	0.28	0.04	0.12	0.12	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1781	3554	1582	1781	3554	1545	1781	1870	1535	1781	1623	197
Grp Volume(v), veh/h	66	178	109	405	363	134	151	639	275	162	0	527
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1777	1545	1781	1870	1535	1781	0	1819
Q Serve(g_s), s	4.2	6.1	8.5	18.2	14.9	12.6	8.5	53.3	22.4	9.1	0.0	41.6
Cycle Q Clear(g_c), s	4.2	6.1	8.5	18.2	14.9	12.6	8.5	53.3	22.4	9.1	0.0	41.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	350	999	445	513	1279	556	252	670	550	185	0	659
V/C Ratio(X)	0.19	0.18	0.25	0.79	0.28	0.24	0.60	0.95	0.50	0.87	0.00	0.80
Avail Cap(c_a), veh/h	380	999	445	513	1279	556	282	680	558	263	0	719
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	0.16	0.16	0.16	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	43.5	44.4	42.5	51.7	50.7	35.3	50.1	40.2	38.8	0.0	45.8
Incr Delay (d2), s/veh	0.1	0.4	1.3	7.1	0.5	1.0	0.2	6.4	0.2	15.5	0.0	7.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	5.0	6.5	9.3	11.5	9.2	4.9	28.7	10.6	8.2	0.0	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.8	43.9	45.7	49.6	52.2	51.7	35.6	56.5	40.4	54.3	0.0	53.0
LnGrp LOS	D	D	D	D	D	D	D	E	D	D		D
Approach Vol, veh/h		353			902			1065			689	
Approach Delay, s/veh		43.5			51.0			49.3			53.3	
Approach LOS		D			D			D			D	

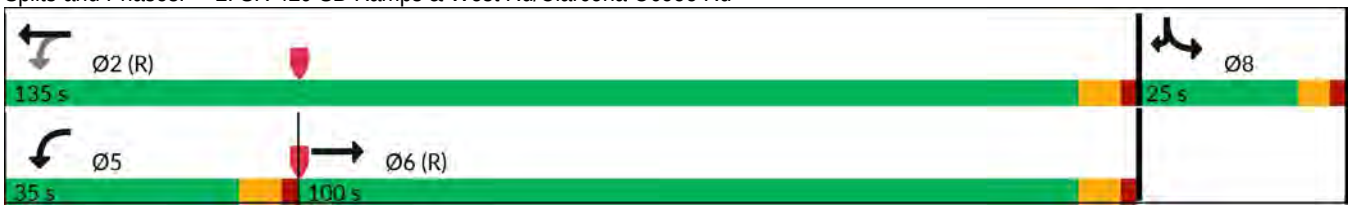
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	64.1	12.4	65.5	17.4	64.8	25.0	52.9
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	18.2	58.2	8.5	47.1	13.2	63.2	18.2	37.1
Max Q Clear Time (g_c+I1), s	11.1	55.3	6.2	16.9	10.5	43.6	20.2	10.5
Green Ext Time (p_c), s	0.1	2.0	0.0	2.7	0.0	5.7	0.0	1.5

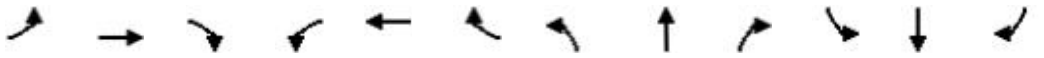
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	50.1
HCM 6th LOS	D

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	660	378	983	88	74
Future Volume (vph)	660	378	983	88	74
Turn Type	NA	pm+pt	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases		2			
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7
Total Split (s)	100.0	35.0	135.0	25.0	25.0
Total Split (%)	62.5%	21.9%	84.4%	15.6%	15.6%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7	5.7
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	660	147	378	983	0	0	0	0	88	0	74
Future Volume (veh/h)	0	660	147	378	983	0	0	0	0	88	0	74
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	0	1870	1870	1856	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	673	150	386	1003	0				90	0	68
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	3	2	0				2	0	2
Cap, veh/h	0	2115	471	667	3049	0				114	0	101
Arrive On Green	0.00	0.98	0.98	0.16	1.00	0.00				0.06	0.00	0.06
Sat Flow, veh/h	0	2969	640	1767	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	416	407	386	1003	0				90	0	68
Grp Sat Flow(s),veh/h/ln	0	1777	1739	1767	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	1.2	1.2	9.8	0.0	0.0				8.0	0.0	6.7
Cycle Q Clear(g_c), s	0.0	1.2	1.2	9.8	0.0	0.0				8.0	0.0	6.7
Prop In Lane	0.00		0.37	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1307	1279	667	3049	0				114	0	101
V/C Ratio(X)	0.00	0.32	0.32	0.58	0.33	0.00				0.79	0.00	0.67
Avail Cap(c_a), veh/h	0	1307	1279	837	3049	0				215	0	191
HCM Platoon Ratio	1.00	1.33	1.33	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.80	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.5	0.5	3.0	0.0	0.0				73.8	0.0	73.2
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.6	0.2	0.0				11.4	0.0	7.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.9	0.9	3.4	0.2	0.0				7.3	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	1.0	1.1	3.6	0.2	0.0				85.3	0.0	80.7
LnGrp LOS		A	A	A	A					F		F
Approach Vol, veh/h		823			1389						158	
Approach Delay, s/veh		1.1			1.2						83.3	
Approach LOS		A			A						F	

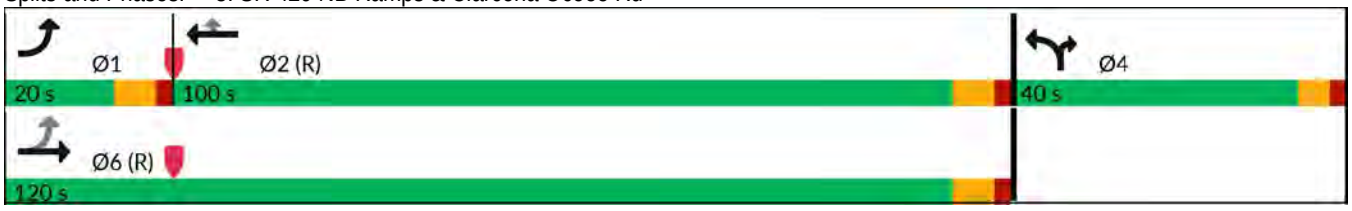
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		144.1			19.6	124.5		15.9				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		128.2			28.2	93.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			11.8	3.2		10.0				
Green Ext Time (p_c), s		8.2			1.0	5.5		0.3				

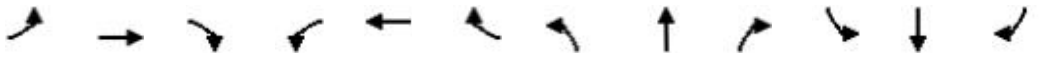
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	59	783	1103	104	275	533
Future Volume (vph)	59	783	1103	104	275	533
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases	6			2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	120.0	100.0	100.0	40.0	40.0
Total Split (%)	12.5%	75.0%	62.5%	62.5%	25.0%	25.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	783	0	0	1103	104	275	0	533	0	0	0
Future Volume (veh/h)	59	783	0	0	1103	104	275	0	533	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1841	1870	0	0	1870	1796	1870	0	1826			
Adj Flow Rate, veh/h	62	824	0	0	1161	0	289	0	499			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	4	2	0	0	2	7	2	0	5			
Cap, veh/h	313	2510	0	0	2250		382	0	332			
Arrive On Green	0.06	1.00	0.00	0.00	0.63	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	1753	3647	0	0	3647	1522	1781	0	1547			
Grp Volume(v), veh/h	62	824	0	0	1161	0	289	0	499			
Grp Sat Flow(s),veh/h/ln	1753	1777	0	0	1777	1522	1781	0	1547			
Q Serve(g_s), s	1.9	0.0	0.0	0.0	28.5	0.0	24.3	0.0	34.3			
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	28.5	0.0	24.3	0.0	34.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	313	2510	0	0	2250		382	0	332			
V/C Ratio(X)	0.20	0.33	0.00	0.00	0.52		0.76	0.00	1.50			
Avail Cap(c_a), veh/h	404	2510	0	0	2250		382	0	332			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.77	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.7	0.0	0.0	0.0	16.0	0.0	58.9	0.0	62.9			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.7	0.0	9.0	0.0	242.1			
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(95%),veh/ln	1.2	0.2	0.0	0.0	16.0	0.0	17.7	0.0	54.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.3	0.0	0.0	16.6	0.0	67.9	0.0	305.0			
LnGrp LOS	B	A			B		E		F			
Approach Vol, veh/h		886			1161			788				
Approach Delay, s/veh		1.1			16.6			218.0				
Approach LOS		A			B			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.7	108.3		40.0		120.0			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	93.0		34.3		113.0			
Max Q Clear Time (g_c+I1), s	3.9	30.5		36.3		2.0			
Green Ext Time (p_c), s	0.0	10.3		0.0		6.2			

Intersection Summary									
HCM 6th Ctrl Delay, s/veh			67.8						
HCM 6th LOS			E						

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	107	1111	175	606	957	291	94	490	34	39	17
Future Volume (vph)	107	1111	175	606	957	291	94	490	34	39	17
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases	6		6	2				4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	18.0	92.0	92.0	18.0	92.0	24.0	24.0	24.0	26.0	26.0	26.0
Total Split (%)	11.3%	57.5%	57.5%	11.3%	57.5%	15.0%	15.0%	15.0%	16.3%	16.3%	16.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 147 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1111	175	606	957	37	291	94	490	34	39	17
Future Volume (veh/h)	107	1111	175	606	957	37	291	94	490	34	39	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1134	159	618	977	38	297	96	459	35	40	15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	1877	843	349	1857	72	371	201	170	214	224	190
Arrive On Green	0.14	1.00	1.00	0.07	0.53	0.53	0.11	0.11	0.11	0.12	0.12	0.12
Sat Flow, veh/h	1781	3526	1584	1781	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	109	1134	159	618	498	517	297	96	459	35	40	15
Grp Sat Flow(s),veh/h/ln	1781	1763	1584	1781	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	11.2	29.1	29.1	13.4	7.7	17.2	2.8	3.1	1.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.2	29.1	29.1	13.4	7.7	17.2	2.8	3.1	1.3
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	357	1877	843	349	946	983	371	201	170	214	224	190
V/C Ratio(X)	0.30	0.60	0.19	1.77	0.53	0.53	0.80	0.48	2.69	0.16	0.18	0.08
Avail Cap(c_a), veh/h	357	1877	843	349	946	983	371	201	170	214	224	190
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	0.0	36.0	24.3	24.3	69.7	67.2	71.4	63.2	63.3	62.5
Incr Delay (d2), s/veh	0.3	1.1	0.4	358.6	2.1	2.0	16.4	7.9	778.6	1.6	1.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.5	0.2	63.9	18.2	18.8	11.1	7.5	68.5	2.5	2.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	1.1	0.4	394.6	26.4	26.3	86.1	75.1	850.0	64.8	65.0	63.4
LnGrp LOS	C	A	A	F	C	C	F	E	F	E	E	E
Approach Vol, veh/h		1402			1633			852			90	
Approach Delay, s/veh		3.4			165.7			496.4			64.7	
Approach LOS		A			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	92.0		24.0	18.0	92.0		26.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	11.2	85.2		17.2	11.2	85.2		19.2				
Max Q Clear Time (g_c+I1), s	2.0	31.1		19.2	13.2	2.0		5.1				
Green Ext Time (p_c), s	0.1	7.2		0.0	0.0	10.9		0.2				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		177.1	
HCM 6th LOS		F	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	43.2
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	699	22	592	1085
Demand Flow Rate, veh/h	725	28	635	1162
Vehicles Circulating, veh/h	486	1126	556	216
Vehicles Exiting, veh/h	893	65	655	937
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	29.6	11.3	26.6	61.7
Approach LOS	D	B	D	F

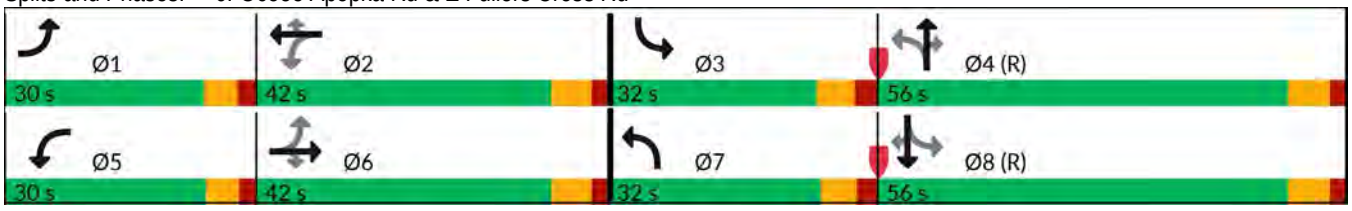
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	725	28	635	1162
Cap Entry Lane, veh/h	841	438	783	1107
Entry HV Adj Factor	0.965	0.798	0.932	0.933
Flow Entry, veh/h	699	22	592	1085
Cap Entry, veh/h	811	349	730	1033
V/C Ratio	0.863	0.064	0.811	1.050
Control Delay, s/veh	29.6	11.3	26.6	61.7
LOS	D	B	D	F
95th %tile Queue, veh	11	0	9	24

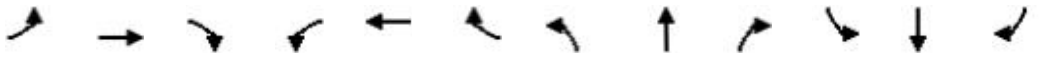
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	175	32	300	323	221	35	612	429	136	609	503
Future Volume (vph)	425	175	32	300	323	221	35	612	429	136	609	503
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	42.0	42.0	30.0	42.0	42.0	32.0	56.0	56.0	32.0	56.0	56.0
Total Split (%)	18.8%	26.3%	26.3%	18.8%	26.3%	26.3%	20.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	175	32	300	323	221	35	612	429	136	609	503
Future Volume (veh/h)	425	175	32	300	323	221	35	612	429	136	609	503
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1856	1870	1870	1870	1870	1870	1841	1870
Adj Flow Rate, veh/h	447	184	31	316	340	210	37	644	410	143	641	470
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	3	2	2	2	2	2	4	2
Cap, veh/h	328	372	315	423	369	315	178	795	674	216	848	730
Arrive On Green	0.15	0.20	0.20	0.15	0.20	0.20	0.03	0.43	0.43	0.06	0.46	0.46
Sat Flow, veh/h	1781	1870	1585	1697	1856	1585	1781	1870	1585	1781	1841	1585
Grp Volume(v), veh/h	447	184	31	316	340	210	37	644	410	143	641	470
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1697	1856	1585	1781	1870	1585	1781	1841	1585
Q Serve(g_s), s	23.9	14.0	2.6	23.8	28.8	19.6	1.9	48.3	32.1	7.1	46.1	36.4
Cycle Q Clear(g_c), s	23.9	14.0	2.6	23.8	28.8	19.6	1.9	48.3	32.1	7.1	46.1	36.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	372	315	423	369	315	178	795	674	216	848	730
V/C Ratio(X)	1.36	0.49	0.10	0.75	0.92	0.67	0.21	0.81	0.61	0.66	0.76	0.64
Avail Cap(c_a), veh/h	328	411	349	423	408	349	414	795	674	389	848	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.24	0.24	0.24	0.64	0.64	0.64
Uniform Delay (d), s/veh	46.1	56.9	52.4	42.5	62.8	59.2	30.2	40.3	35.7	33.0	35.7	33.1
Incr Delay (d2), s/veh	182.5	1.0	0.1	7.1	24.7	4.2	0.1	2.3	1.0	2.2	4.1	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.8	11.0	1.9	16.0	22.4	12.9	1.4	25.9	15.3	5.5	27.3	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	228.6	57.9	52.5	49.6	87.6	63.3	30.3	42.6	36.6	35.2	39.7	35.9
LnGrp LOS	F	E	D	D	F	E	C	D	D	D	D	D
Approach Vol, veh/h		662			866			1091			1254	
Approach Delay, s/veh		172.9			67.8			39.9			37.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	38.6	16.4	74.9	30.0	38.6	10.7	80.6
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	35.2	25.0	49.1	24.0	35.2	25.3	* 49
Max Q Clear Time (g_c+I1), s	25.9	30.8	9.1	50.3	25.8	16.0	3.9	48.1
Green Ext Time (p_c), s	0.0	1.1	0.3	0.0	0.0	1.0	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	68.2
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	2	174	15	74	15	123	361	135	108	9
Future Vol, veh/h	4	10	2	174	15	74	15	123	361	135	108	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	2	2	2
Mvmt Flow	4	11	2	189	16	80	16	134	392	147	117	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	14.3	20.5	13.2
HCM LOS	A	B	C	B

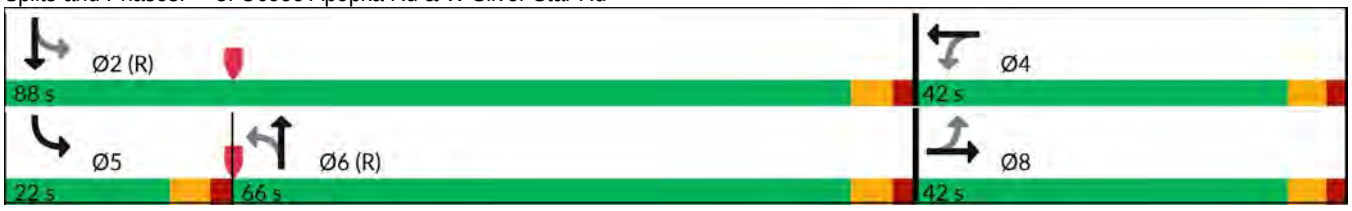
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	25%	66%	54%
Vol Thru, %	25%	63%	6%	43%
Vol Right, %	72%	13%	28%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	499	16	263	252
LT Vol	15	4	174	135
Through Vol	123	10	15	108
RT Vol	361	2	74	9
Lane Flow Rate	542	17	286	274
Geometry Grp	1	1	1	1
Degree of Util (X)	0.738	0.032	0.474	0.436
Departure Headway (Hd)	4.899	6.676	5.971	5.733
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	738	532	600	625
Service Time	2.947	4.772	4.029	3.792
HCM Lane V/C Ratio	0.734	0.032	0.477	0.438
HCM Control Delay, s/veh	20.5	10	14.3	13.2
HCM Lane LOS	C	A	B	B
HCM 95th-tile Q	6.6	0.1	2.5	2.2

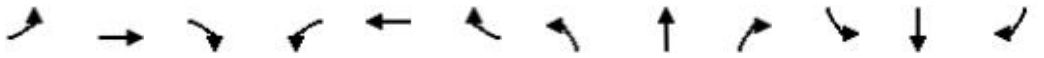
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	205	207	169	21	591	247	454
Future Volume (vph)	16	205	207	169	21	591	247	454
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	12.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	66.0	66.0	22.0	88.0
Total Split (%)	32.3%	32.3%	32.3%	32.3%	50.8%	50.8%	16.9%	67.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	205	23	207	169	228	21	591	220	247	454	32
Future Volume (veh/h)	16	205	23	207	169	228	21	591	220	247	454	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1856	1870	1870	1707	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	16	209	23	211	172	233	21	603	224	252	463	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	11	3	2	2	13	2	2	2	5	2
Cap, veh/h	102	462	51	255	197	268	435	600	223	275	1062	76
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.46	0.46	0.46	0.12	0.63	0.63
Sat Flow, veh/h	980	1654	182	1139	707	958	822	1300	483	1781	1684	120
Grp Volume(v), veh/h	16	0	232	211	0	405	21	0	827	252	0	496
Grp Sat Flow(s),veh/h/ln	980	0	1836	1139	0	1665	822	0	1783	1781	0	1804
Q Serve(g_s), s	2.1	0.0	13.5	22.8	0.0	30.1	1.8	0.0	60.0	14.1	0.0	18.2
Cycle Q Clear(g_c), s	32.2	0.0	13.5	36.3	0.0	30.1	1.8	0.0	60.0	14.1	0.0	18.2
Prop In Lane	1.00		0.10	1.00		0.58	1.00		0.27	1.00		0.07
Lane Grp Cap(c), veh/h	102	0	513	255	0	465	435	0	823	275	0	1138
V/C Ratio(X)	0.16	0.00	0.45	0.83	0.00	0.87	0.05	0.00	1.01	0.92	0.00	0.44
Avail Cap(c_a), veh/h	102	0	513	255	0	465	435	0	823	275	0	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.50	0.00	0.50	0.59	0.00	0.59
Uniform Delay (d), s/veh	59.9	0.0	38.7	54.3	0.0	44.6	19.3	0.0	35.0	43.2	0.0	12.2
Incr Delay (d2), s/veh	0.7	0.0	0.6	19.9	0.0	16.3	0.1	0.0	23.4	23.3	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	10.3	13.1	0.0	20.7	0.7	0.0	36.8	8.4	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.6	0.0	39.3	74.1	0.0	60.9	19.4	0.0	58.4	66.4	0.0	12.9
LnGrp LOS	E		D	E		E	B		F	E		B
Approach Vol, veh/h		248			616			848			748	
Approach Delay, s/veh		40.7			65.4			57.4			31.0	
Approach LOS		D			E			E			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.0		42.0	22.0	66.0		42.0				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		82.0		36.3	16.0	60.0		36.3				
Max Q Clear Time (g_c+I1), s		20.2		38.3	16.1	62.0		34.2				
Green Ext Time (p_c), s		3.5		0.0	0.0	0.0		0.3				

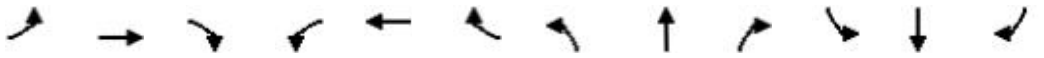
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			49.7									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	331	192	12	186	159	375	35	427
Future Volume (vph)	331	192	12	186	159	375	35	427
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	12.1	35.1
Total Split (s)	22.0	62.0	40.0	40.0	23.0	47.0	21.0	45.0
Total Split (%)	16.9%	47.7%	30.8%	30.8%	17.7%	36.2%	16.2%	34.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	192	240	12	186	88	159	375	26	35	427	210
Future Volume (veh/h)	331	192	240	12	186	88	159	375	26	35	427	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1470	1752	1856	1796	1870	1870	1870	1870	1811	1841
Adj Flow Rate, veh/h	345	200	250	12	194	92	166	391	27	36	445	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	29	10	3	7	2	2	2	2	6	4
Cap, veh/h	460	355	444	259	371	176	197	596	41	264	343	169
Arrive On Green	0.04	0.16	0.16	0.31	0.31	0.31	0.08	0.34	0.34	0.02	0.20	0.20
Sat Flow, veh/h	1739	738	922	881	1190	564	1781	1726	119	1781	1145	564
Grp Volume(v), veh/h	345	0	450	12	0	286	166	0	418	36	0	664
Grp Sat Flow(s),veh/h/ln	1739	0	1660	881	0	1754	1781	0	1846	1781	0	1709
Q Serve(g_s), s	16.0	0.0	32.6	1.4	0.0	17.4	8.1	0.0	24.9	1.8	0.0	38.9
Cycle Q Clear(g_c), s	16.0	0.0	32.6	11.9	0.0	17.4	8.1	0.0	24.9	1.8	0.0	38.9
Prop In Lane	1.00		0.56	1.00		0.32	1.00		0.06	1.00		0.33
Lane Grp Cap(c), veh/h	460	0	799	259	0	548	197	0	637	264	0	511
V/C Ratio(X)	0.75	0.00	0.56	0.05	0.00	0.52	0.84	0.00	0.66	0.14	0.00	1.30
Avail Cap(c_a), veh/h	460	0	799	259	0	548	287	0	637	408	0	511
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.64	0.00	0.64	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.00	0.78
Uniform Delay (d), s/veh	29.5	0.0	42.0	39.0	0.0	36.7	32.8	0.0	36.1	31.3	0.0	52.0
Incr Delay (d2), s/veh	4.4	0.0	1.8	0.3	0.0	3.5	14.0	0.0	2.5	0.2	0.0	145.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	0.0	20.0	0.6	0.0	12.6	7.6	0.0	17.1	1.4	0.0	54.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.0	0.0	43.9	39.3	0.0	40.3	46.8	0.0	38.5	31.5	0.0	197.5
LnGrp LOS	C		D	D		D	D		D	C		F
Approach Vol, veh/h		795			298			584			700	
Approach Delay, s/veh		39.6			40.2			40.9			188.9	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	22.0	46.6	10.5	50.9		68.6	16.4	45.0				
Change Period (Y+Rc), s	6.0	6.0	6.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	16.0	34.0	14.9	40.9		56.0	16.9	38.9				
Max Q Clear Time (g_c+I1), s	18.0	19.4	3.8	26.9		34.6	10.1	40.9				
Green Ext Time (p_c), s	0.0	1.4	0.0	2.1		2.9	0.2	0.0				

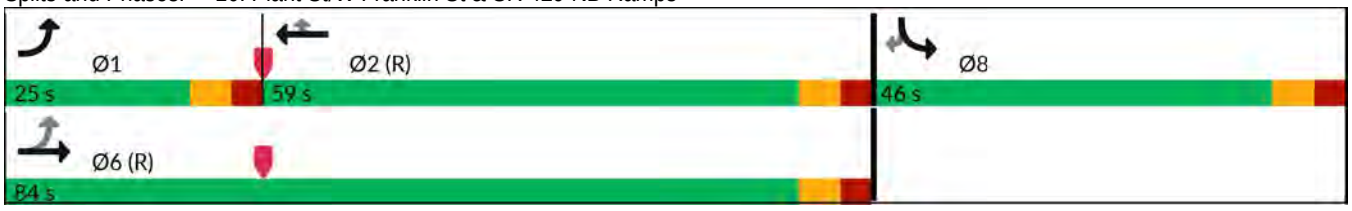
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	84.0
HCM 6th LOS	F

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	293	521	583	197	443	326
Future Volume (vph)	293	521	583	197	443	326
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	12.0	33.0	30.0	30.0	13.1	13.1
Total Split (s)	25.0	84.0	59.0	59.0	46.0	46.0
Total Split (%)	19.2%	64.6%	45.4%	45.4%	35.4%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.1	7.1
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Plant St/W Franklin St & SR 429 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	293	521	583	197	443	326
Future Volume (veh/h)	293	521	583	197	443	326
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1737	1870	1841	1870	1870
Adj Flow Rate, veh/h	302	537	601	181	457	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	11	2	4	2	2
Cap, veh/h	389	1077	851	710	484	431
Arrive On Green	0.22	1.00	0.46	0.46	0.27	0.27
Sat Flow, veh/h	1781	1737	1870	1560	1781	1585
Grp Volume(v), veh/h	302	537	601	181	457	299
Grp Sat Flow(s),veh/h/ln	1781	1737	1870	1560	1781	1585
Q Serve(g_s), s	12.2	0.0	33.5	9.3	32.7	22.0
Cycle Q Clear(g_c), s	12.2	0.0	33.5	9.3	32.7	22.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	389	1077	851	710	484	431
V/C Ratio(X)	0.78	0.50	0.71	0.25	0.94	0.69
Avail Cap(c_a), veh/h	438	1077	851	710	533	474
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.60	0.60	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	28.4	21.8	46.4	42.5
Incr Delay (d2), s/veh	5.5	1.4	3.0	0.5	23.8	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.8	20.4	5.9	24.0	13.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.6	1.4	31.4	22.3	70.2	45.5
LnGrp LOS	C	A	C	C	E	D
Approach Vol, veh/h		839	782		756	
Approach Delay, s/veh		9.8	29.3		60.4	
Approach LOS		A	C		E	

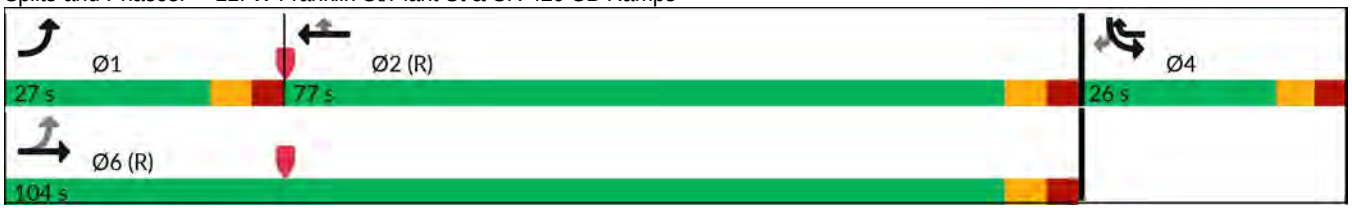
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.4	66.2			87.6	42.4
Change Period (Y+Rc), s	7.0	7.0			7.0	7.1
Max Green Setting (Gmax), s	18.0	52.0			77.0	38.9
Max Q Clear Time (g_c+I1), s	14.2	35.5			2.0	34.7
Green Ext Time (p_c), s	0.2	4.2			3.9	0.7

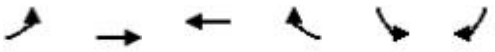
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.3
HCM 6th LOS	C

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	319	691	669	245	109	157
Future Volume (vph)	319	691	669	245	109	157
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	104.0	77.0	26.0	26.0	26.0
Total Split (%)	20.8%	80.0%	59.2%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	691	669	245	109	157
Future Volume (veh/h)	319	691	669	245	109	157
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1856	1856	1826	1870	1841
Adj Flow Rate, veh/h	336	727	704	231	115	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	5	2	4
Cap, veh/h	583	1451	1200	1174	200	175
Arrive On Green	0.08	0.78	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1767	1856	1856	1547	1781	1560
Grp Volume(v), veh/h	336	727	704	231	115	147
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1547	1781	1560
Q Serve(g_s), s	7.8	18.3	0.0	0.0	8.0	12.0
Cycle Q Clear(g_c), s	7.8	18.3	0.0	0.0	8.0	12.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	583	1451	1200	1174	200	175
V/C Ratio(X)	0.58	0.50	0.59	0.20	0.58	0.84
Avail Cap(c_a), veh/h	711	1451	1200	1174	263	230
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	5.3	5.1	0.0	0.0	54.8	56.6
Incr Delay (d2), s/veh	0.9	1.2	1.5	0.3	3.7	21.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	10.3	0.9	0.2	6.8	16.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.2	6.3	1.5	0.3	58.5	77.6
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h		1063	935		262	
Approach Delay, s/veh		6.3	1.2		69.2	
Approach LOS		A	A		E	

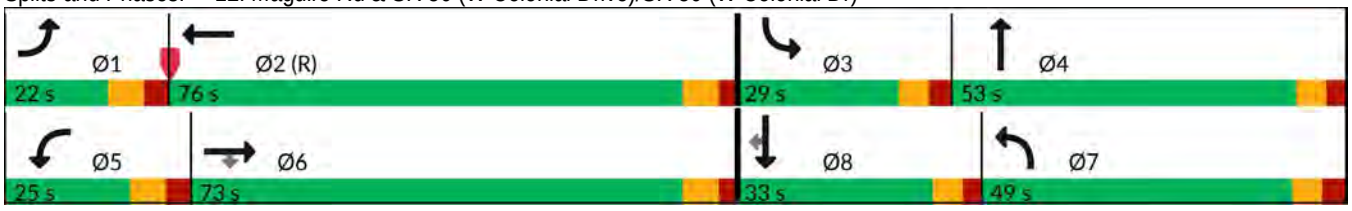
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.6	91.1		21.4		108.6
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	70.0		19.2		97.0
Max Q Clear Time (g_c+I1), s	9.8	2.0		14.0		20.3
Green Ext Time (p_c), s	0.7	6.7		0.6		6.0

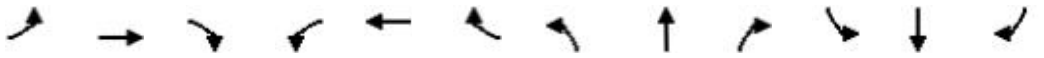
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	291	1337	781	304	1704	864	383	244	300	84
Future Volume (vph)	291	1337	781	304	1704	864	383	244	300	84
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	41.8	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	22.0	73.0	73.0	25.0	76.0	49.0	53.0	29.0	33.0	33.0
Total Split (%)	12.2%	40.6%	40.6%	13.9%	42.2%	27.2%	29.4%	16.1%	18.3%	18.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	6.8	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min	None	None	None	Max	Max

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 23 (13%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	1337	781	304	1704	61	864	383	268	244	300	84
Future Volume (veh/h)	291	1337	781	304	1704	61	864	383	268	244	300	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1870	1870	1870	1841	1870	1856	1870	1870	1841	1856
Adj Flow Rate, veh/h	303	1393	727	317	1775	64	900	399	279	254	312	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	2	2	2	2	4	2	3	2	2	4	3
Cap, veh/h	252	1878	583	326	1945	70	802	578	399	298	271	232
Arrive On Green	0.08	0.37	0.37	0.09	0.38	0.38	0.23	0.29	0.29	0.09	0.15	0.15
Sat Flow, veh/h	3264	5106	1585	3456	5059	182	3456	1992	1378	3456	1841	1572
Grp Volume(v), veh/h	303	1393	727	317	1194	645	900	353	325	254	312	80
Grp Sat Flow(s),veh/h/ln	1632	1702	1585	1728	1702	1838	1728	1763	1608	1728	1841	1572
Q Serve(g_s), s	13.9	42.7	33.7	16.5	59.8	60.0	41.8	32.0	32.4	13.0	26.5	6.7
Cycle Q Clear(g_c), s	13.9	42.7	33.7	16.5	59.8	60.0	41.8	32.0	32.4	13.0	26.5	6.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	252	1878	583	326	1309	706	802	511	466	298	271	232
V/C Ratio(X)	1.20	0.74	1.25	0.97	0.91	0.91	1.12	0.69	0.70	0.85	1.15	0.35
Avail Cap(c_a), veh/h	252	1878	583	326	1309	706	802	511	466	420	271	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.1	49.5	14.8	81.3	52.5	52.6	69.1	56.7	56.9	81.1	76.7	45.7
Incr Delay (d2), s/veh	122.5	2.0	125.1	42.0	11.1	18.3	70.7	3.9	4.6	11.3	101.9	4.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	25.2	47.6	14.1	35.6	39.7	37.1	21.1	19.9	10.4	29.5	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	205.5	51.4	139.8	123.2	63.7	70.8	139.8	60.6	61.5	92.4	178.6	49.8
LnGrp LOS	F	D	F	F	E	E	F	E	E	F	F	D
Approach Vol, veh/h		2423			2156			1578			646	
Approach Delay, s/veh		97.2			74.6			106.0			128.8	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	76.0	22.6	59.4	25.0	73.0	49.0	33.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	13.9	69.2	21.9	* 46	17.0	66.2	41.8	26.5
Max Q Clear Time (g_c+I1), s	15.9	62.0	15.0	34.4	18.5	44.7	43.8	28.5
Green Ext Time (p_c), s	0.0	6.7	0.5	3.3	0.0	18.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	95.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

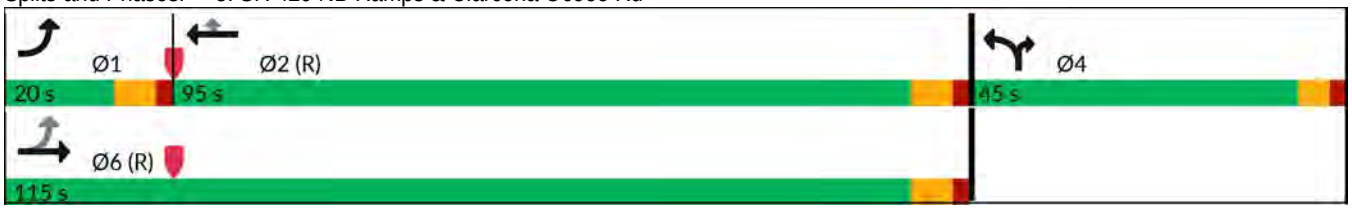
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

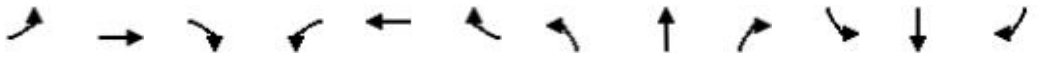
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	59	783	1103	104	275	533
Future Volume (vph)	59	783	1103	104	275	533
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases	6			2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	115.0	95.0	95.0	45.0	45.0
Total Split (%)	12.5%	71.9%	59.4%	59.4%	28.1%	28.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	783	0	0	1103	104	275	0	533	0	0	0
Future Volume (veh/h)	59	783	0	0	1103	104	275	0	533	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1841	1870	0	0	1870	1796	1870	0	1826			
Adj Flow Rate, veh/h	62	824	0	0	1161	0	289	0	499			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	4	2	0	0	2	7	2	0	5			
Cap, veh/h	317	2528	0	0	2268		373	0	570			
Arrive On Green	0.06	1.00	0.00	0.00	0.64	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	1753	3647	0	0	3647	1522	1781	0	2723			
Grp Volume(v), veh/h	62	824	0	0	1161	0	289	0	499			
Grp Sat Flow(s),veh/h/ln	1753	1777	0	0	1777	1522	1781	0	1362			
Q Serve(g_s), s	1.9	0.0	0.0	0.0	28.1	0.0	24.5	0.0	28.4			
Cycle Q Clear(g_c), s	1.9	0.0	0.0	0.0	28.1	0.0	24.5	0.0	28.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	317	2528	0	0	2268		373	0	570			
V/C Ratio(X)	0.20	0.33	0.00	0.00	0.51		0.77	0.00	0.88			
Avail Cap(c_a), veh/h	408	2528	0	0	2268		438	0	669			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.00	0.00	0.80	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.4	0.0	0.0	0.0	15.5	0.0	59.7	0.0	61.2			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.7	0.0	8.2	0.0	11.9			
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(95%),veh/ln	1.2	0.2	0.0	0.0	15.8	0.0	17.7	0.0	16.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	0.3	0.0	0.0	16.2	0.0	67.9	0.0	73.1			
LnGrp LOS	B	A			B		E		E			
Approach Vol, veh/h		886			1161			788				
Approach Delay, s/veh		1.1			16.2			71.2				
Approach LOS		A			B			E				

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.7	109.1		39.2		120.8
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0
Max Green Setting (Gmax), s	13.0	88.0		39.3		108.0
Max Q Clear Time (g_c+I1), s	3.9	30.1		30.4		2.0
Green Ext Time (p_c), s	0.0	10.2		3.1		6.2

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		26.8
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	107	1111	175	606	957	291	94	490	34	39	17
Future Volume (vph)	107	1111	175	606	957	291	94	490	34	39	17
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	4	5	8	8	
Permitted Phases	6		6					4			8
Detector Phase	1	6	6	5	2	4	4	5	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	11.8	24.8	24.8	24.8
Total Split (s)	18.0	60.0	60.0	50.0	92.0	30.0	30.0	50.0	20.0	20.0	20.0
Total Split (%)	11.3%	37.5%	37.5%	31.3%	57.5%	18.8%	18.8%	31.3%	12.5%	12.5%	12.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	None	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 147 (92%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1111	175	606	957	37	291	94	490	34	39	17
Future Volume (veh/h)	107	1111	175	606	957	37	291	94	490	34	39	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1134	159	618	977	38	297	96	459	35	40	15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	1423	639	687	1857	72	501	271	545	147	154	131
Arrive On Green	0.14	0.81	0.81	0.20	0.53	0.53	0.15	0.15	0.15	0.08	0.08	0.08
Sat Flow, veh/h	1781	3526	1584	3456	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	109	1134	159	618	498	517	297	96	459	35	40	15
Grp Sat Flow(s),veh/h/ln	1781	1763	1584	1728	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	27.8	3.9	27.9	29.1	29.1	12.9	7.4	23.2	2.9	3.2	1.4
Cycle Q Clear(g_c), s	0.0	27.8	3.9	27.9	29.1	29.1	12.9	7.4	23.2	2.9	3.2	1.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1423	639	687	946	983	501	271	545	147	154	131
V/C Ratio(X)	0.34	0.80	0.25	0.90	0.53	0.53	0.59	0.35	0.84	0.24	0.26	0.11
Avail Cap(c_a), veh/h	324	1423	639	933	946	983	501	271	545	147	154	131
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	11.9	9.6	62.5	24.3	24.3	64.0	61.6	48.5	68.7	68.8	68.0
Incr Delay (d2), s/veh	0.5	4.2	0.8	9.1	2.1	2.0	5.1	3.6	14.6	3.8	4.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	9.2	2.5	18.8	18.2	18.8	10.0	6.8	26.4	2.7	3.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.9	16.1	10.4	71.7	26.4	26.3	69.1	65.2	63.1	72.5	72.8	69.8
LnGrp LOS	D	B	B	E	C	C	E	E	E	E	E	E
Approach Vol, veh/h		1402			1633			852			90	
Approach Delay, s/veh		17.2			43.5			65.4			72.2	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	92.0		30.0	38.6	71.4		20.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	11.2	85.2		23.2	43.2	53.2		13.2				
Max Q Clear Time (g_c+I1), s	2.0	31.1		25.2	29.9	29.8		5.2				
Green Ext Time (p_c), s	0.1	7.2		0.0	1.9	8.8		0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		39.6	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	699	22	592	1085
Demand Flow Rate, veh/h	725	28	635	1162
Vehicles Circulating, veh/h	486	1126	556	216
Vehicles Exiting, veh/h	893	65	655	937
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	29.6	11.3	26.6	9.5
Approach LOS	D	B	D	A

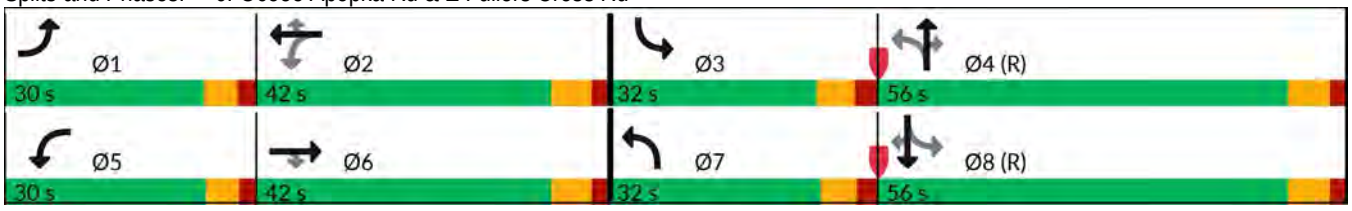
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.409	0.591
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	725	28	635	475	687
Cap Entry Lane, veh/h	841	438	783	1167	1167
Entry HV Adj Factor	0.965	0.798	0.932	0.980	0.901
Flow Entry, veh/h	699	22	592	466	619
Cap Entry, veh/h	811	349	730	1144	1051
V/C Ratio	0.863	0.064	0.811	0.407	0.589
Control Delay, s/veh	29.6	11.3	26.6	7.3	11.2
LOS	D	B	D	A	B
95th %tile Queue, veh	11	0	9	2	4

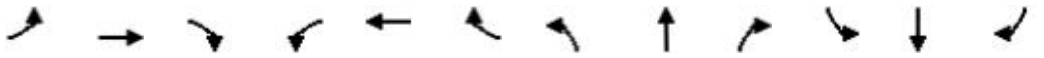
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	175	32	300	323	221	35	612	429	136	609	503
Future Volume (vph)	425	175	32	300	323	221	35	612	429	136	609	503
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	42.0	42.0	30.0	42.0	42.0	32.0	56.0	56.0	32.0	56.0	56.0
Total Split (%)	18.8%	26.3%	26.3%	18.8%	26.3%	26.3%	20.0%	35.0%	35.0%	20.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	175	32	300	323	221	35	612	429	136	609	503
Future Volume (veh/h)	425	175	32	300	323	221	35	612	429	136	609	503
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1856	1870	1870	1870	1870	1870	1841	1870
Adj Flow Rate, veh/h	447	184	31	316	340	210	37	644	410	143	641	470
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	3	2	2	2	2	2	4	2
Cap, veh/h	490	358	303	414	369	315	183	811	687	222	862	742
Arrive On Green	0.14	0.19	0.19	0.15	0.20	0.20	0.03	0.43	0.43	0.06	0.47	0.47
Sat Flow, veh/h	3456	1870	1585	1697	1856	1585	1781	1870	1585	1781	1841	1585
Grp Volume(v), veh/h	447	184	31	316	340	210	37	644	410	143	641	470
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1697	1856	1585	1781	1870	1585	1781	1841	1585
Q Serve(g_s), s	20.4	14.1	2.6	24.0	28.8	19.6	1.8	47.6	31.6	7.0	45.4	35.9
Cycle Q Clear(g_c), s	20.4	14.1	2.6	24.0	28.8	19.6	1.8	47.6	31.6	7.0	45.4	35.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	358	303	414	369	315	183	811	687	222	862	742
V/C Ratio(X)	0.91	0.51	0.10	0.76	0.92	0.67	0.20	0.79	0.60	0.65	0.74	0.63
Avail Cap(c_a), veh/h	516	411	349	414	408	349	420	811	687	396	862	742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	58.0	53.4	43.6	62.8	59.2	29.3	39.2	34.6	32.0	34.7	32.1
Incr Delay (d2), s/veh	20.0	1.1	0.1	8.2	24.7	4.2	0.4	5.9	2.8	3.1	5.8	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.6	11.1	1.9	16.3	22.4	12.9	1.4	29.2	17.6	5.7	28.9	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.7	59.2	53.5	51.8	87.6	63.3	29.7	45.1	37.4	35.2	40.5	36.2
LnGrp LOS	F	E	D	D	F	E	C	D	D	D	D	D
Approach Vol, veh/h		662			866			1091			1254	
Approach Delay, s/veh		78.2			68.6			41.7			38.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	38.6	16.3	76.2	30.0	37.4	10.7	81.8
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	35.2	25.0	49.1	24.0	35.2	25.3	* 49
Max Q Clear Time (g_c+I1), s	22.4	30.8	9.0	49.6	26.0	16.1	3.8	47.4
Green Ext Time (p_c), s	0.3	1.1	0.3	0.0	0.0	1.0	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	52.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

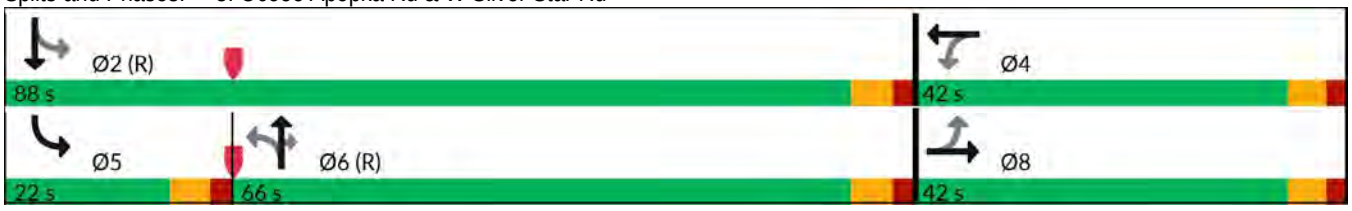
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	205	207	169	21	591	220	247	454
Future Volume (vph)	16	205	207	169	21	591	220	247	454
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		8		4		6		5	2
Permitted Phases	8		4		6		6	2	
Detector Phase	8	8	4	4	6	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	30.0	12.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	66.0	66.0	66.0	22.0	88.0
Total Split (%)	32.3%	32.3%	32.3%	32.3%	50.8%	50.8%	50.8%	16.9%	67.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	205	23	207	169	228	21	591	220	247	454	32
Future Volume (veh/h)	16	205	23	207	169	228	21	591	220	247	454	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1856	1870	1870	1707	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	16	209	23	211	172	233	21	603	224	252	463	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	11	3	2	2	13	2	2	2	5	2
Cap, veh/h	102	462	51	255	197	268	459	935	792	380	1062	76
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.08	0.63	0.63
Sat Flow, veh/h	980	1654	182	1139	707	958	822	1870	1583	1781	1684	120
Grp Volume(v), veh/h	16	0	232	211	0	405	21	603	224	252	0	496
Grp Sat Flow(s),veh/h/ln	980	0	1836	1139	0	1665	822	1870	1583	1781	0	1804
Q Serve(g_s), s	2.1	0.0	13.5	22.8	0.0	30.1	1.7	30.9	10.7	8.6	0.0	18.2
Cycle Q Clear(g_c), s	32.2	0.0	13.5	36.3	0.0	30.1	2.9	30.9	10.7	8.6	0.0	18.2
Prop In Lane	1.00		0.10	1.00		0.58	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	102	0	513	255	0	465	459	935	792	380	0	1138
V/C Ratio(X)	0.16	0.00	0.45	0.83	0.00	0.87	0.05	0.64	0.28	0.66	0.00	0.44
Avail Cap(c_a), veh/h	102	0	513	255	0	465	459	935	792	448	0	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.66	0.66	0.66	0.60	0.00	0.60
Uniform Delay (d), s/veh	59.9	0.0	38.7	54.3	0.0	44.6	17.3	24.0	18.9	18.8	0.0	12.2
Incr Delay (d2), s/veh	0.7	0.0	0.6	19.9	0.0	16.3	0.1	2.3	0.6	2.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	10.3	13.1	0.0	20.7	0.6	18.9	6.7	5.9	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.6	0.0	39.3	74.1	0.0	60.9	17.4	26.3	19.5	20.8	0.0	13.0
LnGrp LOS	E		D	E		E	B	C	B	C		B
Approach Vol, veh/h		248			616			848			748	
Approach Delay, s/veh		40.7			65.4			24.3			15.6	
Approach LOS		D			E			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.0		42.0	17.0	71.0		42.0				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		82.0		36.3	16.0	60.0		36.3				
Max Q Clear Time (g_c+I1), s		20.2		38.3	10.6	32.9		34.2				
Green Ext Time (p_c), s		3.5		0.0	0.4	5.2		0.3				

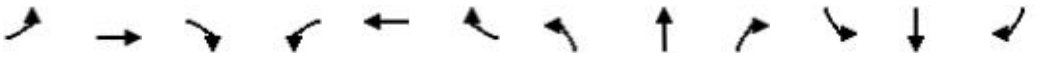
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			33.6									
HCM 6th LOS			C									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	331	192	12	186	159	375	35	427	210
Future Volume (vph)	331	192	12	186	159	375	35	427	210
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		2	7	4	3	8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	2	2	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	12.1	35.1	35.1
Total Split (s)	22.0	62.0	40.0	40.0	23.0	47.0	21.0	45.0	45.0
Total Split (%)	16.9%	47.7%	30.8%	30.8%	17.7%	36.2%	16.2%	34.6%	34.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	192	240	12	186	88	159	375	26	35	427	210
Future Volume (veh/h)	331	192	240	12	186	88	159	375	26	35	427	210
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1470	1752	1856	1796	1870	1870	1870	1870	1811	1841
Adj Flow Rate, veh/h	345	200	250	12	194	92	166	391	27	36	445	219
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	29	10	3	7	2	2	2	2	6	4
Cap, veh/h	494	375	469	285	404	191	223	549	38	230	488	420
Arrive On Green	0.04	0.17	0.17	0.34	0.34	0.34	0.08	0.32	0.32	0.02	0.18	0.18
Sat Flow, veh/h	1739	738	922	881	1190	564	1781	1726	119	1781	1811	1557
Grp Volume(v), veh/h	345	0	450	12	0	286	166	0	418	36	445	219
Grp Sat Flow(s),veh/h/ln	1739	0	1660	881	0	1754	1781	0	1846	1781	1811	1557
Q Serve(g_s), s	15.8	0.0	32.2	1.3	0.0	16.7	8.5	0.0	26.0	1.9	31.3	16.5
Cycle Q Clear(g_c), s	15.8	0.0	32.2	11.5	0.0	16.7	8.5	0.0	26.0	1.9	31.3	16.5
Prop In Lane	1.00		0.56	1.00		0.32	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	494	0	844	285	0	595	223	0	587	230	488	420
V/C Ratio(X)	0.70	0.00	0.53	0.04	0.00	0.48	0.74	0.00	0.71	0.16	0.91	0.52
Avail Cap(c_a), veh/h	494	0	844	285	0	595	309	0	587	374	542	466
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.64	0.00	0.64	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	26.2	0.0	40.0	36.0	0.0	33.9	33.8	0.0	39.1	34.1	51.7	45.7
Incr Delay (d2), s/veh	2.8	0.0	1.5	0.3	0.0	2.8	6.1	0.0	4.0	0.2	15.3	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	19.8	0.6	0.0	12.1	7.2	0.0	18.0	1.5	22.7	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	41.5	36.3	0.0	36.7	39.8	0.0	43.1	34.4	67.1	46.5
LnGrp LOS	C		D	D		D	D		D	C	E	D
Approach Vol, veh/h		795			298			584			700	
Approach Delay, s/veh		36.1			36.7			42.2			58.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	22.0	50.1	10.5	47.4		72.1	16.7	41.2				
Change Period (Y+Rc), s	6.0	6.0	6.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	16.0	34.0	14.9	40.9		56.0	16.9	38.9				
Max Q Clear Time (g_c+I1), s	17.8	18.7	3.9	28.0		34.2	10.5	33.3				
Green Ext Time (p_c), s	0.0	1.5	0.0	2.0		2.9	0.2	1.7				

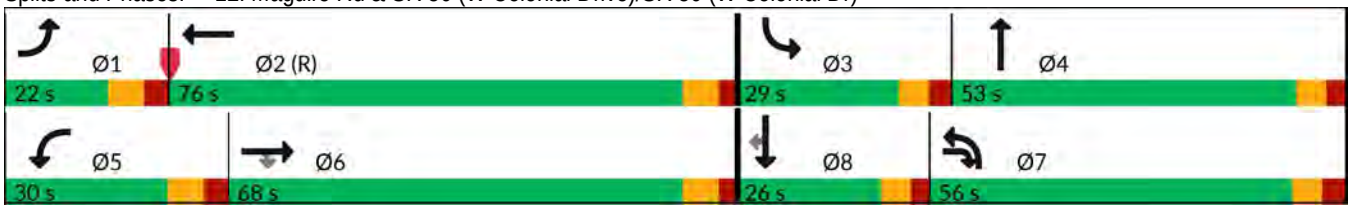
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			44.4									
HCM 6th LOS			D									

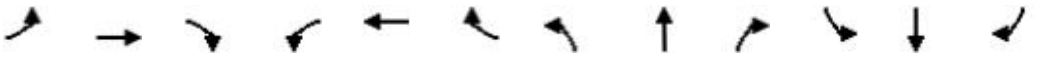
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	291	1337	781	304	1704	864	383	244	300	84
Future Volume (vph)	291	1337	781	304	1704	864	383	244	300	84
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6	7	5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	7	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	25.2	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	22.0	68.0	56.0	30.0	76.0	56.0	53.0	29.0	26.0	26.0
Total Split (%)	12.2%	37.8%	31.1%	16.7%	42.2%	31.1%	29.4%	16.1%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	3.2	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	7.2	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 23 (13%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	1337	781	304	1704	61	864	383	268	244	300	84
Future Volume (veh/h)	291	1337	781	304	1704	61	864	383	268	244	300	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1870	1870	1870	1841	1870	1856	1870	1870	1841	1856
Adj Flow Rate, veh/h	303	1393	727	317	1775	64	900	399	279	254	312	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	2	2	2	2	4	2	3	2	2	4	3
Cap, veh/h	252	1838	998	359	1953	70	932	575	397	298	379	170
Arrive On Green	0.08	0.36	0.36	0.10	0.39	0.39	0.27	0.29	0.29	0.09	0.11	0.11
Sat Flow, veh/h	3264	5106	1585	3456	5059	182	3456	1992	1378	3456	3497	1572
Grp Volume(v), veh/h	303	1393	727	317	1194	645	900	353	325	254	312	80
Grp Sat Flow(s),veh/h/ln	1632	1702	1585	1728	1702	1838	1728	1763	1608	1728	1749	1572
Q Serve(g_s), s	13.9	43.2	22.6	16.3	59.7	59.8	46.3	32.0	32.5	13.0	15.7	7.1
Cycle Q Clear(g_c), s	13.9	43.2	22.6	16.3	59.7	59.8	46.3	32.0	32.5	13.0	15.7	7.1
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	252	1838	998	359	1314	709	932	508	464	298	379	170
V/C Ratio(X)	1.20	0.76	0.73	0.88	0.91	0.91	0.97	0.69	0.70	0.85	0.82	0.47
Avail Cap(c_a), veh/h	252	1838	998	422	1314	709	937	508	464	420	379	170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.1	50.7	7.1	79.6	52.3	52.3	64.9	57.0	57.1	81.1	78.6	51.0
Incr Delay (d2), s/veh	122.5	2.2	3.3	17.4	10.8	17.8	21.5	4.0	4.7	11.3	18.1	9.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	25.6	10.9	12.7	35.4	39.6	31.0	21.2	20.0	10.4	12.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	205.5	52.9	10.5	97.0	63.1	70.1	86.4	61.0	61.9	92.4	96.6	60.0
LnGrp LOS	F	D	B	F	E	E	F	E	E	F	F	E
Approach Vol, veh/h		2423			2156			1578			646	
Approach Delay, s/veh		59.3			70.2			75.7			90.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	76.3	22.6	59.1	26.7	71.6	55.7	26.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	13.9	69.2	21.9	* 46	22.0	61.2	48.8	19.5
Max Q Clear Time (g_c+I1), s	15.9	61.8	15.0	34.5	18.3	45.2	48.3	17.7
Green Ext Time (p_c), s	0.0	6.8	0.5	3.3	0.4	14.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	69.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

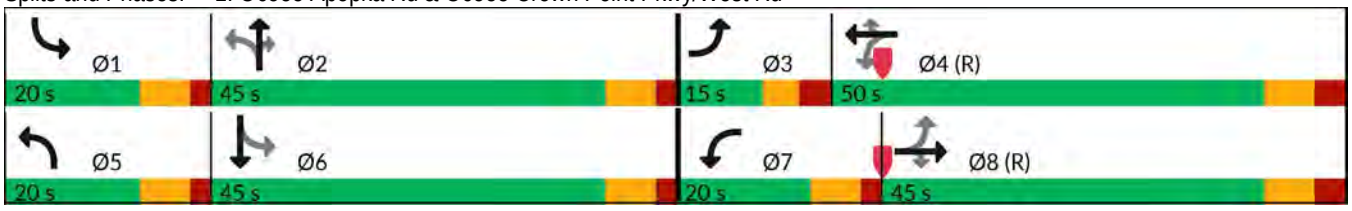
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

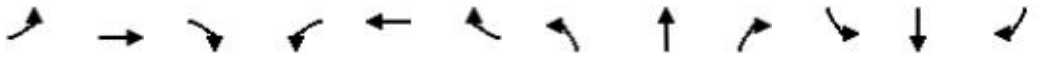
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	48	161	82	368	160	140	108	450	256	132	344
Future Volume (vph)	48	161	82	368	160	140	108	450	256	132	344
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	45.0	45.0	20.0	50.0	50.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	11.5%	34.6%	34.6%	15.4%	38.5%	38.5%	15.4%	34.6%	34.6%	15.4%	34.6%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 51 (39%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	161	82	368	160	140	108	450	256	132	344	23
Future Volume (veh/h)	48	161	82	368	160	140	108	450	256	132	344	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	49	164	75	376	163	128	110	459	232	135	351	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	5
Cap, veh/h	477	1198	530	583	1454	644	264	514	428	208	494	32
Arrive On Green	0.03	0.34	0.34	0.17	0.68	0.68	0.06	0.27	0.27	0.07	0.29	0.29
Sat Flow, veh/h	1781	3554	1573	1781	3554	1575	1781	1870	1558	1781	1734	114
Grp Volume(v), veh/h	49	164	75	376	163	128	110	459	232	135	0	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1777	1575	1781	1870	1558	1781	0	1848
Q Serve(g_s), s	2.3	4.2	4.3	13.2	2.0	3.9	5.7	30.7	16.5	7.0	0.0	23.6
Cycle Q Clear(g_c), s	2.3	4.2	4.3	13.2	2.0	3.9	5.7	30.7	16.5	7.0	0.0	23.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	477	1198	530	583	1454	644	264	514	428	208	0	527
V/C Ratio(X)	0.10	0.14	0.14	0.65	0.11	0.20	0.42	0.89	0.54	0.65	0.00	0.71
Avail Cap(c_a), veh/h	537	1198	530	583	1454	644	341	550	458	265	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	0.81	0.81	0.81	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	29.9	30.0	25.6	12.5	12.8	32.9	45.3	40.2	34.7	0.0	41.6
Incr Delay (d2), s/veh	0.0	0.2	0.6	1.9	0.2	0.7	0.3	15.0	1.9	1.5	0.0	5.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	3.4	3.2	5.7	1.5	2.6	4.4	21.8	10.4	5.5	0.0	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.6	30.2	30.6	27.5	12.6	13.5	33.3	60.3	42.1	36.2	0.0	47.0
LnGrp LOS	C	C	C	C	B	B	C	E	D	D		D
Approach Vol, veh/h		288			667			801			509	
Approach Delay, s/veh		29.7			21.2			51.3			44.1	
Approach LOS		C			C			D			D	

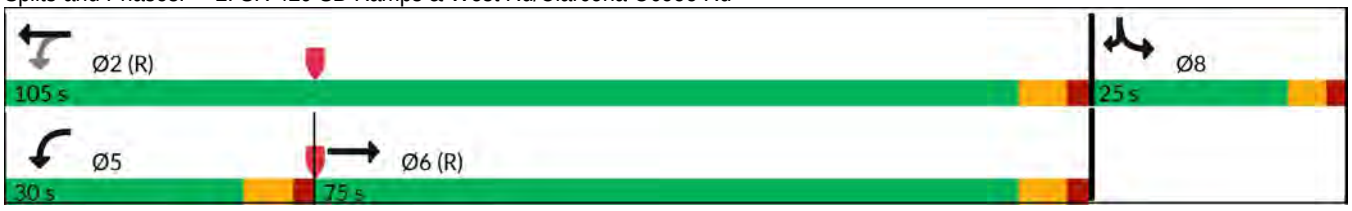
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	42.5	10.6	61.1	14.4	43.9	20.0	51.7
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	13.2	38.2	8.5	42.1	13.2	38.2	13.2	37.1
Max Q Clear Time (g_c+I1), s	9.0	32.7	4.3	5.9	7.7	25.6	15.2	6.3
Green Ext Time (p_c), s	0.1	2.8	0.0	1.4	0.1	2.9	0.0	1.4

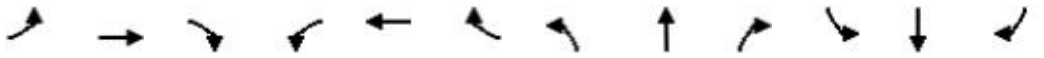
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	38.1
HCM 6th LOS	D

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	514	353	611	78	52
Future Volume (vph)	514	353	611	78	52
Turn Type	NA	pm+pt	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases		2			
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7
Total Split (s)	75.0	30.0	105.0	25.0	25.0
Total Split (%)	57.7%	23.1%	80.8%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7	5.7
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	514	167	353	611	0	0	0	0	78	0	52
Future Volume (veh/h)	0	514	167	353	611	0	0	0	0	78	0	52
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	524	170	360	623	0				80	0	48
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1872	604	733	2996	0				108	0	96
Arrive On Green	0.00	1.00	1.00	0.16	1.00	0.00				0.06	0.00	0.06
Sat Flow, veh/h	0	2734	853	1781	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	352	342	360	623	0				80	0	48
Grp Sat Flow(s),veh/h/ln	0	1777	1717	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	7.8	0.0	0.0				5.7	0.0	3.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.8	0.0	0.0				5.7	0.0	3.8
Prop In Lane	0.00		0.50	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1259	1217	733	2996	0				108	0	96
V/C Ratio(X)	0.00	0.28	0.28	0.49	0.21	0.00				0.74	0.00	0.50
Avail Cap(c_a), veh/h	0	1259	1217	905	2996	0				264	0	235
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.93	0.93	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	2.9	0.0	0.0				60.0	0.0	59.1
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.5	0.1	0.0				9.4	0.0	3.9
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(95%),veh/ln	0.0	0.3	0.3	2.6	0.1	0.0				5.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.5	0.5	3.4	0.1	0.0				69.5	0.0	63.1
LnGrp LOS		A	A	A	A					E		E
Approach Vol, veh/h		694			983						128	
Approach Delay, s/veh		0.5			1.3						67.1	
Approach LOS		A			A						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		116.4			17.5	98.9		13.6				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		98.2			23.2	68.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			9.8	2.0		7.7				
Green Ext Time (p_c), s		4.3			0.9	4.4		0.2				

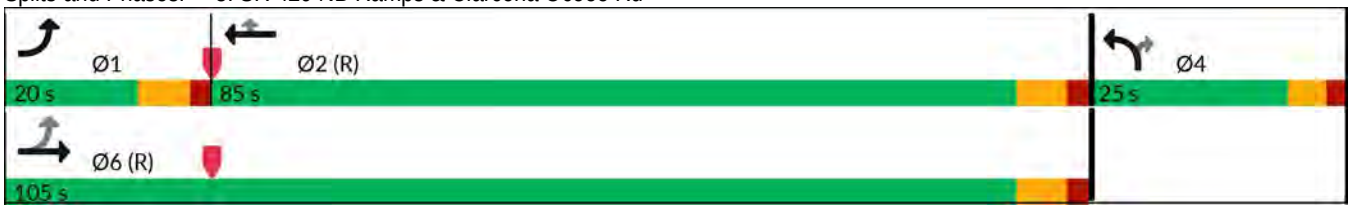
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.7									
HCM 6th LOS			A									

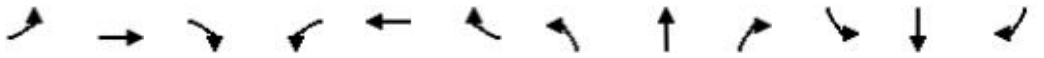
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	49	595	786	79	180	371
Future Volume (vph)	49	595	786	79	180	371
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	105.0	85.0	85.0	25.0	25.0
Total Split (%)	15.4%	80.8%	65.4%	65.4%	19.2%	19.2%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	595	0	0	786	79	180	0	371	0	0	0
Future Volume (veh/h)	49	595	0	0	786	79	180	0	371	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	53	640	0	0	845	0	194	0	354			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	481	2679	0	0	2371		264	0	235			
Arrive On Green	0.07	1.00	0.00	0.00	0.67	0.00	0.15	0.00	0.15			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	1585			
Grp Volume(v), veh/h	53	640	0	0	845	0	194	0	354			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1585			
Q Serve(g_s), s	1.1	0.0	0.0	0.0	13.5	0.0	13.5	0.0	19.3			
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	13.5	0.0	13.5	0.0	19.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	481	2679	0	0	2371		264	0	235			
V/C Ratio(X)	0.11	0.24	0.00	0.00	0.36		0.73	0.00	1.50			
Avail Cap(c_a), veh/h	601	2679	0	0	2371		264	0	235			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.2	0.0	0.0	0.0	9.4	0.0	52.9	0.0	55.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0	10.8	0.0	247.8			
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(95%),veh/ln	0.6	0.1	0.0	0.0	8.2	0.0	11.2	0.0	37.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.2	0.2	0.0	0.0	9.8	0.0	63.7	0.0	303.2			
LnGrp LOS	A	A			A		E		F			
Approach Vol, veh/h		693			845			548				
Approach Delay, s/veh		0.7			9.8			218.4				
Approach LOS		A			A			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.3	93.7		25.0		105.0			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	78.0		19.3		98.0			
Max Q Clear Time (g_c+I1), s	3.1	15.5		21.3		2.0			
Green Ext Time (p_c), s	0.0	6.4		0.0		4.5			

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		61.6
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

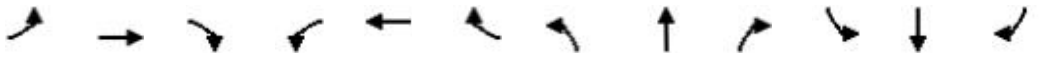
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	854	135	478	754	181	52	268	29	34	14
Future Volume (vph)	83	854	135	478	754	181	52	268	29	34	14
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2	4	4		8	8	
Permitted Phases	6		6	2				4			8
Detector Phase	1	6	6	5	2	4	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	24.8	24.8	24.8	24.8
Total Split (s)	15.0	65.0	65.0	15.0	65.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	11.5%	50.0%	50.0%	11.5%	50.0%	19.2%	19.2%	19.2%	19.2%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	854	135	478	754	29	181	52	268	29	34	14
Future Volume (veh/h)	83	854	135	478	754	29	181	52	268	29	34	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	928	131	520	820	32	197	57	259	32	37	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	1958	873	355	2012	79	484	262	222	65	68	58
Arrive On Green	0.02	0.37	0.37	0.06	0.58	0.58	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1781	3554	1585	1781	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	90	928	131	520	418	434	197	57	259	32	37	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.8	26.0	7.2	8.2	16.9	16.9	6.8	3.5	18.2	2.3	2.5	1.2
Cycle Q Clear(g_c), s	2.8	26.0	7.2	8.2	16.9	16.9	6.8	3.5	18.2	2.3	2.5	1.2
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	1958	873	355	1026	1065	484	262	222	65	68	58
V/C Ratio(X)	0.22	0.47	0.15	1.46	0.41	0.41	0.41	0.22	1.17	0.49	0.54	0.26
Avail Cap(c_a), veh/h	457	1958	873	355	1026	1065	484	262	222	249	262	222
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	26.6	20.7	29.0	15.2	15.2	51.0	49.6	55.9	61.4	61.5	60.9
Incr Delay (d2), s/veh	0.2	0.7	0.3	224.1	1.2	1.2	0.6	0.4	112.9	5.6	6.5	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	17.0	4.9	43.4	11.0	11.3	5.3	3.0	21.8	2.1	2.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	27.3	21.0	253.1	16.4	16.4	51.5	50.0	168.8	67.0	68.0	63.2
LnGrp LOS	B	C	C	F	B	B	D	D	F	E	E	E
Approach Vol, veh/h		1149			1372			513			84	
Approach Delay, s/veh		25.5			106.1			110.6			66.8	
Approach LOS		C			F			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	81.8		25.0	15.0	78.4		11.6				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	8.2	58.2		18.2	8.2	58.2		18.2				
Max Q Clear Time (g_c+I1), s	4.8	18.9		20.2	10.2	28.0		4.5				
Green Ext Time (p_c), s	0.0	5.5		0.0	0.0	7.3		0.2				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		76.1	
HCM 6th LOS		E	

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	465	20	410	694
Demand Flow Rate, veh/h	521	20	440	851
Vehicles Circulating, veh/h	457	814	408	151
Vehicles Exiting, veh/h	545	34	570	683
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.5	6.4	10.6	16.3
Approach LOS	B	A	B	C

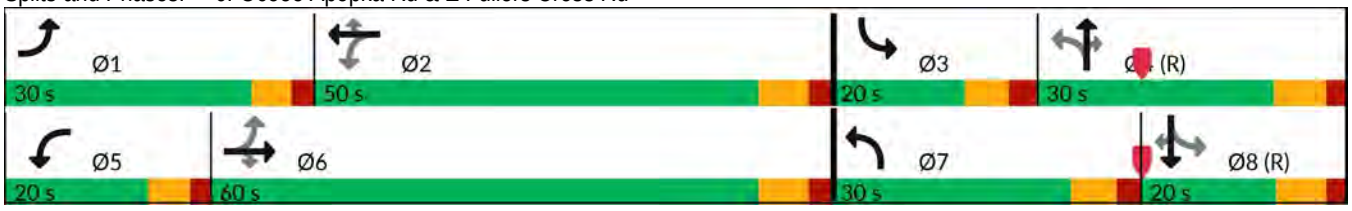
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	521	20	440	851
Cap Entry Lane, veh/h	866	602	910	1183
Entry HV Adj Factor	0.892	0.990	0.933	0.816
Flow Entry, veh/h	465	20	410	694
Cap Entry, veh/h	772	596	849	965
V/C Ratio	0.602	0.033	0.483	0.719
Control Delay, s/veh	14.5	6.4	10.6	16.3
LOS	B	A	B	C
95th %tile Queue, veh	4	0	3	6

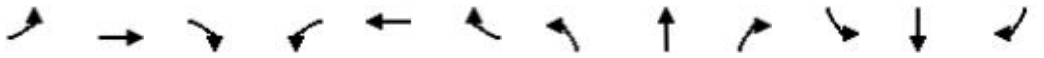
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	122	22	189	205	140	20	354	248	94	420	347
Future Volume (vph)	297	122	22	189	205	140	20	354	248	94	420	347
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	60.0	60.0	20.0	50.0	50.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	23.1%	46.2%	46.2%	15.4%	38.5%	38.5%	23.1%	23.1%	23.1%	15.4%	15.4%	15.4%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	122	22	189	205	140	20	354	248	94	420	347
Future Volume (veh/h)	297	122	22	189	205	140	20	354	248	94	420	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	127	21	197	214	130	21	369	229	98	438	320
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	343	306	409	259	219	315	841	713	392	890	754
Arrive On Green	0.16	0.19	0.19	0.11	0.14	0.14	0.02	0.45	0.45	0.04	0.48	0.48
Sat Flow, veh/h	1781	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	309	127	21	197	214	130	21	369	229	98	438	320
Grp Sat Flow(s),veh/h/ln	1781	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	18.7	8.1	1.4	12.2	14.5	10.0	0.8	17.6	12.1	3.8	20.8	17.2
Cycle Q Clear(g_c), s	18.7	8.1	1.4	12.2	14.5	10.0	0.8	17.6	12.1	3.8	20.8	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	343	306	409	259	219	315	841	713	392	890	754
V/C Ratio(X)	0.83	0.37	0.07	0.48	0.83	0.59	0.07	0.44	0.32	0.25	0.49	0.42
Avail Cap(c_a), veh/h	411	729	649	409	622	527	598	841	713	492	890	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72	0.74	0.74	0.74
Uniform Delay (d), s/veh	38.3	45.6	42.9	41.6	54.5	52.6	19.7	24.5	23.0	19.0	23.3	22.4
Incr Delay (d2), s/veh	12.7	0.7	0.1	0.9	6.6	2.6	0.1	1.2	0.9	0.2	1.4	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.4	6.5	1.0	9.1	11.5	7.4	0.6	11.7	7.6	2.8	13.6	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.9	46.3	43.0	42.4	61.2	55.1	19.7	25.7	23.9	19.2	24.7	23.7
LnGrp LOS	D	D	D	D	E	E	B	C	C	B	C	C
Approach Vol, veh/h		457			541			619			856	
Approach Delay, s/veh		49.3			52.9			24.8			23.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	24.8	12.8	65.4	20.0	31.9	9.4	68.8
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	43.2	13.0	23.1	14.0	53.2	23.3	* 13
Max Q Clear Time (g_c+I1), s	20.7	16.5	5.8	19.6	14.2	10.1	2.8	22.8
Green Ext Time (p_c), s	0.3	1.5	0.1	1.0	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	35.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	6	161	6	44	8	64	194	38	43	4
Future Vol, veh/h	4	6	6	161	6	44	8	64	194	38	43	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	7	7	175	7	48	9	70	211	41	47	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	10	9.4	8.7
HCM LOS	A	A	A	A

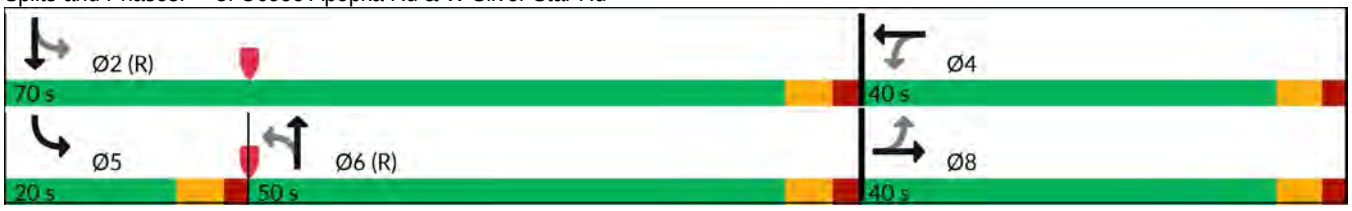
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	25%	76%	45%
Vol Thru, %	24%	38%	3%	51%
Vol Right, %	73%	38%	21%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	16	211	85
LT Vol	8	4	161	38
Through Vol	64	6	6	43
RT Vol	194	6	44	4
Lane Flow Rate	289	17	229	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.34	0.024	0.307	0.126
Departure Headway (Hd)	4.234	4.911	4.825	4.928
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	724	743	725
Service Time	2.267	2.972	2.872	2.974
HCM Lane V/C Ratio	0.341	0.023	0.308	0.127
HCM Control Delay, s/veh	9.4	8.1	10	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.1	1.3	0.4

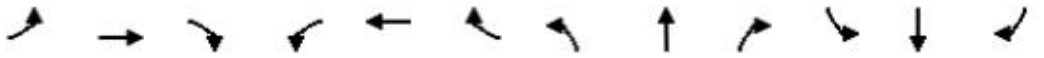
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	13	116	204	160	14	341	142	292
Future Volume (vph)	13	116	204	160	14	341	142	292
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	12.0	32.0
Total Split (s)	40.0	40.0	40.0	40.0	50.0	50.0	20.0	70.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	45.5%	45.5%	18.2%	63.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	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)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 40 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	116	12	204	160	127	14	341	244	142	292	12
Future Volume (veh/h)	13	116	12	204	160	127	14	341	244	142	292	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1752	1870	1870	1870	1870	1870	1870	1870	1870	1752
Adj Flow Rate, veh/h	14	122	13	215	168	134	15	359	257	149	307	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	10	2	2	2	2	2	2	2	2	10
Cap, veh/h	175	425	45	315	249	198	621	532	381	589	1132	48
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	1.00	1.00	1.00	0.06	0.64	0.64
Sat Flow, veh/h	1077	1648	176	1254	964	769	1060	1014	726	1781	1781	75
Grp Volume(v), veh/h	14	0	135	215	0	302	15	0	616	149	0	320
Grp Sat Flow(s),veh/h/ln	1077	0	1824	1254	0	1732	1060	0	1740	1781	0	1857
Q Serve(g_s), s	1.3	0.0	6.5	18.2	0.0	17.2	0.0	0.0	0.0	4.0	0.0	8.3
Cycle Q Clear(g_c), s	18.5	0.0	6.5	24.8	0.0	17.2	0.0	0.0	0.0	4.0	0.0	8.3
Prop In Lane	1.00		0.10	1.00		0.44	1.00		0.42	1.00		0.04
Lane Grp Cap(c), veh/h	175	0	471	315	0	447	621	0	912	589	0	1180
V/C Ratio(X)	0.08	0.00	0.29	0.68	0.00	0.68	0.02	0.00	0.68	0.25	0.00	0.27
Avail Cap(c_a), veh/h	233	0	569	382	0	540	621	0	912	715	0	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87	0.86	0.00	0.86
Uniform Delay (d), s/veh	45.0	0.0	32.7	42.6	0.0	36.7	0.0	0.0	0.0	9.7	0.0	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	3.8	0.0	2.5	0.1	0.0	3.5	0.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	5.3	9.9	0.0	12.1	0.0	0.0	1.6	2.7	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	0.0	33.0	46.4	0.0	39.2	0.1	0.0	3.5	9.9	0.0	9.3
LnGrp LOS	D		C	D		D	A		A	A		A
Approach Vol, veh/h		149			517			631			469	
Approach Delay, s/veh		34.2			42.2			3.4			9.5	
Approach LOS		C			D			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.9		34.1	12.2	63.7		34.1				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		64.0		34.3	14.0	44.0		34.3				
Max Q Clear Time (g_c+I1), s		10.3		26.8	6.0	2.0		20.5				
Green Ext Time (p_c), s		2.0		1.6	0.3	5.0		0.6				

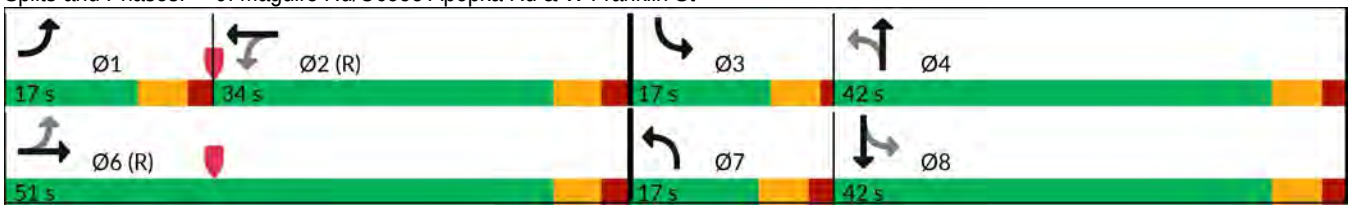
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.0									
HCM 6th LOS			B									

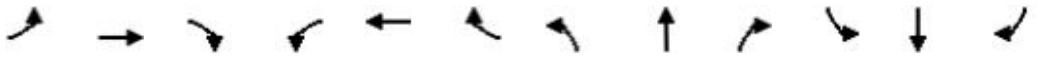
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	253	122	10	68	106	32	13	299
Future Volume (vph)	253	122	10	68	106	32	13	299
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	2	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	11.1	35.1
Total Split (s)	17.0	51.0	34.0	34.0	17.0	42.0	17.0	42.0
Total Split (%)	15.5%	46.4%	30.9%	30.9%	15.5%	38.2%	15.5%	38.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	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)	6.0	6.0	6.0	6.0	6.1	6.1	5.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	122	156	10	68	26	106	32	13	13	299	209
Future Volume (veh/h)	253	122	156	10	68	26	106	32	13	13	299	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1870	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	128	164	11	72	27	112	34	14	14	315	220
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	11	2	2	2	3	2	2	2	2	2
Cap, veh/h	586	342	439	397	396	148	189	459	189	529	324	227
Arrive On Green	0.03	0.15	0.15	0.31	0.31	0.31	0.06	0.36	0.36	0.04	0.63	0.63
Sat Flow, veh/h	1781	745	954	1087	1297	486	1767	1259	518	1781	1025	716
Grp Volume(v), veh/h	266	0	292	11	0	99	112	0	48	14	0	535
Grp Sat Flow(s),veh/h/ln	1781	0	1699	1087	0	1783	1767	0	1777	1781	0	1741
Q Serve(g_s), s	10.7	0.0	17.0	0.8	0.0	4.5	4.6	0.0	1.9	0.6	0.0	32.2
Cycle Q Clear(g_c), s	10.7	0.0	17.0	0.8	0.0	4.5	4.6	0.0	1.9	0.6	0.0	32.2
Prop In Lane	1.00		0.56	1.00		0.27	1.00		0.29	1.00		0.41
Lane Grp Cap(c), veh/h	586	0	781	397	0	544	189	0	649	529	0	551
V/C Ratio(X)	0.45	0.00	0.37	0.03	0.00	0.18	0.59	0.00	0.07	0.03	0.00	0.97
Avail Cap(c_a), veh/h	586	0	781	397	0	544	261	0	649	688	0	568
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.86	0.00	0.86	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.00	0.87
Uniform Delay (d), s/veh	23.2	0.0	32.4	26.8	0.0	28.1	27.8	0.0	22.8	24.0	0.0	19.7
Incr Delay (d2), s/veh	0.5	0.0	1.2	0.1	0.0	0.7	2.9	0.0	0.0	0.0	0.0	27.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	12.3	0.4	0.0	3.6	3.6	0.0	1.5	0.4	0.0	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	0.0	33.6	27.0	0.0	28.9	30.7	0.0	22.8	24.0	0.0	47.4
LnGrp LOS	C		C	C		C	C		C	C		D
Approach Vol, veh/h		558			110			160			549	
Approach Delay, s/veh		28.9			28.7			28.4			46.8	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	39.6	7.2	46.2		56.6	12.5	40.9				
Change Period (Y+Rc), s	6.0	6.0	5.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	11.0	28.0	11.9	35.9		45.0	10.9	35.9				
Max Q Clear Time (g_c+I1), s	12.7	6.5	2.6	3.9		19.0	6.6	34.2				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.2		1.8	0.1	0.6				

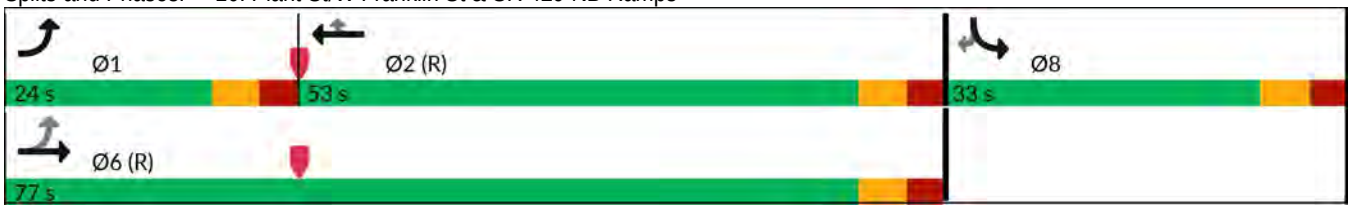
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	36.0
HCM 6th LOS	D

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	176	456	449	72	212	238
Future Volume (vph)	176	456	449	72	212	238
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	33.0	30.0	30.0	12.1	12.1
Total Split (s)	24.0	77.0	53.0	53.0	33.0	33.0
Total Split (%)	21.8%	70.0%	48.2%	48.2%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.1	7.1
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Plant St/W Franklin St & SR 429 NB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	456	449	72	212	238
Future Volume (veh/h)	176	456	449	72	212	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	485	478	68	226	225
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	3	2	2	2	2
Cap, veh/h	678	1318	1095	928	288	256
Arrive On Green	0.12	1.00	1.00	1.00	0.16	0.16
Sat Flow, veh/h	1781	1856	1870	1585	1781	1585
Grp Volume(v), veh/h	187	485	478	68	226	225
Grp Sat Flow(s),veh/h/ln	1781	1856	1870	1585	1781	1585
Q Serve(g_s), s	4.6	0.0	0.0	0.0	13.4	15.3
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.0	13.4	15.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	678	1318	1095	928	288	256
V/C Ratio(X)	0.28	0.37	0.44	0.07	0.79	0.88
Avail Cap(c_a), veh/h	845	1318	1095	928	419	373
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.96	0.96	1.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	0.0	0.0	44.3	45.1
Incr Delay (d2), s/veh	0.1	0.7	1.2	0.1	3.4	11.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.5	0.7	0.1	10.0	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.6	0.7	1.2	0.1	47.6	56.4
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h		672	546		451	
Approach Delay, s/veh		2.4	1.1		52.0	
Approach LOS		A	A		D	

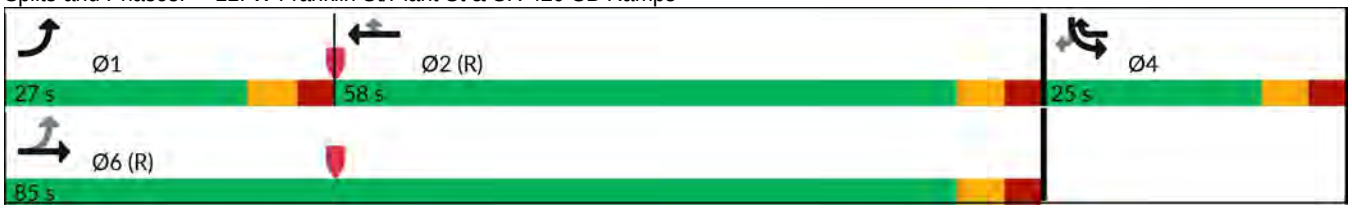
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.7	71.4			85.1	24.9
Change Period (Y+Rc), s	7.0	7.0			7.0	7.1
Max Green Setting (Gmax), s	17.0	46.0			70.0	25.9
Max Q Clear Time (g_c+I1), s	6.6	2.0			2.0	17.3
Green Ext Time (p_c), s	0.2	3.5			3.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	15.4
HCM 6th LOS	B

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	319	581	504	166	54	176
Future Volume (vph)	319	581	504	166	54	176
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	85.0	58.0	25.0	25.0	25.0
Total Split (%)	24.5%	77.3%	52.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	581	504	166	54	176
Future Volume (veh/h)	319	581	504	166	54	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1870	1856	1841	1870	1841
Adj Flow Rate, veh/h	339	618	536	158	57	167
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	4	2	4
Cap, veh/h	601	1399	1093	1117	226	198
Arrive On Green	0.09	0.75	0.78	0.78	0.13	0.13
Sat Flow, veh/h	1781	1870	1856	1560	1781	1560
Grp Volume(v), veh/h	339	618	536	158	57	167
Grp Sat Flow(s),veh/h/ln	1781	1870	1856	1560	1781	1560
Q Serve(g_s), s	7.7	13.7	11.2	1.9	3.2	11.5
Cycle Q Clear(g_c), s	7.7	13.7	11.2	1.9	3.2	11.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	601	1399	1093	1117	226	198
V/C Ratio(X)	0.56	0.44	0.49	0.14	0.25	0.85
Avail Cap(c_a), veh/h	755	1399	1093	1117	295	258
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	7.4	5.2	6.1	2.5	43.3	47.0
Incr Delay (d2), s/veh	0.8	1.0	1.4	0.2	0.8	19.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	8.2	6.4	1.6	2.6	16.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.3	6.2	7.5	2.7	44.2	66.8
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h		957	694		224	
Approach Delay, s/veh		7.0	6.4		61.1	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.4	71.8		20.7		89.3
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	51.0		18.2		78.0
Max Q Clear Time (g_c+I1), s	9.7	13.2		13.5		15.7
Green Ext Time (p_c), s	0.8	4.3		0.4		4.7

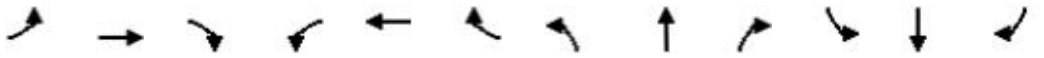
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.2
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	172	1386	648	306	1174	659	236	229	229	90
Future Volume (vph)	172	1386	648	306	1174	659	236	229	229	90
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	41.8	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	20.0	70.0	70.0	20.0	70.0	35.0	40.0	20.0	25.0	25.0
Total Split (%)	13.3%	46.7%	46.7%	13.3%	46.7%	23.3%	26.7%	13.3%	16.7%	16.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	6.8	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 17 (11%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1386	648	306	1174	68	659	236	208	229	229	90
Future Volume (veh/h)	172	1386	648	306	1174	68	659	236	208	229	229	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1796	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	177	1429	594	315	1210	70	679	243	214	236	236	83
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	2	2	2	7	2	2	2	2	2	6
Cap, veh/h	222	2151	668	276	2149	124	640	408	345	280	231	189
Arrive On Green	0.07	0.42	0.42	0.08	0.44	0.44	0.19	0.22	0.22	0.08	0.12	0.12
Sat Flow, veh/h	3401	5106	1585	3456	4937	286	3456	1826	1543	3456	1870	1535
Grp Volume(v), veh/h	177	1429	594	315	834	446	679	236	221	236	236	83
Grp Sat Flow(s),veh/h/ln	1700	1702	1585	1728	1702	1819	1728	1777	1593	1728	1870	1535
Q Serve(g_s), s	7.7	33.7	27.0	12.0	27.5	27.5	27.8	17.8	18.8	10.1	18.5	6.1
Cycle Q Clear(g_c), s	7.7	33.7	27.0	12.0	27.5	27.5	27.8	17.8	18.8	10.1	18.5	6.1
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.97	1.00		1.00
Lane Grp Cap(c), veh/h	222	2151	668	276	1482	792	640	397	356	280	231	189
V/C Ratio(X)	0.80	0.66	0.89	1.14	0.56	0.56	1.06	0.59	0.62	0.84	1.02	0.44
Avail Cap(c_a), veh/h	270	2151	668	276	1482	792	640	397	356	297	231	189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	34.9	10.8	69.0	31.7	31.7	61.1	52.1	52.5	68.0	65.8	40.4
Incr Delay (d2), s/veh	12.8	1.1	14.7	97.1	1.6	2.9	52.6	2.4	3.3	18.4	65.4	7.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	19.9	17.2	14.5	16.9	18.2	24.3	12.9	12.4	8.9	19.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	35.9	25.5	166.1	33.2	34.6	113.7	54.5	55.8	86.4	131.1	47.6
LnGrp LOS	F	D	C	F	C	C	F	D	E	F	F	D
Approach Vol, veh/h		2200			1595			1136			555	
Approach Delay, s/veh		36.8			59.8			90.1			99.6	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	72.1	19.3	40.7	20.0	70.0	35.0	25.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	11.9	63.2	12.9	* 33	12.0	63.2	27.8	18.5
Max Q Clear Time (g_c+I1), s	9.7	29.5	12.1	20.8	14.0	35.7	29.8	20.5
Green Ext Time (p_c), s	0.1	18.5	0.1	2.2	0.0	22.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	60.9
HCM 6th LOS	E

Notes

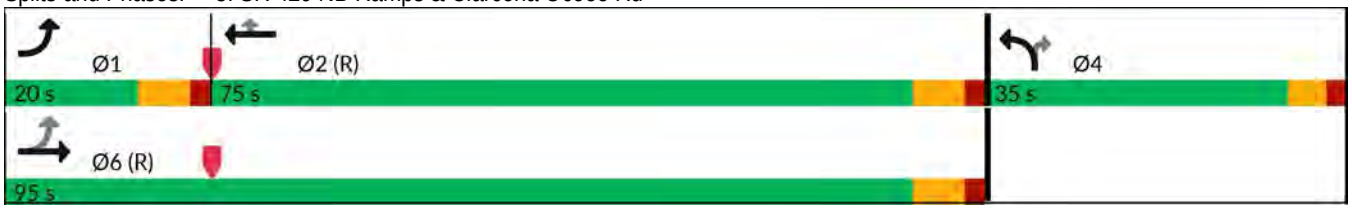
User approved pedestrian interval to be less than phase max green.

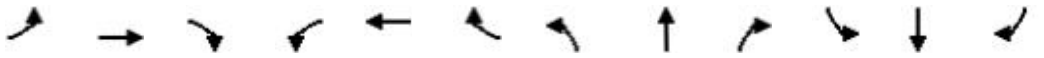
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	49	595	786	79	180	371
Future Volume (vph)	49	595	786	79	180	371
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	95.0	75.0	75.0	35.0	35.0
Total Split (%)	15.4%	73.1%	57.7%	57.7%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	595	0	0	786	79	180	0	371	0	0	0
Future Volume (veh/h)	49	595	0	0	786	79	180	0	371	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	53	640	0	0	845	0	194	0	336			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	479	2672	0	0	2365		268	0	419			
Arrive On Green	0.07	1.00	0.00	0.00	0.67	0.00	0.15	0.00	0.15			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	53	640	0	0	845	0	194	0	336			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	1.1	0.0	0.0	0.0	13.6	0.0	13.5	0.0	15.1			
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	13.6	0.0	13.5	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	479	2672	0	0	2365		268	0	419			
V/C Ratio(X)	0.11	0.24	0.00	0.00	0.36		0.72	0.00	0.80			
Avail Cap(c_a), veh/h	599	2672	0	0	2365		401	0	629			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	0.90	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.3	0.0	0.0	0.0	9.5	0.0	52.7	0.0	53.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0	5.2	0.0	5.8			
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(95%),veh/ln	0.6	0.1	0.0	0.0	8.3	0.0	10.6	0.0	9.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.3	0.2	0.0	0.0	9.9	0.0	57.9	0.0	59.1			
LnGrp LOS	A	A			A		E		E			
Approach Vol, veh/h		693			845			530				
Approach Delay, s/veh		0.7			9.9			58.7				
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	11.3	93.5		25.2		104.8			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	68.0		29.3		88.0			
Max Q Clear Time (g_c+I1), s	3.1	15.6		17.1		2.0			
Green Ext Time (p_c), s	0.0	6.4		2.4		4.5			

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		19.3	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

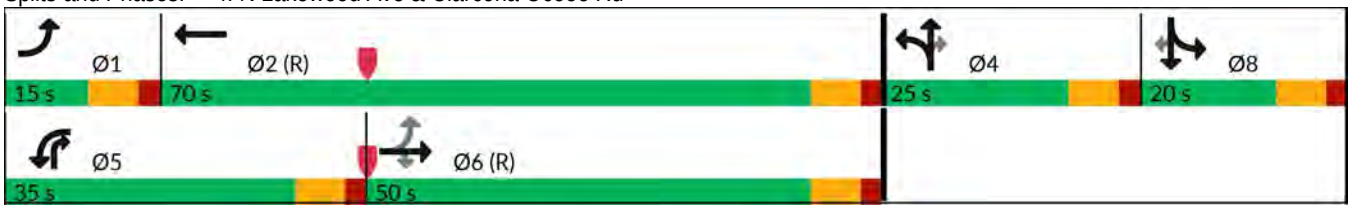
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	854	135	478	754	181	52	268	29	34	14
Future Volume (vph)	83	854	135	478	754	181	52	268	29	34	14
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	4	5	8	8	
Permitted Phases	6		6					4			8
Detector Phase	1	6	6	5	2	4	4	5	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	11.8	24.8	24.8	24.8
Total Split (s)	15.0	50.0	50.0	35.0	70.0	25.0	25.0	35.0	20.0	20.0	20.0
Total Split (%)	11.5%	38.5%	38.5%	26.9%	53.8%	19.2%	19.2%	26.9%	15.4%	15.4%	15.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	854	135	478	754	29	181	52	268	29	34	14
Future Volume (veh/h)	83	854	135	478	754	29	181	52	268	29	34	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	928	125	520	820	32	197	57	248	32	37	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	1575	703	591	1998	78	484	262	493	65	68	58
Arrive On Green	0.03	0.30	0.30	0.17	0.57	0.57	0.14	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1781	3554	1585	3456	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	90	928	125	520	418	434	197	57	248	32	37	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.6	28.9	7.6	19.1	17.1	17.1	6.8	3.5	16.6	2.3	2.5	1.0
Cycle Q Clear(g_c), s	3.6	28.9	7.6	19.1	17.1	17.1	6.8	3.5	16.6	2.3	2.5	1.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	415	1575	703	591	1018	1058	484	262	493	65	68	58
V/C Ratio(X)	0.22	0.59	0.18	0.88	0.41	0.41	0.41	0.22	0.50	0.49	0.54	0.22
Avail Cap(c_a), veh/h	454	1575	703	750	1018	1058	484	262	493	181	190	161
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	35.6	28.1	52.6	15.5	15.5	51.0	49.6	36.6	61.4	61.6	60.8
Incr Delay (d2), s/veh	0.2	1.5	0.5	9.8	1.2	1.2	0.6	0.4	0.8	5.7	6.5	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	19.1	5.4	13.8	11.1	11.5	5.3	3.0	10.8	2.1	2.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.7	37.2	28.6	62.4	16.7	16.7	51.5	50.0	37.4	67.1	68.1	62.8
LnGrp LOS	B	D	C	E	B	B	D	D	D	E	E	E
Approach Vol, veh/h		1143			1372			502			82	
Approach Delay, s/veh		34.8			34.0			44.4			66.9	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	81.3		25.0	29.0	64.4		11.5				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	8.2	63.2		18.2	28.2	43.2		13.2				
Max Q Clear Time (g_c+I1), s	5.6	19.1		18.6	21.1	30.9		4.5				
Green Ext Time (p_c), s	0.0	5.5		0.0	1.1	5.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		36.8	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	465	20	410	694
Demand Flow Rate, veh/h	521	20	440	851
Vehicles Circulating, veh/h	457	814	408	151
Vehicles Exiting, veh/h	545	34	570	683
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.5	6.4	10.6	7.1
Approach LOS	B	A	B	A

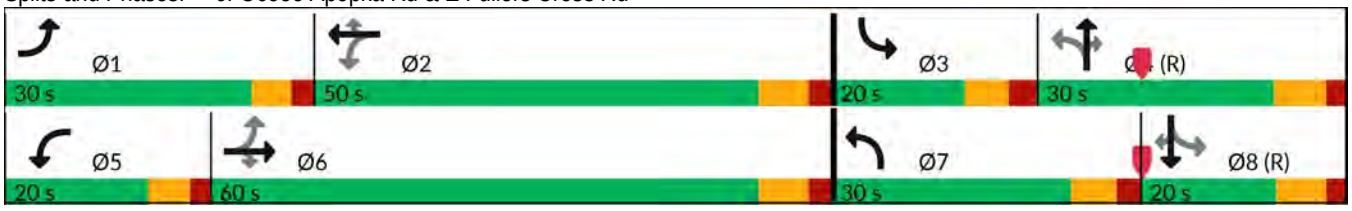
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.525	0.475
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	521	20	440	447	404
Cap Entry Lane, veh/h	866	602	910	1238	1238
Entry HV Adj Factor	0.892	0.990	0.933	0.667	0.980
Flow Entry, veh/h	465	20	410	298	396
Cap Entry, veh/h	772	596	849	825	1213
V/C Ratio	0.602	0.033	0.483	0.361	0.326
Control Delay, s/veh	14.5	6.4	10.6	8.6	6.0
LOS	B	A	B	A	A
95th %tile Queue, veh	4	0	3	2	1

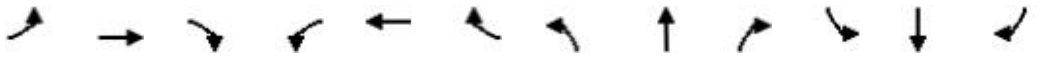
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	122	22	189	205	140	20	354	248	94	420	347
Future Volume (vph)	297	122	22	189	205	140	20	354	248	94	420	347
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8	33.8
Total Split (s)	30.0	60.0	60.0	20.0	50.0	50.0	30.0	30.0	30.0	20.0	20.0	20.0
Total Split (%)	23.1%	46.2%	46.2%	15.4%	38.5%	38.5%	23.1%	23.1%	23.1%	15.4%	15.4%	15.4%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	2.0	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	0.0	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	122	22	189	205	140	20	354	248	94	420	347
Future Volume (veh/h)	297	122	22	189	205	140	20	354	248	94	420	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	127	20	197	214	123	21	369	216	98	438	303
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	230	204	324	258	219	378	967	820	459	1010	856
Arrive On Green	0.10	0.13	0.13	0.11	0.14	0.14	0.02	0.52	0.52	0.04	0.54	0.54
Sat Flow, veh/h	3456	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	309	127	20	197	214	123	21	369	216	98	438	303
Grp Sat Flow(s),veh/h/ln	1728	1781	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	9.9	8.7	1.4	12.3	14.5	9.4	0.7	15.4	9.9	3.3	18.3	14.1
Cycle Q Clear(g_c), s	9.9	8.7	1.4	12.3	14.5	9.4	0.7	15.4	9.9	3.3	18.3	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	230	204	324	258	219	378	967	820	459	1010	856
V/C Ratio(X)	0.61	0.55	0.10	0.61	0.83	0.56	0.06	0.38	0.26	0.21	0.43	0.35
Avail Cap(c_a), veh/h	800	729	649	324	622	527	661	967	820	564	1010	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	53.1	50.0	42.9	54.5	52.4	15.0	18.9	17.5	14.5	18.0	17.0
Incr Delay (d2), s/veh	1.2	2.1	0.2	3.3	6.7	2.3	0.1	1.1	0.7	0.2	1.4	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	7.2	1.0	9.5	11.5	6.9	0.5	10.8	6.6	2.4	12.6	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	55.2	50.2	46.2	61.2	54.6	15.0	19.9	18.3	14.7	19.3	18.2
LnGrp LOS	D	E	D	D	E	D	B	B	B	B	B	B
Approach Vol, veh/h		456			534			606			839	
Approach Delay, s/veh		47.9			54.2			19.2			18.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	24.8	12.3	74.1	20.0	23.6	9.4	77.1
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	43.2	13.0	23.1	14.0	53.2	23.3	* 13
Max Q Clear Time (g_c+I1), s	11.9	16.5	5.3	17.4	14.3	10.7	2.7	20.3
Green Ext Time (p_c), s	0.8	1.5	0.1	1.4	0.0	0.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	31.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

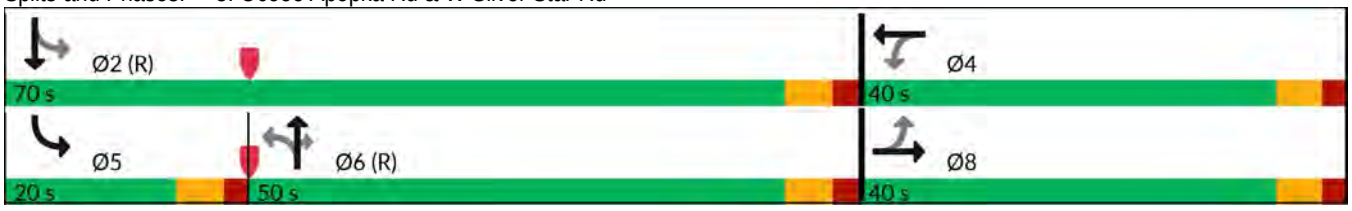
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

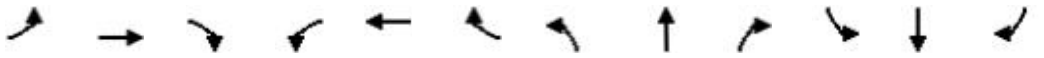
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	116	204	160	14	341	244	142	292
Future Volume (vph)	13	116	204	160	14	341	244	142	292
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		8		4		6		5	2
Permitted Phases	8		4		6		6	2	
Detector Phase	8	8	4	4	6	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	30.0	12.0	32.0
Total Split (s)	40.0	40.0	40.0	40.0	50.0	50.0	50.0	20.0	70.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	45.5%	45.5%	45.5%	18.2%	63.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 40 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





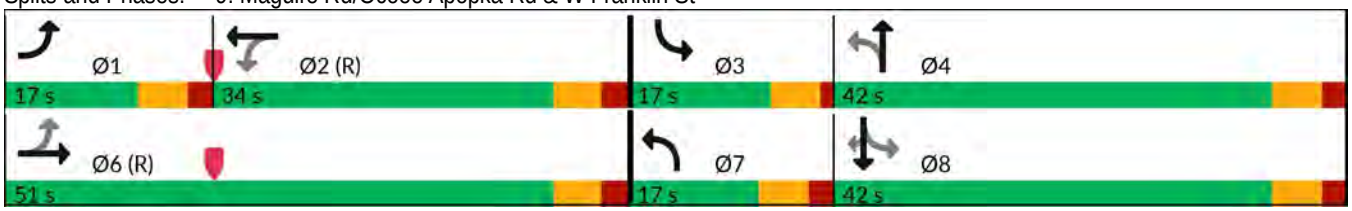
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	116	12	204	160	127	14	341	244	142	292	12
Future Volume (veh/h)	13	116	12	204	160	127	14	341	244	142	292	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1752	1870	1870	1870	1870	1870	1870	1870	1870	1752
Adj Flow Rate, veh/h	14	122	13	215	168	134	15	359	257	149	307	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	10	2	2	2	2	2	2	2	2	10
Cap, veh/h	172	425	45	315	246	196	621	981	831	589	1132	48
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	1.00	1.00	1.00	0.06	0.64	0.64
Sat Flow, veh/h	1077	1648	176	1254	953	760	1060	1870	1585	1781	1781	75
Grp Volume(v), veh/h	14	0	135	215	0	302	15	359	257	149	0	320
Grp Sat Flow(s),veh/h/ln	1077	0	1824	1254	0	1713	1060	1870	1585	1781	0	1857
Q Serve(g_s), s	1.3	0.0	6.5	18.2	0.0	17.5	0.0	0.0	0.0	4.0	0.0	8.3
Cycle Q Clear(g_c), s	18.8	0.0	6.5	24.8	0.0	17.5	0.0	0.0	0.0	4.0	0.0	8.3
Prop In Lane	1.00		0.10	1.00		0.44	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	172	0	471	315	0	442	621	981	831	589	0	1180
V/C Ratio(X)	0.08	0.00	0.29	0.68	0.00	0.68	0.02	0.37	0.31	0.25	0.00	0.27
Avail Cap(c_a), veh/h	230	0	569	382	0	534	621	981	831	715	0	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.94	0.94	0.94	0.89	0.00	0.89
Uniform Delay (d), s/veh	45.2	0.0	32.7	42.6	0.0	36.8	0.0	0.0	0.0	9.7	0.0	8.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	3.8	0.0	2.7	0.1	1.0	0.9	0.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	5.3	9.9	0.0	12.1	0.0	0.5	0.4	2.7	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.4	0.0	33.0	46.4	0.0	39.5	0.1	1.0	0.9	9.9	0.0	9.3
LnGrp LOS	D		C	D		D	A	A	A	A		A
Approach Vol, veh/h		149			517			631			469	
Approach Delay, s/veh		34.2			42.4			0.9			9.5	
Approach LOS		C			D			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.9		34.1	12.2	63.7		34.1				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		64.0		34.3	14.0	44.0		34.3				
Max Q Clear Time (g_c+I1), s		10.3		26.8	6.0	2.0		20.8				
Green Ext Time (p_c), s		2.0		1.6	0.3	3.3		0.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			18.1									
HCM 6th LOS			B									

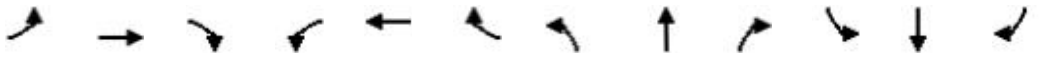
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	253	122	10	68	106	32	13	299	209
Future Volume (vph)	253	122	10	68	106	32	13	299	209
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		2	7	4	3	8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	2	2	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	11.1	35.1	35.1
Total Split (s)	17.0	51.0	34.0	34.0	17.0	42.0	17.0	42.0	42.0
Total Split (%)	15.5%	46.4%	30.9%	30.9%	15.5%	38.2%	15.5%	38.2%	38.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	5.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	122	156	10	68	26	106	32	13	13	299	209
Future Volume (veh/h)	253	122	156	10	68	26	106	32	13	13	299	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1870	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	266	128	164	11	72	27	112	34	14	14	315	220
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	11	2	2	2	3	2	2	2	2	2
Cap, veh/h	742	428	548	526	549	206	215	313	129	363	364	309
Arrive On Green	0.03	0.19	0.19	0.42	0.42	0.42	0.07	0.25	0.25	0.04	0.39	0.39
Sat Flow, veh/h	1781	745	954	1087	1297	486	1767	1250	515	1781	1870	1585
Grp Volume(v), veh/h	266	0	292	11	0	99	112	0	48	14	315	220
Grp Sat Flow(s),veh/h/ln	1781	0	1699	1087	0	1783	1767	0	1764	1781	1870	1585
Q Serve(g_s), s	8.6	0.0	16.2	0.6	0.0	3.7	5.4	0.0	2.3	0.7	17.1	12.9
Cycle Q Clear(g_c), s	8.6	0.0	16.2	0.6	0.0	3.7	5.4	0.0	2.3	0.7	17.1	12.9
Prop In Lane	1.00		0.56	1.00		0.27	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	742	0	976	526	0	755	215	0	442	363	364	309
V/C Ratio(X)	0.36	0.00	0.30	0.02	0.00	0.13	0.52	0.00	0.11	0.04	0.87	0.71
Avail Cap(c_a), veh/h	749	0	976	526	0	755	275	0	576	522	610	517
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.86	0.00	0.86	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	14.9	0.0	25.6	18.5	0.0	19.3	32.5	0.0	31.8	33.6	32.3	31.0
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.1	0.0	0.4	1.9	0.0	0.1	0.0	6.1	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	11.7	0.3	0.0	2.9	4.3	0.0	1.8	0.5	10.4	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	26.2	18.5	0.0	19.7	34.4	0.0	31.9	33.7	38.3	33.7
LnGrp LOS	B		C	B		B	C		C	C	D	C
Approach Vol, veh/h		558			110			160			549	
Approach Delay, s/veh		20.9			19.6			33.7			36.3	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	16.6	52.6	7.2	33.6		69.2	13.3	27.5				
Change Period (Y+Rc), s	6.0	6.0	5.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	11.0	28.0	11.9	35.9		45.0	10.9	35.9				
Max Q Clear Time (g_c+I1), s	10.6	5.7	2.7	4.3		18.2	7.4	19.1				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.2		1.8	0.1	2.4				

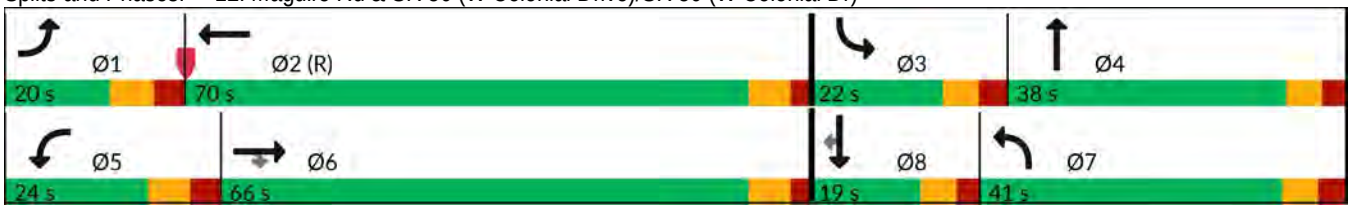
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.4									
HCM 6th LOS			C									

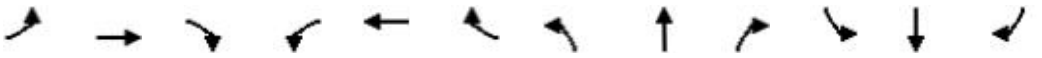
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	172	1386	648	306	1174	659	236	229	229	90
Future Volume (vph)	172	1386	648	306	1174	659	236	229	229	90
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6		5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	6	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	41.8	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	20.0	66.0	66.0	24.0	70.0	41.0	38.0	22.0	19.0	19.0
Total Split (%)	13.3%	44.0%	44.0%	16.0%	46.7%	27.3%	25.3%	14.7%	12.7%	12.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	2.0	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	6.8	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 17 (11%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1386	648	306	1174	68	659	236	208	229	229	90
Future Volume (veh/h)	172	1386	648	306	1174	68	659	236	208	229	229	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1870	1870	1870	1796	1870	1870	1870	1870	1870	1811
Adj Flow Rate, veh/h	177	1429	581	315	1210	70	679	243	214	236	236	85
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	2	2	2	2	7	2	2	2	2	2	6
Cap, veh/h	222	2100	652	358	2217	128	732	382	323	283	296	128
Arrive On Green	0.07	0.41	0.41	0.10	0.45	0.45	0.21	0.21	0.21	0.08	0.08	0.08
Sat Flow, veh/h	3401	5106	1585	3456	4937	286	3456	1826	1543	3456	3554	1535
Grp Volume(v), veh/h	177	1429	581	315	834	446	679	236	221	236	236	85
Grp Sat Flow(s),veh/h/ln	1700	1702	1585	1728	1702	1819	1728	1777	1593	1728	1777	1535
Q Serve(g_s), s	7.7	34.3	24.6	13.5	26.8	26.8	28.9	18.2	19.1	10.1	9.8	6.6
Cycle Q Clear(g_c), s	7.7	34.3	24.6	13.5	26.8	26.8	28.9	18.2	19.1	10.1	9.8	6.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.97	1.00		1.00
Lane Grp Cap(c), veh/h	222	2100	652	358	1528	817	732	371	333	283	296	128
V/C Ratio(X)	0.80	0.68	0.89	0.88	0.55	0.55	0.93	0.64	0.66	0.83	0.80	0.66
Avail Cap(c_a), veh/h	270	2100	652	369	1528	817	779	372	333	343	296	128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	36.1	9.5	66.3	30.2	30.2	58.0	54.1	54.5	67.8	67.5	45.1
Incr Delay (d2), s/veh	12.8	1.2	15.2	20.5	1.4	2.6	16.7	3.5	4.9	13.6	19.6	24.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	20.3	16.1	11.2	16.5	17.7	20.5	13.3	12.8	8.6	9.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.9	37.3	24.8	86.8	31.6	32.8	74.7	57.7	59.3	81.5	87.1	69.2
LnGrp LOS	F	D	C	F	C	C	E	E	E	F	F	E
Approach Vol, veh/h		2187			1595			1136			557	
Approach Delay, s/veh		37.6			42.8			68.2			82.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	74.1	19.4	38.6	23.5	68.5	39.0	19.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	11.9	63.2	14.9	* 31	16.0	59.2	33.8	12.5
Max Q Clear Time (g_c+I1), s	9.7	28.8	12.1	21.1	15.5	36.3	30.9	11.8
Green Ext Time (p_c), s	0.1	18.7	0.2	2.0	0.1	19.3	0.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	50.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

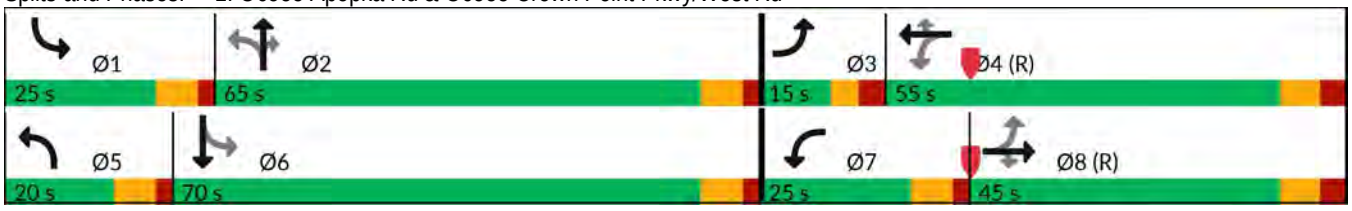
G-3: Buildout

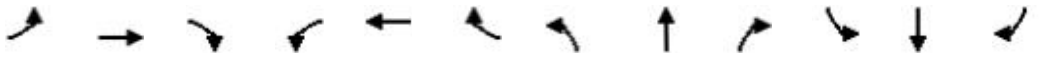
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	174	122	621	356	148	148	661	514	159	498
Future Volume (vph)	65	174	122	621	356	148	148	661	514	159	498
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	45.0	45.0	25.0	55.0	55.0	20.0	65.0	65.0	25.0	70.0
Total Split (%)	9.4%	28.1%	28.1%	15.6%	34.4%	34.4%	12.5%	40.6%	40.6%	15.6%	43.8%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	174	122	621	356	148	148	661	514	159	498	56
Future Volume (veh/h)	65	174	122	621	356	148	148	661	514	159	498	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1826	1870	1870	1841	1870	1856	1841
Adj Flow Rate, veh/h	66	178	109	634	363	134	151	674	470	162	508	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	5	2	2	4	2	3	4
Cap, veh/h	340	958	426	500	1237	538	240	680	558	183	613	69
Arrive On Green	0.04	0.27	0.27	0.04	0.11	0.11	0.07	0.36	0.36	0.08	0.37	0.37
Sat Flow, veh/h	1781	3554	1582	1781	3554	1546	1781	1870	1535	1781	1638	184
Grp Volume(v), veh/h	66	178	109	634	363	134	151	674	470	162	0	565
Grp Sat Flow(s),veh/h/ln	1781	1777	1582	1781	1777	1546	1781	1870	1535	1781	0	1822
Q Serve(g_s), s	4.3	6.2	8.6	18.2	15.0	12.6	8.5	57.4	44.9	10.1	0.0	45.0
Cycle Q Clear(g_c), s	4.3	6.2	8.6	18.2	15.0	12.6	8.5	57.4	44.9	10.1	0.0	45.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	340	958	426	500	1237	538	240	680	558	183	0	682
V/C Ratio(X)	0.19	0.19	0.26	1.27	0.29	0.25	0.63	0.99	0.84	0.88	0.00	0.83
Avail Cap(c_a), veh/h	369	958	426	500	1237	538	271	680	558	250	0	720
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	44.9	45.8	50.9	52.8	51.8	35.6	50.6	46.7	45.1	0.0	45.4
Incr Delay (d2), s/veh	0.1	0.4	1.4	134.8	0.5	1.0	2.3	32.1	12.1	19.3	0.0	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	5.1	6.6	42.7	11.5	9.1	6.7	41.4	26.4	9.1	0.0	29.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.1	45.4	47.3	185.7	53.3	52.8	37.9	82.8	58.8	64.4	0.0	54.2
LnGrp LOS	D	D	D	F	D	D	D	F	E	E		D
Approach Vol, veh/h		353			1131			1295			727	
Approach Delay, s/veh		45.0			127.5			68.8			56.5	
Approach LOS		D			F			E			E	

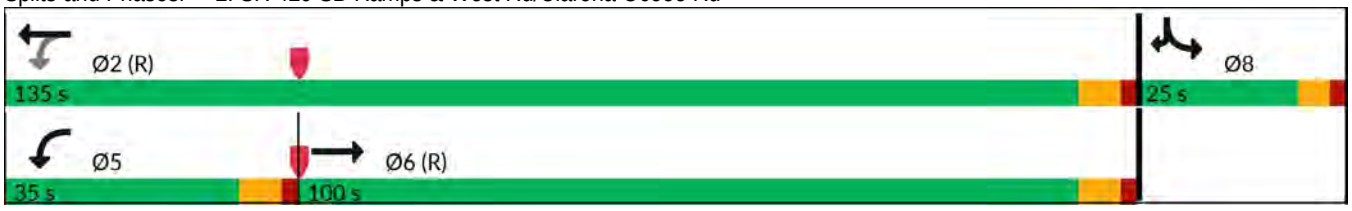
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	65.0	12.4	63.6	17.3	66.7	25.0	51.0
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	18.2	58.2	8.5	47.1	13.2	63.2	18.2	37.1
Max Q Clear Time (g_c+I1), s	12.1	59.4	6.3	17.0	10.5	47.0	20.2	10.6
Green Ext Time (p_c), s	0.1	0.0	0.0	2.7	0.0	5.6	0.0	1.5

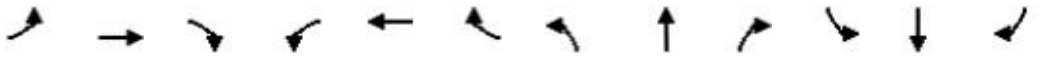
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	82.8
HCM 6th LOS	F

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	764	482	1095	163	186
Future Volume (vph)	764	482	1095	163	186
Turn Type	NA	pm+pt	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases		2			
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7
Total Split (s)	100.0	35.0	135.0	25.0	25.0
Total Split (%)	62.5%	21.9%	84.4%	15.6%	15.6%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7	5.7
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	764	251	482	1095	0	0	0	0	163	0	186
Future Volume (veh/h)	0	764	251	482	1095	0	0	0	0	163	0	186
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	0	1870	1870	1856	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	780	256	492	1117	0				166	0	173
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	3	2	0				2	0	2
Cap, veh/h	0	1621	532	625	2848	0				214	0	191
Arrive On Green	0.00	1.00	1.00	0.28	1.00	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	2707	858	1767	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	530	506	492	1117	0				166	0	173
Grp Sat Flow(s),veh/h/ln	0	1777	1694	1767	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	19.3	0.0	0.0				14.5	0.0	17.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	19.3	0.0	0.0				14.5	0.0	17.2
Prop In Lane	0.00		0.51	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1102	1051	625	2848	0				214	0	191
V/C Ratio(X)	0.00	0.48	0.48	0.79	0.39	0.00				0.77	0.00	0.91
Avail Cap(c_a), veh/h	0	1102	1051	692	2848	0				215	0	191
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.81	0.81	0.64	0.64	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.4	0.0	0.0				68.3	0.0	69.5
Incr Delay (d2), s/veh	0.0	1.2	1.3	3.6	0.3	0.0				16.0	0.0	40.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.7	0.7	6.8	0.2	0.0				12.1	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	1.2	1.3	9.0	0.3	0.0				84.3	0.0	109.5
LnGrp LOS		A	A	A	A					F		F
Approach Vol, veh/h		1036			1609						339	
Approach Delay, s/veh		1.3			2.9						97.2	
Approach LOS		A			A						F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		135.0			29.0	106.0		25.0				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		128.2			28.2	93.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			21.3	2.0		19.2				
Green Ext Time (p_c), s		9.8			1.0	7.8		0.0				

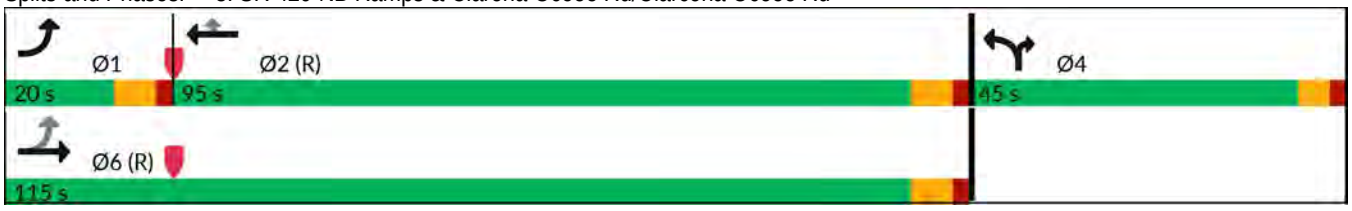
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.1									
HCM 6th LOS			B									

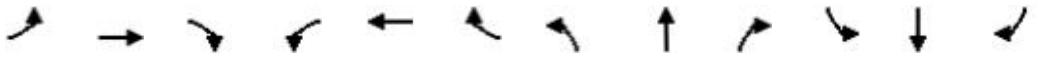
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	163	858	1207	173	387	645
Future Volume (vph)	163	858	1207	173	387	645
Turn Type	pm+pt	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases	6			2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	36.7	36.7
Total Split (s)	20.0	115.0	95.0	95.0	45.0	45.0
Total Split (%)	12.5%	71.9%	59.4%	59.4%	28.1%	28.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.7	5.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarona Ocoee Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	858	0	0	1207	173	387	0	645	0	0	0
Future Volume (veh/h)	163	858	0	0	1207	173	387	0	645	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1841	1870	0	0	1870	1796	1870	0	1826			
Adj Flow Rate, veh/h	172	903	0	0	1271	0	407	0	607			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	4	2	0	0	2	7	2	0	5			
Cap, veh/h	288	2411	0	0	2065		431	0	660			
Arrive On Green	0.11	1.00	0.00	0.00	0.58	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	1753	3647	0	0	3647	1522	1781	0	2723			
Grp Volume(v), veh/h	172	903	0	0	1271	0	407	0	607			
Grp Sat Flow(s),veh/h/ln	1753	1777	0	0	1777	1522	1781	0	1362			
Q Serve(g_s), s	6.5	0.0	0.0	0.0	37.3	0.0	35.9	0.0	34.8			
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.0	37.3	0.0	35.9	0.0	34.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	288	2411	0	0	2065		431	0	660			
V/C Ratio(X)	0.60	0.37	0.00	0.00	0.62		0.94	0.00	0.92			
Avail Cap(c_a), veh/h	337	2411	0	0	2065		438	0	669			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00	0.00	0.70	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	17.8	0.0	0.0	0.0	21.9	0.0	59.6	0.0	59.1			
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.0	1.0	0.0	29.3	0.0	18.2			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	0.2	0.0	0.0	20.5	0.0	27.0	0.0	19.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.4	0.0	0.0	22.8	0.0	88.8	0.0	77.4			
LnGrp LOS	B	A			C		F		E			
Approach Vol, veh/h		1075			1271			1014				
Approach Delay, s/veh		3.3			22.8			82.0				
Approach LOS		A			C			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	15.6	100.0		44.4		115.6			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	88.0		39.3		108.0			
Max Q Clear Time (g_c+I1), s	8.5	39.3		37.9		2.0			
Green Ext Time (p_c), s	0.1	11.6		0.8		7.1			

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		34.4	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

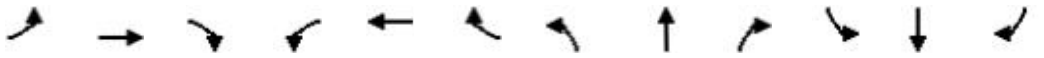
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	107	1111	362	644	957	464	94	525	34	39	17
Future Volume (vph)	107	1111	362	644	957	464	94	525	34	39	17
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	4	5	8	8	
Permitted Phases	6		6					4			8
Detector Phase	1	6	6	5	2	4	4	5	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	11.8	24.8	24.8	24.8
Total Split (s)	18.0	60.0	60.0	50.0	92.0	30.0	30.0	50.0	20.0	20.0	20.0
Total Split (%)	11.3%	37.5%	37.5%	31.3%	57.5%	18.8%	18.8%	31.3%	12.5%	12.5%	12.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lag	Lead	Lead			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	None	Max	Max	Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 147 (92%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	1111	362	644	957	37	464	94	525	34	39	17
Future Volume (veh/h)	107	1111	362	644	957	37	464	94	525	34	39	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1134	332	657	977	38	473	96	492	35	40	17
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	1384	622	726	1857	72	501	271	563	147	154	131
Arrive On Green	0.14	0.78	0.78	0.21	0.53	0.53	0.15	0.15	0.15	0.08	0.08	0.08
Sat Flow, veh/h	1781	3526	1584	3456	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	109	1134	332	657	498	517	473	96	492	35	40	17
Grp Sat Flow(s),veh/h/ln	1781	1763	1584	1728	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	0.0	31.0	12.4	29.7	29.1	29.1	21.7	7.4	23.2	2.9	3.2	1.6
Cycle Q Clear(g_c), s	0.0	31.0	12.4	29.7	29.1	29.1	21.7	7.4	23.2	2.9	3.2	1.6
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	1384	622	726	946	983	501	271	563	147	154	131
V/C Ratio(X)	0.34	0.82	0.53	0.91	0.53	0.53	0.94	0.35	0.87	0.24	0.26	0.13
Avail Cap(c_a), veh/h	318	1384	622	933	946	983	501	271	563	147	154	131
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	13.8	11.8	61.6	24.3	24.3	67.8	61.6	48.3	68.7	68.8	68.1
Incr Delay (d2), s/veh	0.5	4.6	2.7	10.2	2.1	2.0	28.4	3.6	17.1	3.8	4.0	2.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	9.9	6.2	19.9	18.2	18.8	17.1	6.8	28.6	2.7	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.2	18.4	14.5	71.9	26.4	26.3	96.2	65.2	65.3	72.5	72.8	70.1
LnGrp LOS	D	B	B	E	C	C	F	E	E	E	E	E
Approach Vol, veh/h		1575			1672			1061			92	
Approach Delay, s/veh		19.1			44.2			79.1			72.2	
Approach LOS		B			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	92.0		30.0	40.4	69.6		20.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	11.2	85.2		23.2	43.2	53.2		13.2				
Max Q Clear Time (g_c+I1), s	2.0	31.1		25.2	31.7	33.0		5.2				
Green Ext Time (p_c), s	0.1	7.2		0.0	1.9	8.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		44.2	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	64.0
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	872	22	679	1366
Demand Flow Rate, veh/h	902	28	731	1466
Vehicles Circulating, veh/h	582	1399	733	216
Vehicles Exiting, veh/h	1101	65	751	1210
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	116.8	15.3	98.5	13.9
Approach LOS	F	C	F	B

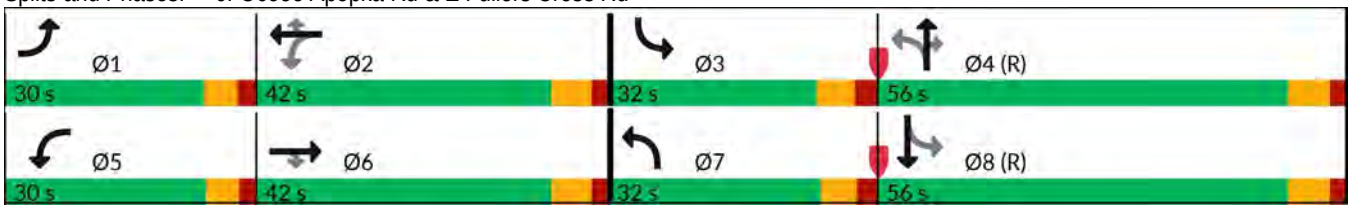
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.389	0.611
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	902	28	731	571	895
Cap Entry Lane, veh/h	762	331	653	1167	1167
Entry HV Adj Factor	0.967	0.798	0.929	0.980	0.901
Flow Entry, veh/h	872	22	679	560	806
Cap Entry, veh/h	737	264	607	1144	1051
V/C Ratio	1.183	0.085	1.119	0.489	0.767
Control Delay, s/veh	116.8	15.3	98.5	8.6	17.5
LOS	F	C	F	A	C
95th %tile Queue, veh	28	0	21	3	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	425	175	70	375	323	325	70	751	498	248	758
Future Volume (vph)	425	175	70	375	323	325	70	751	498	248	758
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases			6	2		2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8
Total Split (s)	30.0	42.0	42.0	30.0	42.0	42.0	32.0	56.0	56.0	32.0	56.0
Total Split (%)	18.8%	26.3%	26.3%	18.8%	26.3%	26.3%	20.0%	35.0%	35.0%	20.0%	35.0%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	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	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	175	70	375	323	325	70	751	498	248	758	503
Future Volume (veh/h)	425	175	70	375	323	325	70	751	498	248	758	503
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1856	1870	1870	1870	1870	1841	1841	1870
Adj Flow Rate, veh/h	447	184	74	395	340	342	74	791	524	261	798	529
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	8	3	2	2	2	2	4	4	2
Cap, veh/h	490	397	337	435	408	349	137	1296	578	314	881	576
Arrive On Green	0.14	0.21	0.21	0.10	0.15	0.15	0.05	0.49	0.49	0.11	0.43	0.43
Sat Flow, veh/h	3456	1870	1585	1697	1856	1585	1781	3554	1585	1753	2027	1324
Grp Volume(v), veh/h	447	184	74	395	340	342	74	791	524	261	687	640
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1697	1856	1585	1781	1777	1585	1753	1749	1602
Q Serve(g_s), s	20.4	13.7	6.2	24.0	28.5	34.4	4.1	26.0	48.6	14.5	58.5	60.2
Cycle Q Clear(g_c), s	20.4	13.7	6.2	24.0	28.5	34.4	4.1	26.0	48.6	14.5	58.5	60.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	490	397	337	435	408	349	137	1296	578	314	760	697
V/C Ratio(X)	0.91	0.46	0.22	0.91	0.83	0.98	0.54	0.61	0.91	0.83	0.90	0.92
Avail Cap(c_a), veh/h	516	411	349	435	408	349	351	1296	578	402	760	697
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.33	1.33	1.33	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	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	55.0	52.1	48.9	65.3	67.9	38.4	32.9	38.7	31.3	42.1	42.6
Incr Delay (d2), s/veh	20.0	0.8	0.3	17.8	10.3	35.8	3.3	2.1	20.3	11.1	16.1	19.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.6	10.8	4.5	9.5	20.3	23.6	3.4	15.9	27.9	11.3	36.7	35.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.7	55.9	52.4	66.7	75.6	103.7	41.7	35.0	59.0	42.5	58.2	61.8
LnGrp LOS	F	E	D	E	E	F	D	D	E	D	E	E
Approach Vol, veh/h		705			1077			1389			1588	
Approach Delay, s/veh		75.7			81.2			44.4			57.1	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.8	42.0	23.9	65.3	30.0	40.8	12.7	76.5
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	35.2	25.0	49.1	24.0	35.2	25.3	* 49
Max Q Clear Time (g_c+I1), s	22.4	36.4	16.5	50.6	26.0	15.7	6.1	62.2
Green Ext Time (p_c), s	0.3	0.0	0.5	0.0	0.0	1.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	61.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	37.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	2	211	15	74	15	192	396	135	183	9
Future Vol, veh/h	4	10	2	211	15	74	15	192	396	135	183	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	5	2	2	2	2	2	2
Mvmt Flow	4	11	2	229	16	80	16	209	430	147	199	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.3	19.7	56.8	19.4
HCM LOS	B	C	F	C

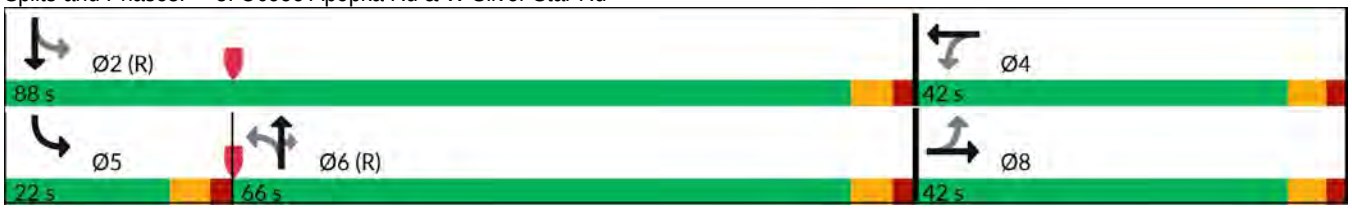
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	25%	70%	41%
Vol Thru, %	32%	63%	5%	56%
Vol Right, %	66%	13%	25%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	603	16	300	327
LT Vol	15	4	211	135
Through Vol	192	10	15	183
RT Vol	396	2	74	9
Lane Flow Rate	655	17	326	355
Geometry Grp	1	1	1	1
Degree of Util (X)	0.994	0.038	0.608	0.625
Departure Headway (Hd)	5.459	7.864	6.707	6.334
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	662	453	538	569
Service Time	3.499	5.951	4.753	4.383
HCM Lane V/C Ratio	0.989	0.038	0.606	0.624
HCM Control Delay, s/veh	56.8	11.3	19.7	19.4
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	15.4	0.1	4	4.3

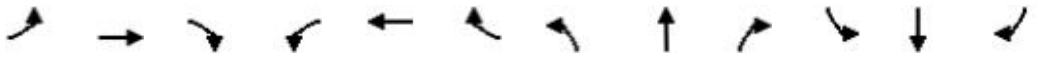
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	16	242	207	204	21	703	220	247	558
Future Volume (vph)	16	242	207	204	21	703	220	247	558
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		8		4		6		5	2
Permitted Phases	8		4		6		6	2	
Detector Phase	8	8	4	4	6	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	30.0	12.0	32.0
Total Split (s)	42.0	42.0	42.0	42.0	66.0	66.0	66.0	22.0	88.0
Total Split (%)	32.3%	32.3%	32.3%	32.3%	50.8%	50.8%	50.8%	16.9%	67.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 20 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	242	23	207	204	228	21	703	220	247	558	32
Future Volume (veh/h)	16	242	23	207	204	228	21	703	220	247	558	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1737	1856	1870	1870	1707	1870	1870	1870	1826	1870
Adj Flow Rate, veh/h	16	247	23	211	208	233	21	717	224	252	569	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	11	3	2	2	13	2	2	2	5	2
Cap, veh/h	77	470	44	226	221	248	388	935	792	300	1078	63
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.33	0.33	0.33	0.08	0.63	0.63
Sat Flow, veh/h	948	1684	157	1100	793	888	746	1870	1583	1781	1709	99
Grp Volume(v), veh/h	16	0	270	211	0	441	21	717	224	252	0	602
Grp Sat Flow(s),veh/h/ln	948	0	1841	1100	0	1680	746	1870	1583	1781	0	1808
Q Serve(g_s), s	2.2	0.0	16.1	20.2	0.0	33.3	2.6	44.6	13.5	8.6	0.0	24.0
Cycle Q Clear(g_c), s	35.5	0.0	16.1	36.3	0.0	33.3	9.6	44.6	13.5	8.6	0.0	24.0
Prop In Lane	1.00		0.09	1.00		0.53	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	77	0	514	226	0	469	388	935	792	300	0	1140
V/C Ratio(X)	0.21	0.00	0.53	0.93	0.00	0.94	0.05	0.77	0.28	0.84	0.00	0.53
Avail Cap(c_a), veh/h	77	0	514	226	0	469	388	935	792	368	0	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.50	0.50	0.50	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.1	0.0	39.6	56.8	0.0	45.8	27.3	36.4	26.1	25.6	0.0	13.3
Incr Delay (d2), s/veh	1.3	0.0	1.0	41.4	0.0	27.1	0.1	3.1	0.4	14.2	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	11.9	14.7	0.0	24.2	0.9	27.4	8.3	8.8	0.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.5	0.0	40.6	98.2	0.0	72.9	27.4	39.5	26.6	39.8	0.0	15.0
LnGrp LOS	E		D	F		E	C	D	C	D		B
Approach Vol, veh/h		286			652			962			854	
Approach Delay, s/veh		41.9			81.1			36.2			22.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		88.0		42.0	17.0	71.0		42.0				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		82.0		36.3	16.0	60.0		36.3				
Max Q Clear Time (g_c+I1), s		26.0		38.3	10.6	46.6		37.5				
Green Ext Time (p_c), s		4.6		0.0	0.4	3.4		0.0				

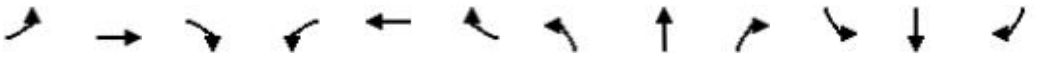
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			43.1									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	368	192	12	186	159	450	35	496	245
Future Volume (vph)	368	192	12	186	159	450	35	496	245
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		2	7	4	3	8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	2	2	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	12.1	35.1	35.1
Total Split (s)	22.0	62.0	40.0	40.0	23.0	47.0	21.0	45.0	45.0
Total Split (%)	16.9%	47.7%	30.8%	30.8%	17.7%	36.2%	16.2%	34.6%	34.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	192	240	12	186	88	159	450	26	35	496	245
Future Volume (veh/h)	368	192	240	12	186	88	159	450	26	35	496	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1470	1752	1856	1796	1870	1870	1870	1781	1811	1841
Adj Flow Rate, veh/h	383	200	250	12	194	92	166	469	27	36	517	255
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	29	10	3	7	2	2	2	8	6	4
Cap, veh/h	461	356	445	260	372	177	208	602	35	202	541	465
Arrive On Green	0.04	0.16	0.16	0.31	0.31	0.31	0.08	0.34	0.34	0.02	0.20	0.20
Sat Flow, veh/h	1739	738	922	881	1190	564	1781	1749	101	1697	1811	1557
Grp Volume(v), veh/h	383	0	450	12	0	286	166	0	496	36	517	255
Grp Sat Flow(s),veh/h/ln	1739	0	1660	881	0	1754	1781	0	1850	1697	1811	1557
Q Serve(g_s), s	16.0	0.0	32.5	1.4	0.0	17.4	8.1	0.0	31.2	1.9	36.7	19.1
Cycle Q Clear(g_c), s	16.0	0.0	32.5	11.9	0.0	17.4	8.1	0.0	31.2	1.9	36.7	19.1
Prop In Lane	1.00		0.56	1.00		0.32	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	461	0	800	260	0	549	208	0	637	202	541	465
V/C Ratio(X)	0.83	0.00	0.56	0.05	0.00	0.52	0.80	0.00	0.78	0.18	0.96	0.55
Avail Cap(c_a), veh/h	461	0	800	260	0	549	298	0	637	339	542	466
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	0.59	0.00	0.59	1.00	0.00	1.00	1.00	0.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	32.3	0.0	42.0	38.9	0.0	36.7	32.8	0.0	38.2	32.6	51.2	44.1
Incr Delay (d2), s/veh	7.6	0.0	1.7	0.3	0.0	3.5	9.5	0.0	6.1	0.3	22.4	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	19.7	0.6	0.0	12.6	7.2	0.0	21.4	1.4	26.8	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	43.7	39.2	0.0	40.2	42.2	0.0	44.3	32.9	73.6	45.1
LnGrp LOS	D		D	D		D	D		D	C	E	D
Approach Vol, veh/h		833			298			662			808	
Approach Delay, s/veh		42.0			40.1			43.8			62.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	22.0	46.7	10.5	50.9		68.7	16.4	44.9				
Change Period (Y+Rc), s	6.0	6.0	6.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	16.0	34.0	14.9	40.9		56.0	16.9	38.9				
Max Q Clear Time (g_c+I1), s	18.0	19.4	3.9	33.2		34.5	10.1	38.7				
Green Ext Time (p_c), s	0.0	1.4	0.0	1.8		2.9	0.2	0.1				

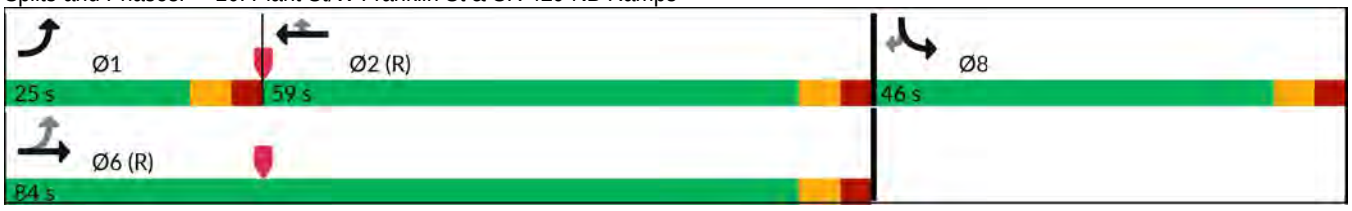
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			48.7									
HCM 6th LOS			D									

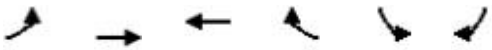
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	293	558	653	197	480	326
Future Volume (vph)	293	558	653	197	480	326
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	12.0	33.0	30.0	30.0	22.0	22.0
Total Split (s)	25.0	84.0	59.0	59.0	46.0	46.0
Total Split (%)	19.2%	64.6%	45.4%	45.4%	35.4%	35.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 23 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: Plant St/W Franklin St & SR 429 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	293	558	653	197	480	326
Future Volume (veh/h)	293	558	653	197	480	326
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1737	1870	1841	1870	1870
Adj Flow Rate, veh/h	302	575	673	181	495	299
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	11	2	4	2	2
Cap, veh/h	426	1043	808	674	520	463
Arrive On Green	0.23	1.00	0.86	0.86	0.29	0.29
Sat Flow, veh/h	1781	1737	1870	1560	1781	1585
Grp Volume(v), veh/h	302	575	673	181	495	299
Grp Sat Flow(s),veh/h/ln	1781	1737	1870	1560	1781	1585
Q Serve(g_s), s	12.7	0.0	22.7	2.7	35.4	21.4
Cycle Q Clear(g_c), s	12.7	0.0	22.7	2.7	35.4	21.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	426	1043	808	674	520	463
V/C Ratio(X)	0.71	0.55	0.83	0.27	0.95	0.65
Avail Cap(c_a), veh/h	468	1043	808	674	534	476
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	6.6	5.2	45.1	40.2
Incr Delay (d2), s/veh	2.8	1.7	7.9	0.8	27.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.9	8.1	1.7	26.1	13.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.6	1.7	14.5	6.0	72.1	43.1
LnGrp LOS	B	A	B	A	E	D
Approach Vol, veh/h		877	854		794	
Approach Delay, s/veh		7.9	12.7		61.2	
Approach LOS		A	B		E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.9	63.2			85.0	45.0
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	18.0	52.0			77.0	39.0
Max Q Clear Time (g_c+I1), s	14.7	24.7			2.0	37.4
Green Ext Time (p_c), s	0.2	5.6			4.3	0.5

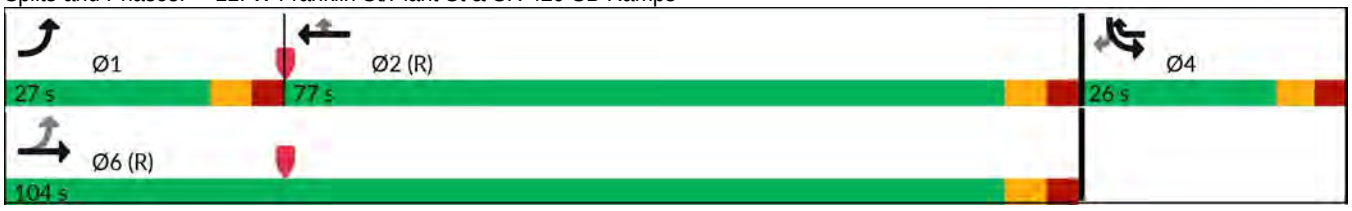
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.3
HCM 6th LOS	C

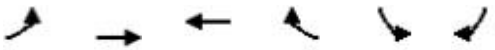
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	319	728	704	280	109	157
Future Volume (vph)	319	728	704	280	109	157
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	104.0	77.0	26.0	26.0	26.0
Total Split (%)	20.8%	80.0%	59.2%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	728	704	280	109	157
Future Volume (veh/h)	319	728	704	280	109	157
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1856	1856	1826	1352	1841
Adj Flow Rate, veh/h	336	766	741	264	115	147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	5	37	4
Cap, veh/h	559	1451	1200	1174	144	175
Arrive On Green	0.08	0.78	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1767	1856	1856	1547	1287	1560
Grp Volume(v), veh/h	336	766	741	264	115	147
Grp Sat Flow(s),veh/h/ln	1767	1856	1856	1547	1287	1560
Q Serve(g_s), s	7.8	19.9	0.0	0.0	11.3	12.0
Cycle Q Clear(g_c), s	7.8	19.9	0.0	0.0	11.3	12.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	559	1451	1200	1174	144	175
V/C Ratio(X)	0.60	0.53	0.62	0.22	0.80	0.84
Avail Cap(c_a), veh/h	687	1451	1200	1174	190	230
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.57	0.57	1.00	1.00
Uniform Delay (d), s/veh	5.3	5.3	0.0	0.0	56.3	56.6
Incr Delay (d2), s/veh	1.0	1.4	1.4	0.3	18.4	21.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	11.0	0.8	0.1	7.9	16.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.4	6.7	1.4	0.3	74.7	77.5
LnGrp LOS	A	A	A	A	E	E
Approach Vol, veh/h		1102	1005		262	
Approach Delay, s/veh		6.6	1.1		76.3	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.6	91.0		21.4		108.6
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	70.0		19.2		97.0
Max Q Clear Time (g_c+I1), s	9.8	2.0		14.0		21.9
Green Ext Time (p_c), s	0.7	7.4		0.6		6.6

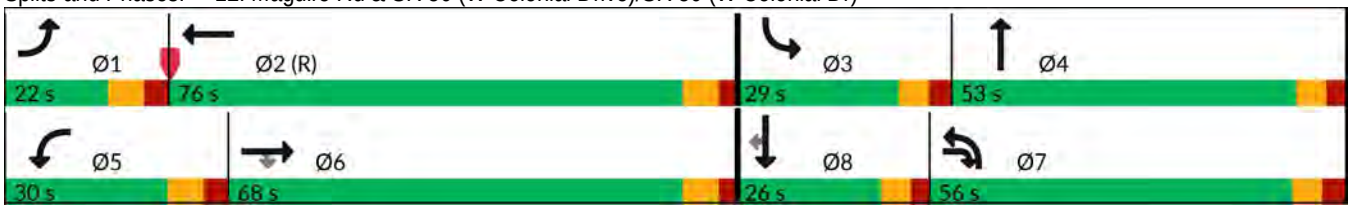
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.9
HCM 6th LOS	B

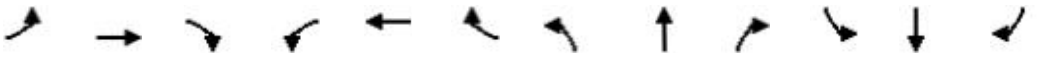
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	291	1337	781	304	1704	864	383	313	300	84
Future Volume (vph)	291	1337	781	304	1704	864	383	313	300	84
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6	7	5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	7	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	25.2	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	22.0	68.0	56.0	30.0	76.0	56.0	53.0	29.0	26.0	26.0
Total Split (%)	12.2%	37.8%	31.1%	16.7%	42.2%	31.1%	29.4%	16.1%	14.4%	14.4%
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	3.2	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	7.2	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 23 (13%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	1337	781	304	1704	136	864	383	268	313	300	84
Future Volume (veh/h)	291	1337	781	304	1704	136	864	383	268	313	300	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1870	1870	1870	1870	1841	1870	1856	1870	1870	1841	1856
Adj Flow Rate, veh/h	303	1393	716	317	1775	142	900	399	279	326	312	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	2	2	2	2	4	2	3	2	2	4	3
Cap, veh/h	252	1838	998	359	1861	148	932	535	370	367	379	170
Arrive On Green	0.08	0.36	0.36	0.10	0.39	0.39	0.27	0.27	0.27	0.11	0.11	0.11
Sat Flow, veh/h	3264	5106	1585	3456	4821	385	3456	1992	1378	3456	3497	1572
Grp Volume(v), veh/h	303	1393	716	317	1252	665	900	353	325	326	312	79
Grp Sat Flow(s),veh/h/ln	1632	1702	1585	1728	1702	1801	1728	1763	1608	1728	1749	1572
Q Serve(g_s), s	13.9	43.2	22.0	16.3	64.3	64.7	46.3	32.9	33.4	16.8	15.7	7.0
Cycle Q Clear(g_c), s	13.9	43.2	22.0	16.3	64.3	64.7	46.3	32.9	33.4	16.8	15.7	7.0
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	252	1838	998	359	1314	695	932	473	431	367	379	170
V/C Ratio(X)	1.20	0.76	0.72	0.88	0.95	0.96	0.97	0.75	0.75	0.89	0.82	0.46
Avail Cap(c_a), veh/h	252	1838	998	422	1314	695	937	473	431	420	379	170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.1	50.7	7.0	79.6	53.7	53.8	64.9	60.2	60.4	79.4	78.6	51.0
Incr Delay (d2), s/veh	122.5	2.2	3.1	17.4	15.9	25.0	21.5	6.3	7.4	18.5	18.1	8.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	25.6	10.6	12.7	38.7	42.9	31.0	22.1	20.8	13.2	12.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	205.5	52.9	10.1	97.0	69.6	78.8	86.4	66.5	67.8	97.8	96.6	59.8
LnGrp LOS	F	D	B	F	E	E	F	E	E	F	F	E
Approach Vol, veh/h		2412			2234			1578			717	
Approach Delay, s/veh		59.4			76.2			78.1			93.1	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	76.3	26.2	55.5	26.7	71.6	55.7	26.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	13.9	69.2	21.9	* 46	22.0	61.2	48.8	19.5
Max Q Clear Time (g_c+I1), s	15.9	66.7	18.8	35.4	18.3	45.2	48.3	17.7
Green Ext Time (p_c), s	0.0	2.4	0.4	3.2	0.4	14.3	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	72.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	97	1114	52	62	1146
Future Vol, veh/h	97	97	1114	52	62	1146
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	-	-	185	185	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	102	1173	55	65	1206

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1906	1173	0	0	1228	0
Stage 1	1173	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	*129	233	-	-	565	-
Stage 1	*293	-	-	-	-	-
Stage 2	*582	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*114	233	-	-	565	-
Mov Cap-2 Maneuver	*217	-	-	-	-	-
Stage 1	*293	-	-	-	-	-
Stage 2	*515	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	83.7	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	225	565	-
HCM Lane V/C Ratio	-	-	0.908	0.116	-
HCM Control Delay (s/veh)	-	-	83.7	12.2	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q (veh)	-	-	7.5	0.4	-

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

Intersection	
Int Delay, s/veh	17.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	104	0	68	76	0	32	75	467	157	44	236	112
Future Vol, veh/h	104	0	68	76	0	32	75	467	157	44	236	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	0	74	83	0	35	82	508	171	48	257	122

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1189	1257	318	1209	1233	594	379	0	0	679	0	0
Stage 1	414	414	-	758	758	-	-	-	-	-	-	-
Stage 2	775	843	-	451	475	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	171	723	160	177	505	1179	-	-	913	-	-
Stage 1	616	593	-	399	415	-	-	-	-	-	-	-
Stage 2	391	380	-	588	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	148	723	129	153	505	1179	-	-	913	-	-
Mov Cap-2 Maneuver	138	148	-	129	153	-	-	-	-	-	-	-
Stage 1	573	553	-	371	386	-	-	-	-	-	-	-
Stage 2	339	353	-	492	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	92.5	66.8	0.9	1
HCM LOS	F	F		

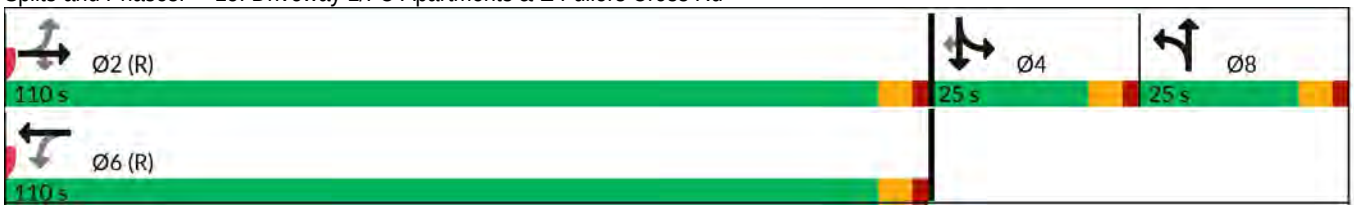
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	203	166	913	-	-
HCM Lane V/C Ratio	0.069	-	-	0.921	0.707	0.052	-	-
HCM Control Delay (s/veh)	8.3	-	-	92.5	66.8	9.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q (veh)	0.2	-	-	7.4	4.3	0.2	-	-

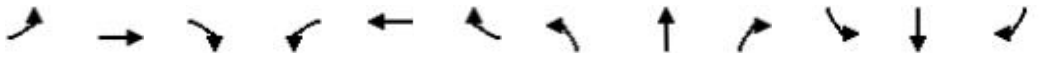
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	26	812	75	75	895	104	0	0	30
Future Volume (vph)	26	812	75	75	895	104	0	0	30
Turn Type	Perm	NA	Perm	Perm	NA	Split	NA	NA	Perm
Protected Phases		2			6	8	8	4	
Permitted Phases	2		2	6					4
Detector Phase	2	2	2	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	110.0	110.0	110.0	110.0	110.0	25.0	25.0	25.0	25.0
Total Split (%)	68.8%	68.8%	68.8%	68.8%	68.8%	15.6%	15.6%	15.6%	15.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 15: Driveway 1/FC Apartments & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	812	75	75	895	16	104	0	35	11	0	30
Future Volume (veh/h)	26	812	75	75	895	16	104	0	35	11	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	855	0	79	942	17	73	50	37	12	0	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	3	2	2	2	2	2	2	2
Cap, veh/h	381	1487		558	1444	26	114	64	47	50	0	45
Arrive On Green	1.00	1.00	0.00	0.79	0.79	0.79	0.06	0.06	0.06	0.03	0.00	0.03
Sat Flow, veh/h	586	1870	1585	646	1817	33	1781	998	739	1781	0	1585
Grp Volume(v), veh/h	27	855	0	79	0	959	73	0	87	12	0	32
Grp Sat Flow(s),veh/h/ln	586	1870	1585	646	0	1850	1781	0	1737	1781	0	1585
Q Serve(g_s), s	2.2	0.0	0.0	4.6	0.0	35.3	6.4	0.0	7.9	1.1	0.0	3.2
Cycle Q Clear(g_c), s	37.5	0.0	0.0	4.6	0.0	35.3	6.4	0.0	7.9	1.1	0.0	3.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	381	1487		558	0	1470	114	0	112	50	0	45
V/C Ratio(X)	0.07	0.58		0.14	0.00	0.65	0.64	0.00	0.78	0.24	0.00	0.71
Avail Cap(c_a), veh/h	381	1487		558	0	1470	212	0	206	212	0	188
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	0.0	0.0	3.8	0.0	7.0	73.1	0.0	73.8	76.0	0.0	77.1
Incr Delay (d2), s/veh	0.3	1.2	0.0	0.5	0.0	2.3	5.8	0.0	11.1	2.4	0.0	18.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.9	0.0	1.0	0.0	17.7	5.6	0.0	7.0	0.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.5	1.2	0.0	4.4	0.0	9.2	78.8	0.0	84.9	78.4	0.0	95.9
LnGrp LOS	A	A		A		A	E		F	E		F
Approach Vol, veh/h		882			1038			160			44	
Approach Delay, s/veh		1.4			8.9			82.1			91.1	
Approach LOS		A			A			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		133.2		10.5		133.2		16.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		104.0		19.0		104.0		19.0				
Max Q Clear Time (g_c+I1), s		39.5		5.2		37.3		9.9				
Green Ext Time (p_c), s		8.4		0.1		10.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.0									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	821	37	0	985	0	35
Future Vol, veh/h	821	37	0	985	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	185	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	864	39	0	1037	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	864
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	*405
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*405
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	405	-	-	-
HCM Lane V/C Ratio	0.091	-	-	-
HCM Control Delay (s/veh)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.3	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	1331	0	0	1385
Future Vol, veh/h	0	7	1331	0	0	1385
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	1447	0	0	1505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	724	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*556	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		1	-			-
Mov Cap-1 Maneuver	-	*556	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	556	-
HCM Lane V/C Ratio	-	0.014	-
HCM Control Delay (s/veh)	-	11.6	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q (veh)	-	0	-

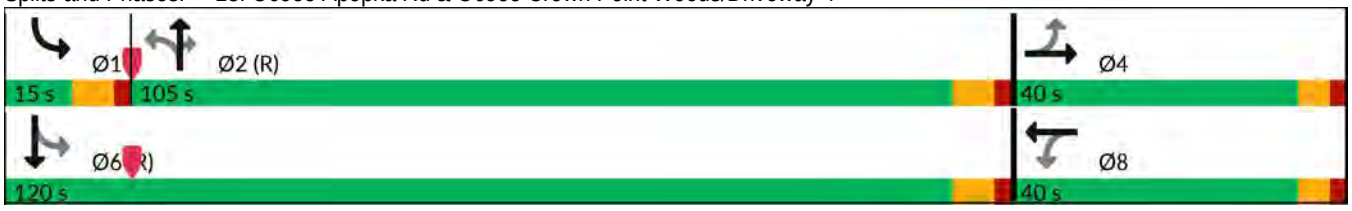
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

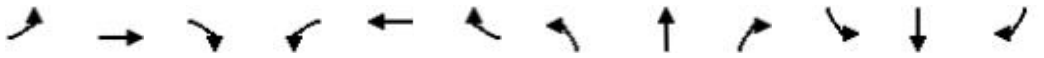
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	11	0	104	0	20	1114	22	208	1161
Future Volume (vph)	11	0	104	0	20	1114	22	208	1161
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.6	23.6	23.6	23.6	24.8	24.8	24.8	11.8	24.8
Total Split (s)	40.0	40.0	40.0	40.0	105.0	105.0	105.0	15.0	120.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	65.6%	65.6%	65.6%	9.4%	75.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)		5.6	5.6	5.6	6.8	6.8	6.8	6.8	6.8
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 18: Ocoee Apopka Rd & Ocoee Crown Point Woods/Driveway 4





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	9	104	0	187	20	1114	22	208	1161	17
Future Volume (veh/h)	11	0	9	104	0	187	20	1114	22	208	1161	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	0	9	109	0	179	21	1173	23	219	1222	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	51	9	18	192	0	207	359	2487	1109	391	2839	42
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.70	0.70	0.70	0.10	1.00	1.00
Sat Flow, veh/h	117	71	141	1406	0	1585	449	3554	1585	1781	3585	53
Grp Volume(v), veh/h	21	0	0	109	0	179	21	1173	23	219	606	634
Grp Sat Flow(s),veh/h/ln	330	0	0	1406	0	1585	449	1777	1585	1781	1777	1861
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	17.7	2.4	23.7	0.7	5.9	0.0	0.0
Cycle Q Clear(g_c), s	18.2	0.0	0.0	15.6	0.0	17.7	2.4	23.7	0.7	5.9	0.0	0.0
Prop In Lane	0.57		0.43	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	78	0	0	192	0	207	359	2487	1109	391	1407	1474
V/C Ratio(X)	0.27	0.00	0.00	0.57	0.00	0.86	0.06	0.47	0.02	0.56	0.43	0.43
Avail Cap(c_a), veh/h	192	0	0	311	0	341	359	2487	1109	395	1407	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	0.0	0.0	67.2	0.0	68.2	7.6	10.8	7.3	8.5	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	2.6	0.0	11.9	0.3	0.6	0.0	1.7	1.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	7.9	0.0	12.5	0.4	13.7	0.4	3.5	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.6	0.0	0.0	69.9	0.0	80.0	7.9	11.4	7.3	10.2	1.0	0.9
LnGrp LOS	E			E		F	A	B	A	B	A	A
Approach Vol, veh/h		21			288			1217			1459	
Approach Delay, s/veh		65.6			76.2			11.3			2.3	
Approach LOS		E			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.7	118.8		26.5		133.5		26.5				
Change Period (Y+Rc), s	6.8	6.8		5.6		6.8		5.6				
Max Green Setting (Gmax), s	8.2	98.2		34.4		113.2		34.4				
Max Q Clear Time (g_c+I1), s	7.9	25.7		20.2		2.0		19.7				
Green Ext Time (p_c), s	0.0	11.2		0.0		11.4		1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.5									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	1121	88	0	1275
Future Vol, veh/h	0	35	1121	88	0	1275
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	1180	93	0	1342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	590	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	451	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	451	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	451	-
HCM Lane V/C Ratio	-	0.082	-
HCM Control Delay (s/veh)	-	13.7	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q (veh)	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	1181	22	67	1208
Future Vol, veh/h	0	21	1181	22	67	1208
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	-	180	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	1243	23	71	1272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	622	0	0	1266	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	430	-	-	545	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	430	-	-	545	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	545	-
HCM Lane V/C Ratio	-	-	0.051	0.129	-
HCM Control Delay (s/veh)	-	-	13.8	12.6	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q (veh)	-	-	0.2	0.4	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	1204	7	0	1208
Future Vol, veh/h	0	7	1204	7	0	1208
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	1309	8	0	1313

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	659	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	406	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	406	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	406	-
HCM Lane V/C Ratio	-	-	0.019	-
HCM Control Delay (s/veh)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	909	52	22	950
Future Vol, veh/h	0	21	909	52	22	950
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	-	185	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	957	55	23	1000

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	957	0	0	1012	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	313	-	-	685	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	313	-	-	685	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	313	685	-
HCM Lane V/C Ratio	-	-	0.071	0.034	-
HCM Control Delay (s/veh)	-	-	17.4	10.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q (veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	99	180	37	62	14
Future Vol, veh/h	15	99	180	37	62	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	108	196	40	67	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	236	0	-	0	356	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	642	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	634	824
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	662
HCM Lane V/C Ratio	0.012	-	-	-	0.125
HCM Control Delay (s/veh)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	15	37	155	62	34
Future Vol, veh/h	146	15	37	155	62	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	159	16	40	168	67	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	415	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1401	-	594	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	576	877
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.5	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1401	-
HCM Lane V/C Ratio	0.159	-	-	0.029	-
HCM Control Delay (s/veh)	11.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	158	172	15	14	20
Future Vol, veh/h	22	158	172	15	14	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	172	187	16	15	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	203	0	-	0	415	195
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1369	-	-	-	594	846
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	583	846
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	10.3
HCM LOS			B

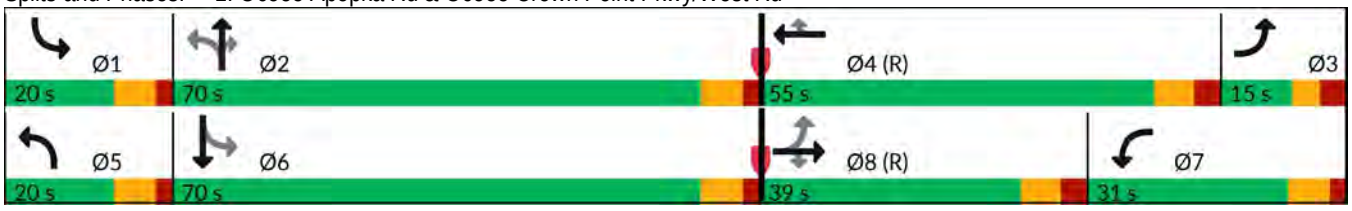
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1369	-	-	-	713
HCM Lane V/C Ratio	0.017	-	-	-	0.052
HCM Control Delay (s/veh)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

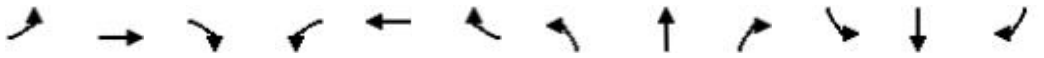
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	65	174	122	621	356	148	148	661	514	159	498
Future Volume (vph)	65	174	122	621	356	148	148	661	514	159	498
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8			4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	39.0	39.0	31.0	55.0	55.0	20.0	70.0	70.0	20.0	70.0
Total Split (%)	9.4%	24.4%	24.4%	19.4%	34.4%	34.4%	12.5%	43.8%	43.8%	12.5%	43.8%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 4:WBT and 8:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	174	122	621	356	148	148	661	514	159	498	56
Future Volume (veh/h)	65	174	122	621	356	148	148	661	514	159	498	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1826	1870	1870	1841	1870	1856	1841
Adj Flow Rate, veh/h	66	178	109	634	363	134	151	674	470	162	508	57
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	5	2	2	4	2	3	4
Cap, veh/h	472	294	130	994	465	202	255	721	592	184	637	72
Arrive On Green	0.24	0.08	0.08	0.09	0.04	0.04	0.06	0.39	0.39	0.07	0.39	0.39
Sat Flow, veh/h	1781	3554	1575	3456	3554	1544	1781	1870	1536	1781	1638	184
Grp Volume(v), veh/h	66	178	109	634	363	134	151	674	470	162	0	565
Grp Sat Flow(s),veh/h/ln	1781	1777	1575	1728	1777	1544	1781	1870	1536	1781	0	1822
Q Serve(g_s), s	0.5	7.7	9.0	28.3	16.2	11.2	8.2	55.4	20.5	8.8	0.0	43.9
Cycle Q Clear(g_c), s	0.5	7.7	9.0	28.3	16.2	11.2	8.2	55.4	20.5	8.8	0.0	43.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	472	294	130	994	465	202	255	721	592	184	0	709
V/C Ratio(X)	0.14	0.61	0.84	0.64	0.78	0.66	0.59	0.94	0.79	0.88	0.00	0.80
Avail Cap(c_a), veh/h	472	691	306	994	1046	454	289	739	607	211	0	720
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	70.9	49.4	64.4	74.3	49.3	33.7	47.2	9.7	37.9	0.0	43.3
Incr Delay (d2), s/veh	0.0	9.0	44.3	1.0	11.3	14.6	1.2	19.5	8.2	27.0	0.0	7.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	7.1	9.0	19.0	13.1	9.2	6.4	37.8	13.0	8.8	0.0	28.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.3	79.8	93.6	65.3	85.6	63.9	34.9	66.8	17.9	64.8	0.0	50.4
LnGrp LOS	D	E	F	E	F	E	C	E	B	E		D
Approach Vol, veh/h		353			1131			1295			727	
Approach Delay, s/veh		77.8			71.7			45.3			53.6	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	68.5	45.1	28.8	17.0	69.1	52.8	21.1
Change Period (Y+Rc), s	6.8	6.8	6.8	* 7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	13.2	63.2	8.5	* 47	13.2	63.2	24.2	31.1
Max Q Clear Time (g_c+I1), s	10.8	57.4	2.5	18.2	10.2	45.9	30.3	11.0
Green Ext Time (p_c), s	0.0	4.3	0.0	2.6	0.1	5.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	58.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	18.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	872	22	679	1366
Demand Flow Rate, veh/h	902	28	731	1466
Vehicles Circulating, veh/h	582	1399	733	216
Vehicles Exiting, veh/h	1101	65	751	1210
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	26.7	15.3	19.1	13.9
Approach LOS	D	C	C	B

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	L	TR	LT	R
Assumed Moves	LT	R	LTR	L	TR	LT	R
RT Channelized							
Lane Util	0.813	0.187	1.000	0.259	0.741	0.389	0.611
Follow-Up Headway, s	2.535	2.535	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	733	169	28	189	542	571	895
Cap Entry Lane, veh/h	836	836	331	729	729	1167	1167
Entry HV Adj Factor	0.964	0.982	0.798	0.979	0.912	0.980	0.901
Flow Entry, veh/h	706	166	22	185	494	560	806
Cap Entry, veh/h	806	821	264	713	664	1144	1051
V/C Ratio	0.877	0.202	0.085	0.259	0.744	0.489	0.767
Control Delay, s/veh	31.4	6.5	15.3	8.1	23.2	8.6	17.5
LOS	D	A	C	A	C	A	C
95th %tile Queue, veh	11	1	0	1	7	3	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	48	161	82	634	160	140	108	485	468	132	388
Future Volume (vph)	48	161	82	634	160	140	108	485	468	132	388
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8	4		4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	33.0	33.0	32.0	50.0	50.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	11.5%	25.4%	25.4%	24.6%	38.5%	38.5%	15.4%	34.6%	34.6%	15.4%	34.6%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 51 (39%), Referenced to phase 4:WBTL and 8:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	161	82	634	160	140	108	485	468	132	388	23
Future Volume (veh/h)	48	161	82	634	160	140	108	485	468	132	388	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	49	164	84	647	163	128	110	495	431	135	396	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	5
Cap, veh/h	360	814	356	616	1397	621	252	545	455	198	528	31
Arrive On Green	0.03	0.23	0.23	0.32	0.66	0.66	0.06	0.29	0.29	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1555	1781	3554	1579	1781	1870	1559	1781	1749	102
Grp Volume(v), veh/h	49	164	84	647	163	128	110	495	431	135	0	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1781	1777	1579	1781	1870	1559	1781	0	1850
Q Serve(g_s), s	2.7	4.8	5.7	25.2	2.2	4.2	5.6	33.1	35.2	6.8	0.0	26.6
Cycle Q Clear(g_c), s	2.7	4.8	5.7	25.2	2.2	4.2	5.6	33.1	35.2	6.8	0.0	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	360	814	356	616	1397	621	252	545	455	198	0	559
V/C Ratio(X)	0.14	0.20	0.24	1.05	0.12	0.21	0.44	0.91	0.95	0.68	0.00	0.75
Avail Cap(c_a), veh/h	420	814	356	616	1397	621	331	550	458	258	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	40.5	40.8	32.5	13.9	14.3	32.1	44.4	45.1	34.0	0.0	40.9
Incr Delay (d2), s/veh	0.1	0.6	1.6	49.2	0.2	0.7	0.4	19.6	29.8	2.3	0.0	6.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	4.0	4.3	23.5	1.6	2.8	4.3	24.7	24.2	5.4	0.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	41.1	42.4	81.7	14.1	15.0	32.6	64.0	74.9	36.3	0.0	47.6
LnGrp LOS	D	D	D	F	B	B	C	E	E	D		D
Approach Vol, veh/h		297			938			1036			554	
Approach Delay, s/veh		40.7			60.9			65.2			44.9	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	44.7	10.6	59.0	14.3	46.1	32.0	37.7
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	13.2	38.2	8.5	42.1	13.2	38.2	25.2	25.1
Max Q Clear Time (g_c+I1), s	8.8	37.2	4.7	6.2	7.6	28.6	27.2	7.7
Green Ext Time (p_c), s	0.1	0.7	0.0	1.4	0.1	2.8	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	57.2
HCM 6th LOS	E

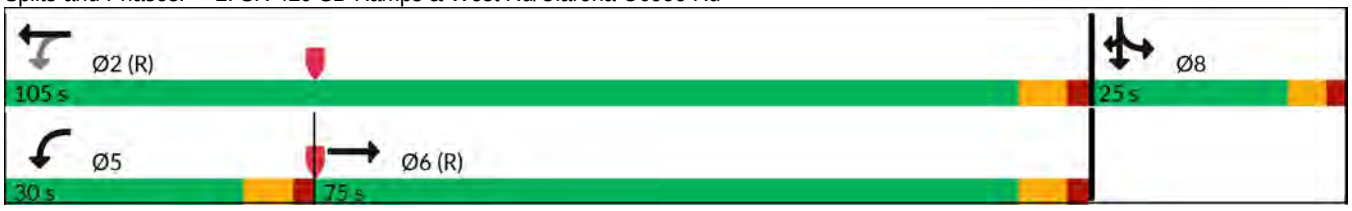
Notes

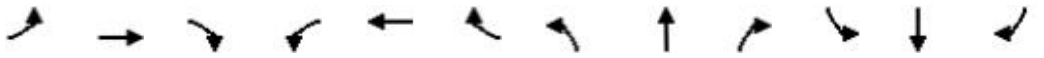
User approved pedestrian interval to be less than phase max green.

Lane Group	EBT	WBL	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	620	459	744	167	2	185
Future Volume (vph)	620	459	744	167	2	185
Turn Type	NA	pm+pt	NA	Split	NA	Prot
Protected Phases	6	5	2	8	8	8
Permitted Phases		2				
Detector Phase	6	5	2	8	8	8
Switch Phase						
Minimum Initial (s)	15.0	5.0	15.0	5.0	5.0	5.0
Minimum Split (s)	24.8	11.8	29.8	10.7	10.7	10.7
Total Split (s)	75.0	30.0	105.0	25.0	25.0	25.0
Total Split (%)	57.7%	23.1%	80.8%	19.2%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	5.7		5.7
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	C-Max	None	C-Max	None	None	None

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR 429 SB Ramps & West Rd/Clarona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	620	273	459	744	0	0	0	0	167	2	185
Future Volume (veh/h)	0	620	273	459	744	0	0	0	0	167	2	185
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
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	0	1870	1870	1870	1870	0				1870	1159	1870
Adj Flow Rate, veh/h	0	633	279	468	759	0				170	2	172
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	50	2
Cap, veh/h	0	1406	619	665	2768	0				222	0	198
Arrive On Green	0.00	1.00	1.00	0.28	1.00	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	2493	1057	1781	3647	0				1781	0	1585
Grp Volume(v), veh/h	0	469	443	468	759	0				170	0	172
Grp Sat Flow(s),veh/h/ln	0	1777	1680	1781	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	15.5	0.0	0.0				12.0	0.0	13.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	15.5	0.0	0.0				12.0	0.0	13.8
Prop In Lane	0.00		0.63	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1041	984	665	2768	0				222	0	198
V/C Ratio(X)	0.00	0.45	0.45	0.70	0.27	0.00				0.76	0.00	0.87
Avail Cap(c_a), veh/h	0	1041	984	732	2768	0				264	0	235
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.83	0.83	0.77	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	5.3	0.0	0.0				55.0	0.0	55.8
Incr Delay (d2), s/veh	0.0	1.2	1.2	2.1	0.2	0.0				10.5	0.0	24.6
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(95%),veh/ln	0.0	0.6	0.6	5.8	0.1	0.0				10.1	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	1.2	1.2	7.4	0.2	0.0				65.5	0.0	80.5
LnGrp LOS		A	A	A	A					E		F
Approach Vol, veh/h		912			1227						342	
Approach Delay, s/veh		1.2			3.0						73.0	
Approach LOS		A			A						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		108.1			25.1	83.0		21.9				
Change Period (Y+Rc), s		6.8			6.8	6.8		5.7				
Max Green Setting (Gmax), s		98.2			23.2	68.2		19.3				
Max Q Clear Time (g_c+I1), s		2.0			17.5	2.0		15.8				
Green Ext Time (p_c), s		5.6			0.8	6.5		0.4				

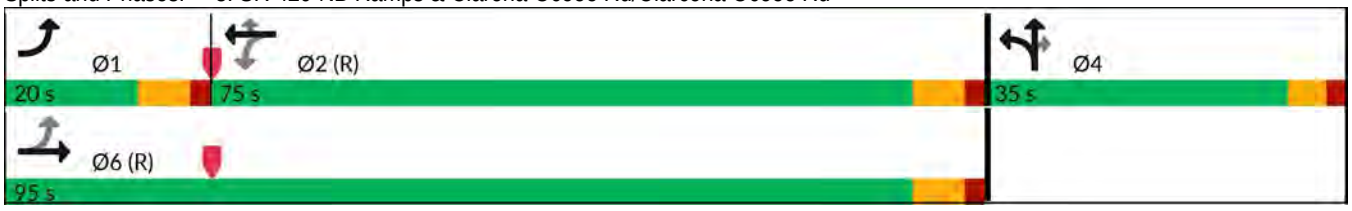
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			12.0									
HCM 6th LOS			B									

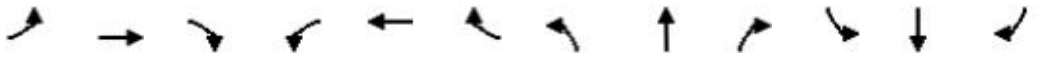
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR
Lane Configurations								
Traffic Volume (vph)	155	684	2	890	149	313	1	504
Future Volume (vph)	155	684	2	890	149	313	1	504
Turn Type	pm+pt	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6		2		4	4	
Permitted Phases	6		2		2			4
Detector Phase	1	6	2	2	2	4	4	4
Switch Phase								
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0
Minimum Split (s)	12.0	38.0	25.0	25.0	25.0	36.7	36.7	36.7
Total Split (s)	20.0	95.0	75.0	75.0	75.0	35.0	35.0	35.0
Total Split (%)	15.4%	73.1%	57.7%	57.7%	57.7%	26.9%	26.9%	26.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.7	3.7	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0	5.7		5.7
Lead/Lag	Lead		Lag	Lag	Lag			
Lead-Lag Optimize?	Yes		Yes	Yes	Yes			
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 45 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SR 429 NB Ramps & Clarona Ocoee Rd/Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	684	0	2	890	149	313	1	504	0	0	0
Future Volume (veh/h)	155	684	0	2	890	149	313	1	504	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1870	0	1870	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	167	735	0	2	957	0	337	1	485			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	2	2	2	2	2	2			
Cap, veh/h	401	2456	0	28	2032		376	0	590			
Arrive On Green	0.11	1.00	0.00	0.58	0.58	0.00	0.21	0.21	0.21			
Sat Flow, veh/h	1781	3647	0	1	3484	1585	1781	0	2790			
Grp Volume(v), veh/h	167	735	0	514	445	0	337	0	485			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	1869	1617	1585	1781	0	1395			
Q Serve(g_s), s	4.9	0.0	0.0	0.0	20.6	0.0	23.9	0.0	21.6			
Cycle Q Clear(g_c), s	4.9	0.0	0.0	20.5	20.6	0.0	23.9	0.0	21.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	401	2456	0	1118	943		376	0	590			
V/C Ratio(X)	0.42	0.30	0.00	0.46	0.47		0.90	0.00	0.82			
Avail Cap(c_a), veh/h	483	2456	0	1118	943		401	0	629			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.78	0.78	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.7	0.0	0.0	15.6	15.6	0.0	49.9	0.0	48.9			
Incr Delay (d2), s/veh	0.2	0.3	0.0	1.1	1.3	0.0	21.8	0.0	8.7			
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(95%),veh/ln	2.8	0.2	0.0	12.7	11.3	0.0	18.8	0.0	12.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	0.3	0.0	16.6	16.9	0.0	71.6	0.0	57.7			
LnGrp LOS	B	A		B	B		E		E			
Approach Vol, veh/h		902			959			822				
Approach Delay, s/veh		2.2			16.8			63.4				
Approach LOS		A			B			E				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	14.0	82.8		33.2		96.8			
Change Period (Y+Rc), s	7.0	7.0		5.7		7.0			
Max Green Setting (Gmax), s	13.0	68.0		29.3		88.0			
Max Q Clear Time (g_c+I1), s	6.9	22.6		25.9		2.0			
Green Ext Time (p_c), s	0.1	6.5		1.5		5.3			

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		26.2
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

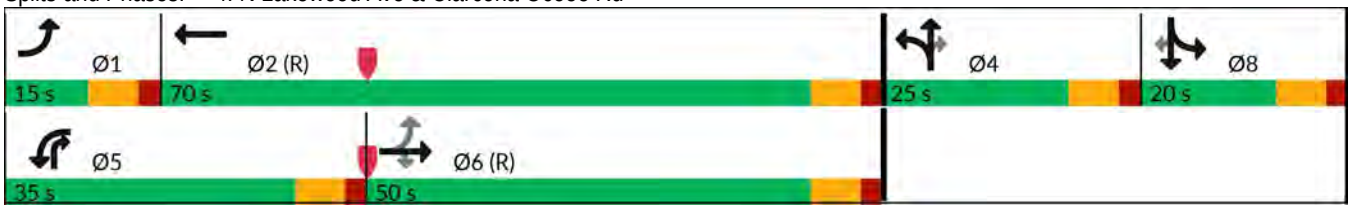
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

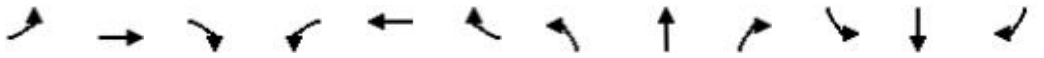
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	854	357	522	754	357	52	303	29	34	14
Future Volume (vph)	83	854	357	522	754	357	52	303	29	34	14
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	pm+ov	Split	NA	Perm
Protected Phases	1	6		5	2	4	4	5	8	8	
Permitted Phases	6		6					4			8
Detector Phase	1	6	6	5	2	4	4	5	8	8	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	24.8	24.8	11.8	24.8	24.8	24.8
Total Split (s)	15.0	50.0	50.0	35.0	70.0	25.0	25.0	35.0	20.0	20.0	20.0
Total Split (%)	11.5%	38.5%	38.5%	26.9%	53.8%	19.2%	19.2%	26.9%	15.4%	15.4%	15.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag			Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes			Yes			
Recall Mode	None	C-Max	C-Max	None	C-Max	Max	Max	None	Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 4: N Lakewood Ave & Clarcona Ocoee Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	854	357	522	754	29	357	52	303	29	34	14
Future Volume (veh/h)	83	854	357	522	754	29	357	52	303	29	34	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	928	351	567	820	32	388	57	294	32	37	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	363	1299	579	635	1758	69	484	262	513	181	190	161
Arrive On Green	0.01	0.12	0.12	0.18	0.50	0.50	0.14	0.14	0.14	0.10	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	3456	3487	136	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	90	928	351	567	418	434	388	57	294	32	37	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1846	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.1	32.7	27.3	20.8	19.8	19.8	14.1	3.5	18.2	2.1	2.4	1.0
Cycle Q Clear(g_c), s	4.1	32.7	27.3	20.8	19.8	19.8	14.1	3.5	18.2	2.1	2.4	1.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	1299	579	635	896	931	484	262	513	181	190	161
V/C Ratio(X)	0.25	0.71	0.61	0.89	0.47	0.47	0.80	0.22	0.57	0.18	0.19	0.09
Avail Cap(c_a), veh/h	395	1299	579	750	896	931	484	262	513	181	190	161
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	50.6	48.3	51.8	20.9	20.9	54.2	49.6	36.5	53.4	53.5	52.9
Incr Delay (d2), s/veh	0.3	3.1	4.3	11.7	1.7	1.7	13.1	1.9	4.6	2.1	2.3	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	22.4	17.8	15.0	13.0	13.4	11.3	3.2	13.2	1.9	2.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	53.7	52.6	63.6	22.6	22.6	67.3	51.5	41.1	55.6	55.8	54.0
LnGrp LOS	C	D	D	E	C	C	E	D	D	E	E	D
Approach Vol, veh/h		1369			1419			739			83	
Approach Delay, s/veh		51.5			39.0			55.6			55.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	72.3		25.0	30.7	54.3		20.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		6.8				
Max Green Setting (Gmax), s	8.2	63.2		18.2	28.2	43.2		13.2				
Max Q Clear Time (g_c+I1), s	6.1	21.8		20.2	22.8	34.7		4.4				
Green Ext Time (p_c), s	0.0	5.5		0.0	1.1	4.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		47.5	
HCM 6th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	26.4
Intersection LOS	D

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	637	20	495	1018
Demand Flow Rate, veh/h	726	20	533	1233
Vehicles Circulating, veh/h	619	1112	613	151
Vehicles Exiting, veh/h	765	34	732	981
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	58.1	8.8	21.3	9.5
Approach LOS	F	A	C	A

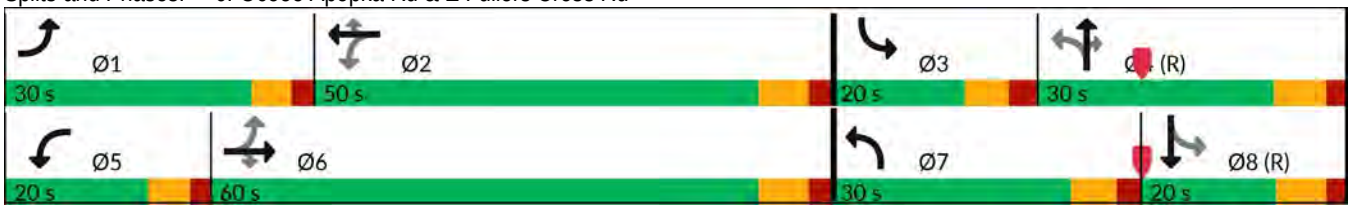
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.494	0.506
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	726	20	533	609	624
Cap Entry Lane, veh/h	734	444	738	1238	1238
Entry HV Adj Factor	0.877	0.990	0.929	0.667	0.981
Flow Entry, veh/h	637	20	495	406	612
Cap Entry, veh/h	644	440	686	825	1214
V/C Ratio	0.989	0.045	0.722	0.492	0.504
Control Delay, s/veh	58.1	8.8	21.3	11.0	8.5
LOS	F	A	C	B	A
95th %tile Queue, veh	15	0	6	3	3

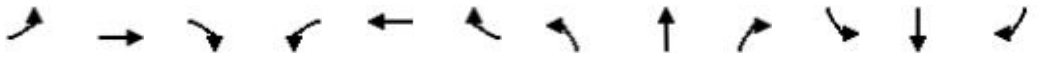
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	297	122	67	278	205	246	55	495	318	227	597
Future Volume (vph)	297	122	67	278	205	246	55	495	318	227	597
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	8
Permitted Phases	6		6	2		2	4		4	8	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	11.1	22.5	22.5	11.0	22.5	22.5	11.7	22.5	22.5	12.0	33.8
Total Split (s)	30.0	60.0	60.0	20.0	50.0	50.0	30.0	30.0	30.0	20.0	20.0
Total Split (%)	23.1%	46.2%	46.2%	15.4%	38.5%	38.5%	23.1%	23.1%	23.1%	15.4%	15.4%
Yellow Time (s)	4.0	4.8	4.8	4.0	4.8	4.8	4.4	4.9	4.9	4.4	4.8
All-Red Time (s)	2.1	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.6	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	0.0
Total Lost Time (s)	6.1	6.8	6.8	6.0	6.8	6.8	6.7	6.9	6.9	7.0	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: Ocoee Apopka Rd & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	122	67	278	205	246	55	495	318	227	597	347
Future Volume (veh/h)	297	122	67	278	205	246	55	495	318	227	597	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	309	127	64	290	214	230	57	516	296	236	622	320
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	551	287	255	362	324	274	296	1562	697	488	1123	578
Arrive On Green	0.09	0.16	0.16	0.04	0.06	0.06	0.07	0.88	0.88	0.09	0.49	0.49
Sat Flow, veh/h	3456	1781	1585	1781	1870	1585	1781	3554	1585	1781	2270	1168
Grp Volume(v), veh/h	309	127	64	290	214	230	57	516	296	236	487	455
Grp Sat Flow(s),veh/h/ln	1728	1781	1585	1781	1870	1585	1781	1777	1585	1781	1777	1660
Q Serve(g_s), s	9.5	8.4	4.6	14.0	14.6	18.7	2.3	3.2	4.7	9.1	24.8	24.8
Cycle Q Clear(g_c), s	9.5	8.4	4.6	14.0	14.6	18.7	2.3	3.2	4.7	9.1	24.8	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	551	287	255	362	324	274	296	1562	697	488	879	821
V/C Ratio(X)	0.56	0.44	0.25	0.80	0.66	0.84	0.19	0.33	0.42	0.48	0.55	0.55
Avail Cap(c_a), veh/h	858	729	649	362	622	527	555	1562	697	512	879	821
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	49.3	47.7	47.1	57.6	59.5	19.3	4.6	4.7	15.9	22.9	22.9
Incr Delay (d2), s/veh	0.9	1.1	0.5	10.2	1.9	5.7	0.3	0.6	1.9	0.7	2.5	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	6.8	3.3	5.1	11.6	12.7	1.6	1.9	2.7	6.6	16.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.2	50.3	48.2	57.3	59.5	65.2	19.6	5.2	6.6	16.7	25.4	25.6
LnGrp LOS	D	D	D	E	E	E	B	A	A	B	C	C
Approach Vol, veh/h		500			734			869			1178	
Approach Delay, s/veh		44.4			60.4			6.6			23.7	
Approach LOS		D			E			A			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	29.3	18.2	64.0	20.0	27.7	11.1	71.2
Change Period (Y+Rc), s	6.1	6.8	7.0	6.9	6.0	6.8	6.7	* 6.9
Max Green Setting (Gmax), s	23.9	43.2	13.0	23.1	14.0	53.2	23.3	* 13
Max Q Clear Time (g_c+I1), s	11.5	20.7	11.1	6.7	16.0	10.4	4.3	26.8
Green Ext Time (p_c), s	0.8	1.8	0.1	3.8	0.0	0.9	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	30.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	6	205	6	44	8	134	230	38	132	4
Future Vol, veh/h	4	6	6	205	6	44	8	134	230	38	132	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	3	2	2	2	3	3	2
Mvmt Flow	4	7	7	223	7	48	9	146	250	41	143	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	12.5	13	10.5
HCM LOS	A	B	B	B

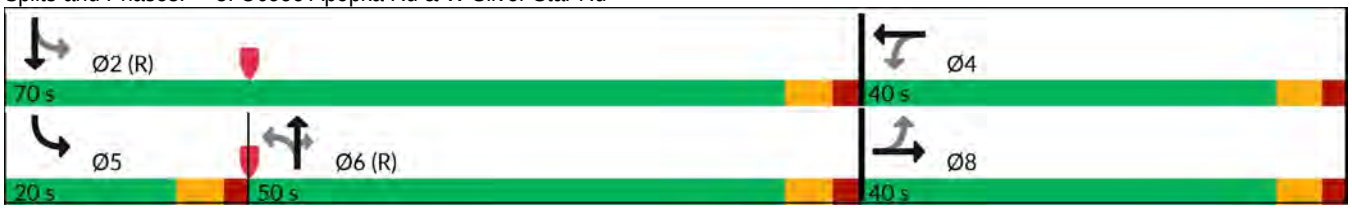
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	25%	80%	22%
Vol Thru, %	36%	38%	2%	76%
Vol Right, %	62%	38%	17%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	372	16	255	174
LT Vol	8	4	205	38
Through Vol	134	6	6	132
RT Vol	230	6	44	4
Lane Flow Rate	404	17	277	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.531	0.028	0.422	0.282
Departure Headway (Hd)	4.731	5.76	5.487	5.374
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	620	657	668
Service Time	2.731	3.808	3.52	3.408
HCM Lane V/C Ratio	0.526	0.027	0.422	0.283
HCM Control Delay, s/veh	13	9	12.5	10.5
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	3.2	0.1	2.1	1.2

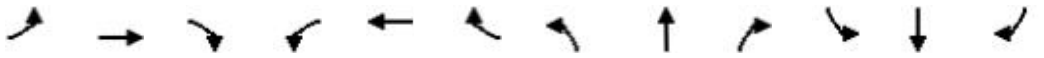
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	13	160	204	195	14	474	244	142	398
Future Volume (vph)	13	160	204	195	14	474	244	142	398
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		8		4		6		5	2
Permitted Phases	8		4		6		6	2	
Detector Phase	8	8	4	4	6	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	6.0	6.0	15.0	15.0	15.0	6.0	15.0
Minimum Split (s)	23.7	23.7	27.7	27.7	30.0	30.0	30.0	12.0	32.0
Total Split (s)	40.0	40.0	40.0	40.0	50.0	50.0	50.0	20.0	70.0
Total Split (%)	36.4%	36.4%	36.4%	36.4%	45.5%	45.5%	45.5%	18.2%	63.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	5.7	5.7	5.7	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 40 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ocoee Apopka Rd & W Silver Star Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	160	12	204	195	127	14	474	244	142	398	12
Future Volume (veh/h)	13	160	12	204	195	127	14	474	244	142	398	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1752	1870	1870	1870	1870	1870	1870	1841	1856	1752
Adj Flow Rate, veh/h	14	168	13	215	205	134	15	499	257	149	419	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	10	2	2	2	2	2	2	4	3	10
Cap, veh/h	179	479	37	310	298	195	537	931	789	515	1095	34
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	1.00	1.00	1.00	0.06	0.61	0.61
Sat Flow, veh/h	1041	1700	132	1203	1056	690	956	1870	1585	1753	1790	56
Grp Volume(v), veh/h	14	0	181	215	0	339	15	499	257	149	0	432
Grp Sat Flow(s),veh/h/ln	1041	0	1832	1203	0	1746	956	1870	1585	1753	0	1846
Q Serve(g_s), s	1.3	0.0	8.7	19.1	0.0	19.0	0.0	0.3	0.1	4.3	0.0	13.0
Cycle Q Clear(g_c), s	20.4	0.0	8.7	27.7	0.0	19.0	0.5	0.3	0.1	4.3	0.0	13.0
Prop In Lane	1.00		0.07	1.00		0.40	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	179	0	516	310	0	492	537	931	789	515	0	1129
V/C Ratio(X)	0.08	0.00	0.35	0.69	0.00	0.69	0.03	0.54	0.33	0.29	0.00	0.38
Avail Cap(c_a), veh/h	210	0	571	346	0	544	537	931	789	634	0	1129
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	31.5	42.5	0.0	35.2	0.1	0.1	0.1	10.9	0.0	10.8
Incr Delay (d2), s/veh	0.2	0.0	0.4	5.2	0.0	3.2	0.1	1.7	0.9	0.4	0.0	1.0
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	7.0	10.1	0.0	13.2	0.0	0.9	0.4	3.0	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.5	0.0	31.9	47.7	0.0	38.4	0.2	1.8	1.0	11.2	0.0	11.8
LnGrp LOS	D		C	D		D	A	A	A	B		B
Approach Vol, veh/h		195			554			771			581	
Approach Delay, s/veh		32.8			42.0			1.5			11.7	
Approach LOS		C			D			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		73.3		36.7	12.5	60.8		36.7				
Change Period (Y+Rc), s		6.0		5.7	6.0	6.0		5.7				
Max Green Setting (Gmax), s		64.0		34.3	14.0	44.0		34.3				
Max Q Clear Time (g_c+I1), s		15.0		29.7	6.3	2.5		22.4				
Green Ext Time (p_c), s		2.9		1.3	0.3	4.5		0.8				

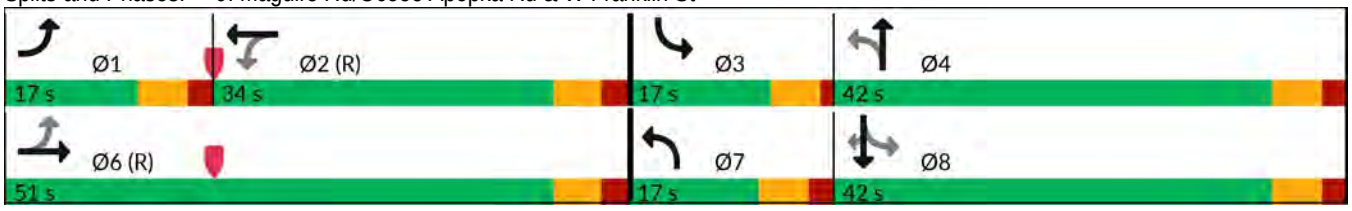
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.9									
HCM 6th LOS			B									

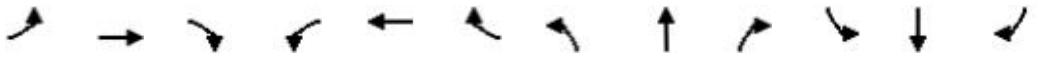
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	297	122	10	68	106	409	13	370	244
Future Volume (vph)	297	122	10	68	106	409	13	370	244
Turn Type	pm+pt	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6		2	7	4	3	8	
Permitted Phases	6		2		4		8		8
Detector Phase	1	6	2	2	7	4	3	8	8
Switch Phase									
Minimum Initial (s)	6.0	15.0	15.0	15.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	31.0	32.0	32.0	12.1	31.1	11.1	35.1	35.1
Total Split (s)	17.0	51.0	34.0	34.0	17.0	42.0	17.0	42.0	42.0
Total Split (%)	15.5%	46.4%	30.9%	30.9%	15.5%	38.2%	15.5%	38.2%	38.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.1	6.1	5.1	6.1	6.1
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 9: Maguire Rd/Ocoee Apopka Rd & W Franklin St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	122	156	10	68	26	106	409	13	13	370	244
Future Volume (veh/h)	297	122	156	10	68	26	106	409	13	13	370	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1870	1870	1856	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	313	128	164	11	72	27	112	431	14	14	389	230
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	12	2	2	2	3	2	2	2	2	3
Cap, veh/h	690	401	514	483	498	187	211	515	17	157	434	365
Arrive On Green	0.03	0.18	0.18	0.38	0.38	0.38	0.06	0.29	0.29	0.04	0.46	0.46
Sat Flow, veh/h	1767	745	954	1087	1297	486	1767	1801	59	1781	1870	1572
Grp Volume(v), veh/h	313	0	292	11	0	99	112	0	445	14	389	230
Grp Sat Flow(s),veh/h/ln	1767	0	1699	1087	0	1783	1767	0	1860	1781	1870	1572
Q Serve(g_s), s	11.0	0.0	16.5	0.7	0.0	4.0	5.1	0.0	24.7	0.6	21.0	12.2
Cycle Q Clear(g_c), s	11.0	0.0	16.5	0.7	0.0	4.0	5.1	0.0	24.7	0.6	21.0	12.2
Prop In Lane	1.00		0.56	1.00		0.27	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	690	0	915	483	0	685	211	0	531	157	434	365
V/C Ratio(X)	0.45	0.00	0.32	0.02	0.00	0.14	0.53	0.00	0.84	0.09	0.90	0.63
Avail Cap(c_a), veh/h	690	0	915	483	0	685	274	0	607	316	610	513
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.82	0.00	0.82	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	17.8	0.0	27.6	21.1	0.0	22.1	30.6	0.0	36.9	32.1	28.2	25.9
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.1	0.0	0.4	2.1	0.0	9.0	0.2	10.5	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	11.8	0.3	0.0	3.1	4.1	0.0	18.0	0.5	12.3	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.2	0.0	28.4	21.1	0.0	22.5	32.6	0.0	45.9	32.3	38.7	27.4
LnGrp LOS	B		C	C		C	C		D	C	D	C
Approach Vol, veh/h		605			110			557			633	
Approach Delay, s/veh		23.1			22.4			43.2			34.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	48.3	7.2	37.5		65.3	13.1	31.7				
Change Period (Y+Rc), s	6.0	6.0	5.1	6.1		6.0	6.1	6.1				
Max Green Setting (Gmax), s	11.0	28.0	11.9	35.9		45.0	10.9	35.9				
Max Q Clear Time (g_c+I1), s	13.0	6.0	2.6	26.7		18.5	7.1	23.0				
Green Ext Time (p_c), s	0.0	0.5	0.0	1.8		1.8	0.1	2.6				

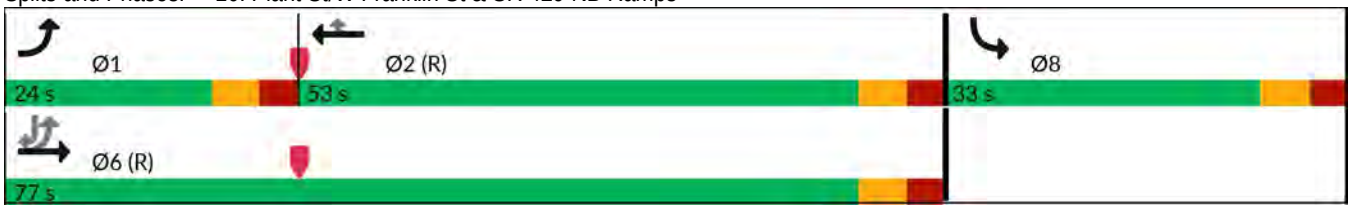
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			32.7									
HCM 6th LOS			C									

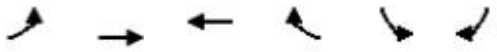
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	176	500	519	72	256	238
Future Volume (vph)	176	500	519	72	256	238
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		6
Detector Phase	1	6	2	2	8	6
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	12.0	33.0	30.0	30.0	33.0	33.0
Total Split (s)	24.0	77.0	53.0	53.0	33.0	77.0
Total Split (%)	21.8%	70.0%	48.2%	48.2%	30.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Min	C-Min	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 10 (9%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 10: Plant St/W Franklin St & SR 429 NB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	500	519	72	256	238
Future Volume (veh/h)	176	500	519	72	256	238
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1841	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	532	552	68	272	225
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	4	2	2	2	2
Cap, veh/h	636	1283	1067	904	313	279
Arrive On Green	0.13	1.00	1.00	1.00	0.18	0.18
Sat Flow, veh/h	1781	1841	1870	1585	1781	1585
Grp Volume(v), veh/h	187	532	552	68	272	225
Grp Sat Flow(s),veh/h/ln	1781	1841	1870	1585	1781	1585
Q Serve(g_s), s	4.8	0.0	0.0	0.0	16.3	15.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	0.0	16.3	15.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	636	1283	1067	904	313	279
V/C Ratio(X)	0.29	0.41	0.52	0.08	0.87	0.81
Avail Cap(c_a), veh/h	799	1283	1067	904	421	375
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	44.1	43.5
Incr Delay (d2), s/veh	0.1	0.9	1.7	0.2	13.7	9.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.6	0.9	0.1	12.8	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	7.1	0.9	1.7	0.2	57.8	52.7
LnGrp LOS	A	A	A	A	E	D
Approach Vol, veh/h		719	620		497	
Approach Delay, s/veh		2.5	1.5		55.4	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.9	69.7				83.6	26.4
Change Period (Y+Rc), s	7.0	7.0				7.0	7.0
Max Green Setting (Gmax), s	17.0	46.0				70.0	26.0
Max Q Clear Time (g_c+I1), s	6.8	2.0				2.0	18.3
Green Ext Time (p_c), s	0.2	4.2				3.8	1.0

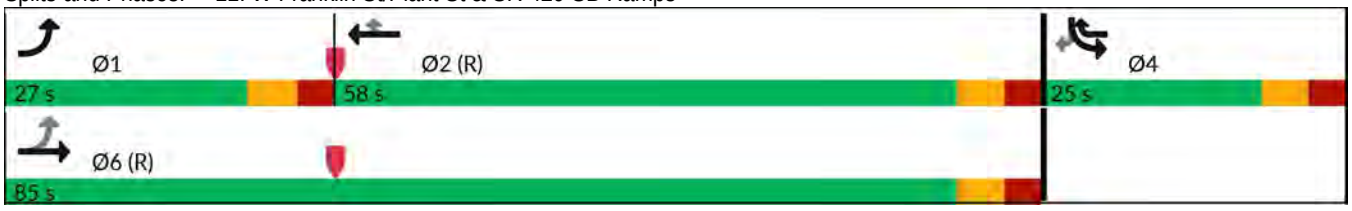
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.5
HCM 6th LOS	B

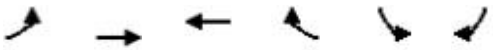
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	319	625	539	201	54	176
Future Volume (vph)	319	625	539	201	54	176
Turn Type	pm+pt	NA	NA	pm+ov	Prot	Perm
Protected Phases	1	6	2	4	4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	4	4	4
Switch Phase						
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	6.0
Minimum Split (s)	13.0	25.0	51.0	24.8	24.8	24.8
Total Split (s)	27.0	85.0	58.0	25.0	25.0	25.0
Total Split (%)	24.5%	77.3%	52.7%	22.7%	22.7%	22.7%
Yellow Time (s)	4.0	4.0	4.0	3.7	3.7	3.7
All-Red Time (s)	3.0	3.0	3.0	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	6.8	6.8	6.8
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 11: W Franklin St/Plant St & SR 429 SB Ramps





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	625	539	201	54	176
Future Volume (veh/h)	319	625	539	201	54	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	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	1870	1870	1856	1841	1574	1841
Adj Flow Rate, veh/h	339	665	573	214	57	167
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	3	4	22	4
Cap, veh/h	562	1399	1093	1117	190	198
Arrive On Green	0.09	0.75	0.78	0.78	0.13	0.13
Sat Flow, veh/h	1781	1870	1856	1560	1499	1560
Grp Volume(v), veh/h	339	665	573	214	57	167
Grp Sat Flow(s),veh/h/ln	1781	1870	1856	1560	1499	1560
Q Serve(g_s), s	7.7	15.3	12.5	2.8	3.8	11.5
Cycle Q Clear(g_c), s	7.7	15.3	12.5	2.8	3.8	11.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	562	1399	1093	1117	190	198
V/C Ratio(X)	0.60	0.48	0.52	0.19	0.30	0.85
Avail Cap(c_a), veh/h	717	1399	1093	1117	248	258
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	7.9	5.4	6.2	2.5	43.6	47.0
Incr Delay (d2), s/veh	1.0	1.2	1.6	0.3	1.2	19.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	8.9	6.9	2.3	2.7	16.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.9	6.6	7.8	2.9	44.9	66.8
LnGrp LOS	A	A	A	A	D	E
Approach Vol, veh/h		1004	787		224	
Approach Delay, s/veh		7.4	6.5		61.2	
Approach LOS		A	A		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	17.4	71.8		20.7		89.3
Change Period (Y+Rc), s	7.0	7.0		6.8		7.0
Max Green Setting (Gmax), s	20.0	51.0		18.2		78.0
Max Q Clear Time (g_c+I1), s	9.7	14.5		13.5		17.3
Green Ext Time (p_c), s	0.8	4.9		0.4		5.2

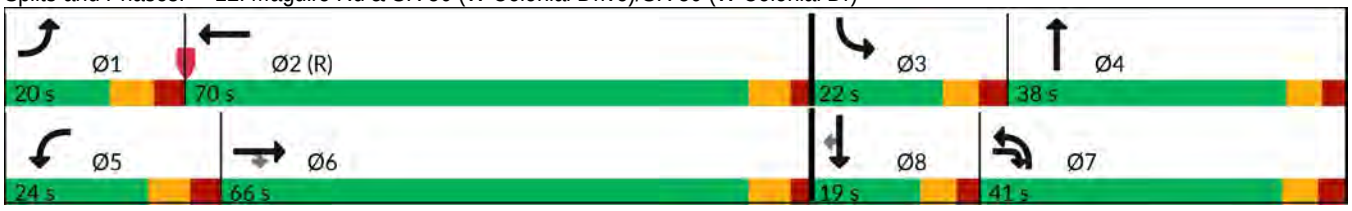
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.0
HCM 6th LOS	B

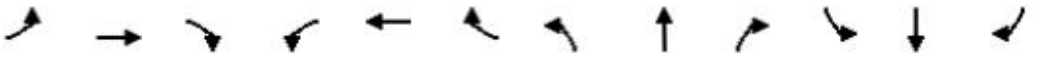
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	172	1386	648	306	1174	659	236	300	229	90
Future Volume (vph)	172	1386	648	306	1174	659	236	300	229	90
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	Perm
Protected Phases	1	6	7	5	2	7	4	3	8	
Permitted Phases			6							8
Detector Phase	1	6	7	5	2	7	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.1	41.8	25.2	26.0	38.8	25.2	47.6	12.1	49.5	49.5
Total Split (s)	20.0	66.0	41.0	24.0	70.0	41.0	38.0	22.0	19.0	19.0
Total Split (%)	13.3%	44.0%	27.3%	16.0%	46.7%	27.3%	25.3%	14.7%	12.7%	12.7%
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.3	2.0	3.2	3.2	2.0	3.2	2.6	3.1	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)	8.1	6.8	7.2	8.0	6.8	7.2	6.6	7.1	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	C-Min	None	None	None	Max	Max

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 17 (11%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 12: Maguire Rd & SR 50 (W Colonial Drive)/SR 50 (W Colonial Dr)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	1386	648	306	1174	157	659	236	208	300	229	90
Future Volume (veh/h)	172	1386	648	306	1174	157	659	236	208	300	229	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1870	1870	1870	1870	1796	1870	1856	1870	1870	1870	1796
Adj Flow Rate, veh/h	177	1429	668	315	1210	162	679	243	214	309	236	83
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	2	2	2	2	7	2	3	2	2	2	7
Cap, veh/h	222	2100	988	358	2043	274	732	347	293	343	296	127
Arrive On Green	0.07	0.41	0.41	0.10	0.45	0.45	0.21	0.19	0.19	0.10	0.08	0.08
Sat Flow, veh/h	3374	5106	1585	3456	4555	610	3456	1812	1531	3456	3554	1522
Grp Volume(v), veh/h	177	1429	668	315	904	468	679	236	221	309	236	83
Grp Sat Flow(s),veh/h/ln	1687	1702	1585	1728	1702	1761	1728	1763	1580	1728	1777	1522
Q Serve(g_s), s	7.8	34.3	17.2	13.5	29.9	29.9	28.9	18.8	19.7	13.3	9.8	6.5
Cycle Q Clear(g_c), s	7.8	34.3	17.2	13.5	29.9	29.9	28.9	18.8	19.7	13.3	9.8	6.5
Prop In Lane	1.00		1.00	1.00		0.35	1.00		0.97	1.00		1.00
Lane Grp Cap(c), veh/h	222	2100	988	358	1527	790	732	338	303	343	296	127
V/C Ratio(X)	0.80	0.68	0.68	0.88	0.59	0.59	0.93	0.70	0.73	0.90	0.80	0.65
Avail Cap(c_a), veh/h	268	2100	988	369	1527	790	779	369	331	343	296	127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	36.1	5.3	66.3	31.1	31.1	58.0	56.6	57.0	66.8	67.5	45.0
Incr Delay (d2), s/veh	13.2	1.2	2.4	20.5	1.7	3.3	16.7	5.2	7.2	25.5	19.6	23.4
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	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	20.3	8.1	11.2	18.1	19.0	20.5	13.7	13.2	11.4	9.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.2	37.3	7.7	86.8	32.7	34.3	74.7	61.8	64.2	92.3	87.1	68.4
LnGrp LOS	F	D	A	F	C	C	E	E	E	F	F	E
Approach Vol, veh/h		2274			1687			1136			628	
Approach Delay, s/veh		32.1			43.3			70.0			87.2	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	74.1	22.0	36.0	23.5	68.5	39.0	19.0
Change Period (Y+Rc), s	8.1	6.8	7.1	* 7.2	8.0	6.8	7.2	6.5
Max Green Setting (Gmax), s	11.9	63.2	14.9	* 31	16.0	59.2	33.8	12.5
Max Q Clear Time (g_c+I1), s	9.8	31.9	15.3	21.7	15.5	36.3	30.9	11.8
Green Ext Time (p_c), s	0.1	19.1	0.0	1.9	0.1	19.7	0.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	49.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	115	712	62	63	718
Future Vol, veh/h	106	115	712	62	63	718
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	-	-	185	185	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	120	742	65	66	748

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1248	742	0	0	807	0
Stage 1	742	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	*324	415	-	-	816	-
Stage 1	*470	-	-	-	-	-
Stage 2	*748	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*298	415	-	-	816	-
Mov Cap-2 Maneuver	*381	-	-	-	-	-
Stage 1	*470	-	-	-	-	-
Stage 2	*688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.7	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	816	-
HCM Lane V/C Ratio	-	-	0.578	0.08	-
HCM Control Delay (s/veh)	-	-	25.7	9.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q (veh)	-	-	3.5	0.3	-

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

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	0	70	80	0	23	89	244	97	19	191	133
Future Vol, veh/h	106	0	70	80	0	23	89	244	97	19	191	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	3	2
Mvmt Flow	115	0	76	87	0	25	97	265	105	21	208	145

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	847	887	281	873	907	318	353	0	0	370	0	0
Stage 1	323	323	-	512	512	-	-	-	-	-	-	-
Stage 2	524	564	-	361	395	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	283	758	271	276	723	1206	-	-	1189	-	-
Stage 1	689	650	-	545	536	-	-	-	-	-	-	-
Stage 2	537	508	-	657	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	255	758	225	248	723	1206	-	-	1189	-	-
Mov Cap-2 Maneuver	251	255	-	225	248	-	-	-	-	-	-	-
Stage 1	634	636	-	501	493	-	-	-	-	-	-	-
Stage 2	477	467	-	578	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.1	28	1.7	0.4
HCM LOS	D	D		

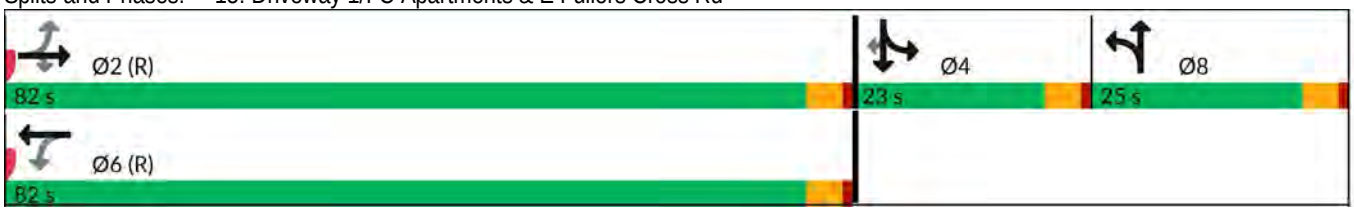
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1206	-	-	342	266	1189	-	-
HCM Lane V/C Ratio	0.08	-	-	0.559	0.421	0.017	-	-
HCM Control Delay (s/veh)	8.2	-	-	28.1	28	8.1	0	-
HCM Lane LOS	A	-	-	D	D	A	A	-
HCM 95th %tile Q (veh)	0.3	-	-	3.2	2	0.1	-	-

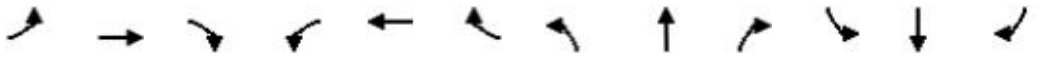
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	20	557	89	88	605	106	0	0	22
Future Volume (vph)	20	557	89	88	605	106	0	0	22
Turn Type	Perm	NA	Perm	Perm	NA	Split	NA	NA	Perm
Protected Phases		2			6	8	8	4	
Permitted Phases	2		2	6					4
Detector Phase	2	2	2	6	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	82.0	82.0	82.0	82.0	82.0	25.0	25.0	23.0	23.0
Total Split (%)	63.1%	63.1%	63.1%	63.1%	63.1%	19.2%	19.2%	17.7%	17.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 15: Driveway 1/FC Apartments & E Fullers Cross Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	557	89	88	605	12	106	0	36	9	0	22
Future Volume (veh/h)	20	557	89	88	605	12	106	0	36	9	0	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1781	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	580	0	92	630	12	74	50	38	9	0	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	8	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1062		453	1091	21	281	155	118	253	0	226
Arrive On Green	0.79	0.79	0.00	0.60	0.60	0.60	0.16	0.16	0.16	0.14	0.00	0.14
Sat Flow, veh/h	787	1781	1585	834	1829	35	1781	986	749	1781	0	1585
Grp Volume(v), veh/h	21	580	0	92	0	642	74	0	88	9	0	23
Grp Sat Flow(s),veh/h/ln	787	1781	1585	834	0	1864	1781	0	1735	1781	0	1585
Q Serve(g_s), s	1.8	15.5	0.0	8.4	0.0	27.6	4.7	0.0	5.8	0.6	0.0	1.6
Cycle Q Clear(g_c), s	29.3	15.5	0.0	23.9	0.0	27.6	4.7	0.0	5.8	0.6	0.0	1.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	358	1062		453	0	1111	281	0	274	253	0	226
V/C Ratio(X)	0.06	0.55		0.20	0.00	0.58	0.26	0.00	0.32	0.04	0.00	0.10
Avail Cap(c_a), veh/h	358	1062		453	0	1111	281	0	274	253	0	226
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	7.0	0.0	20.0	0.0	16.2	48.1	0.0	48.6	48.1	0.0	48.5
Incr Delay (d2), s/veh	0.3	1.8	0.0	1.0	0.0	2.2	2.3	0.0	3.1	0.3	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	8.0	0.0	3.1	0.0	17.0	4.1	0.0	5.0	0.5	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.8	8.9	0.0	21.0	0.0	18.4	50.4	0.0	51.7	48.3	0.0	49.4
LnGrp LOS	B	A		C		B	D		D	D		D
Approach Vol, veh/h		601			734			162			32	
Approach Delay, s/veh		9.1			18.7			51.1			49.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.0		23.0		82.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		77.5		18.5		77.5		20.5				
Max Q Clear Time (g_c+I1), s		31.3		3.6		29.6		7.8				
Green Ext Time (p_c), s		4.5		0.0		5.2		0.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.0									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	558	44	0	705	0	35
Future Vol, veh/h	558	44	0	705	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	-	185	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	581	46	0	734	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	581
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	*628
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		1
Mov Cap-1 Maneuver	-	-	-	-	-	*628
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	628	-	-	-
HCM Lane V/C Ratio	0.058	-	-	-
HCM Control Delay (s/veh)	11.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	861	0	0	941
Future Vol, veh/h	0	7	861	0	0	941
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	936	0	0	1023

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	468	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	*750	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		1	-			-
Mov Cap-1 Maneuver	-	*750	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	750	-
HCM Lane V/C Ratio	-	0.01	-
HCM Control Delay (s/veh)	-	9.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q (veh)	-	0	-

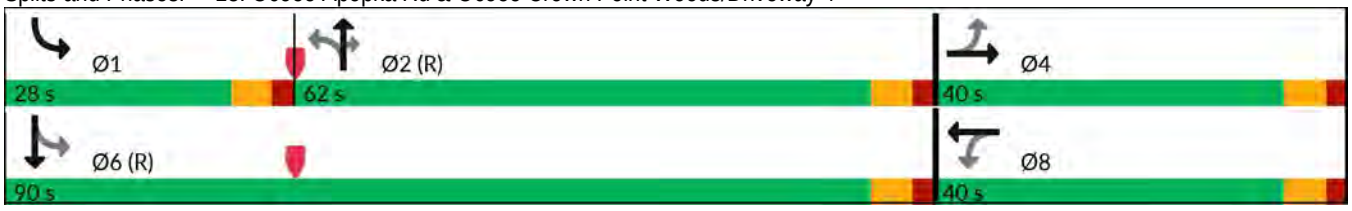
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

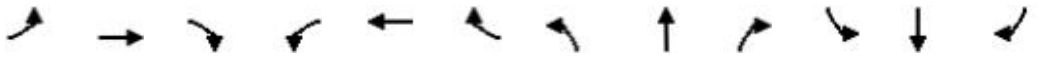
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	0	136	0	19	693	33	266	722
Future Volume (vph)	14	0	136	0	19	693	33	266	722
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases		4		8		2		1	6
Permitted Phases	4		8		2		2	6	
Detector Phase	4	4	8	8	2	2	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	40.0	40.0	62.0	62.0	62.0	28.0	90.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	47.7%	47.7%	47.7%	21.5%	69.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	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)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lag	Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 18: Ocoee Apopka Rd & Ocoee Crown Point Woods/Driveway 4





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	11	136	0	213	19	693	33	266	722	17
Future Volume (veh/h)	14	0	11	136	0	213	19	693	33	266	722	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	0	10	142	0	203	20	722	32	277	752	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	11	21	233	0	240	498	2250	1003	587	2687	61
Arrive On Green	0.15	0.00	0.15	0.15	0.00	0.15	0.63	0.63	0.63	0.15	1.00	1.00
Sat Flow, veh/h	139	71	140	1405	0	1585	700	3554	1585	1781	3552	80
Grp Volume(v), veh/h	25	0	0	142	0	203	20	722	32	277	376	393
Grp Sat Flow(s),veh/h/ln	351	0	0	1405	0	1585	700	1777	1585	1781	1777	1856
Q Serve(g_s), s	0.6	0.0	0.0	0.0	0.0	16.2	1.4	12.2	1.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	0.0	15.7	0.0	16.2	1.4	12.2	1.0	7.4	0.0	0.0
Prop In Lane	0.60		0.40	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	97	0	0	233	0	240	498	2250	1003	587	1344	1404
V/C Ratio(X)	0.26	0.00	0.00	0.61	0.00	0.85	0.04	0.32	0.03	0.47	0.28	0.28
Avail Cap(c_a), veh/h	242	0	0	388	0	415	498	2250	1003	751	1344	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	0.0	0.0	53.5	0.0	53.7	9.0	11.0	8.9	6.5	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	2.5	0.0	8.0	0.2	0.4	0.1	0.6	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.0	8.2	0.0	11.3	0.4	8.0	0.6	3.8	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	0.0	0.0	56.0	0.0	61.7	9.2	11.4	9.0	7.1	0.5	0.5
LnGrp LOS	D			E		E	A	B	A	A	A	A
Approach Vol, veh/h		25			345			774			1046	
Approach Delay, s/veh		51.9			59.3			11.2			2.3	
Approach LOS		D			E			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.0	88.3		25.7		104.3		25.7				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	22.0	56.0		34.0		84.0		34.0				
Max Q Clear Time (g_c+I1), s	9.4	14.2		18.9		2.0		18.2				
Green Ext Time (p_c), s	0.6	5.4		0.1		5.4		1.5				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.0									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	43	696	124	0	867
Future Vol, veh/h	0	43	696	124	0	867
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	185	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	725	129	0	903

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	363	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	634	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	634	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	634	-
HCM Lane V/C Ratio	-	0.071	-
HCM Control Delay (s/veh)	-	11.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q (veh)	-	0.2	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	792	27	86	781
Future Vol, veh/h	0	21	792	27	86	781
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	-	180	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	825	28	90	814

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	413	0	0	853	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	588	-	-	782	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	588	-	-	782	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.4	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	588	782	-
HCM Lane V/C Ratio	-	-	0.037	0.115	-
HCM Control Delay (s/veh)	-	-	11.4	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q (veh)	-	-	0.1	0.4	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	819	9	0	781
Future Vol, veh/h	0	7	819	9	0	781
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	890	10	0	849

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	450	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	556	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	556	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	556	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s/veh)	-	-	11.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q (veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	746	67	33	792
Future Vol, veh/h	0	28	746	67	33	792
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	-	185	185	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	777	70	34	825

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	777	0	0	847	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	397	-	-	790	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	397	-	-	790	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	790	-
HCM Lane V/C Ratio	-	-	0.073	0.044	-
HCM Control Delay (s/veh)	-	-	14.8	9.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	107	208	44	64	14
Future Vol, veh/h	18	107	208	44	64	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	116	226	48	70	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	274	0	-	0	406	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1289	-	-	-	601	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1289	-	-	-	591	789
Mov Cap-2 Maneuver	-	-	-	-	591	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	872	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.1	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1289	-	-	-	619
HCM Lane V/C Ratio	0.015	-	-	-	0.137
HCM Control Delay (s/veh)	7.8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	17	44	181	71	35
Future Vol, veh/h	154	17	44	181	71	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	18	48	197	77	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	185	0	469	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1390	-	553	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	531	867
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.5	12.3
HCM LOS			B

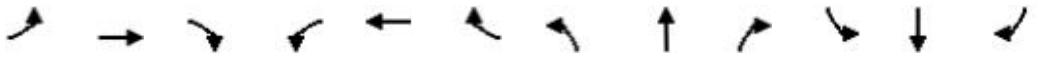
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	609	-	-	1390	-
HCM Lane V/C Ratio	0.189	-	-	0.034	-
HCM Control Delay (s/veh)	12.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	48	161	82	634	160	140	108	485	468	132	388
Future Volume (vph)	48	161	82	634	160	140	108	485	468	132	388
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8		7	4		5	2		1	6
Permitted Phases	8		8			4	2		2	6	
Detector Phase	3	8	8	7	4	4	5	2	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.5	37.9	37.9	11.8	30.9	30.9	11.8	44.8	44.8	11.8	41.8
Total Split (s)	15.0	33.0	33.0	32.0	50.0	50.0	20.0	45.0	45.0	20.0	45.0
Total Split (%)	11.5%	25.4%	25.4%	24.6%	38.5%	38.5%	15.4%	34.6%	34.6%	15.4%	34.6%
Yellow Time (s)	3.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.1	3.1	3.1	2.0	3.1	3.1	2.0	2.0	2.0	2.0	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	0.0
Total Lost Time (s)	6.5	7.9	7.9	6.8	7.9	7.9	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 51 (39%), Referenced to phase 4:WBT and 8:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ocoee Apopka Rd & Ocoee Crown Point Pkwy/West Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	161	82	634	160	140	108	485	468	132	388	23
Future Volume (veh/h)	48	161	82	634	160	140	108	485	468	132	388	23
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		0.99	1.00		1.00	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1870	1870	1870	1870	1870	1870	1870	1826
Adj Flow Rate, veh/h	49	164	84	647	163	128	110	495	431	135	396	23
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	3	2	2	2	2	2	2	2	2	5
Cap, veh/h	360	814	356	670	1397	621	252	545	455	198	528	31
Arrive On Green	0.03	0.23	0.23	0.32	0.66	0.66	0.06	0.29	0.29	0.07	0.30	0.30
Sat Flow, veh/h	1781	3554	1555	3456	3554	1579	1781	1870	1559	1781	1749	102
Grp Volume(v), veh/h	49	164	84	647	163	128	110	495	431	135	0	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1555	1728	1777	1579	1781	1870	1559	1781	0	1850
Q Serve(g_s), s	2.7	4.8	5.7	23.9	2.2	4.2	5.6	33.1	35.2	6.8	0.0	26.6
Cycle Q Clear(g_c), s	2.7	4.8	5.7	23.9	2.2	4.2	5.6	33.1	35.2	6.8	0.0	26.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	360	814	356	670	1397	621	252	545	455	198	0	559
V/C Ratio(X)	0.14	0.20	0.24	0.97	0.12	0.21	0.44	0.91	0.95	0.68	0.00	0.75
Avail Cap(c_a), veh/h	420	814	356	670	1397	621	331	550	458	258	0	559
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	40.5	40.8	43.5	13.9	14.3	32.1	44.4	45.1	34.0	0.0	40.9
Incr Delay (d2), s/veh	0.1	0.6	1.6	25.6	0.2	0.7	0.4	19.6	29.8	2.3	0.0	6.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	4.0	4.3	16.4	1.6	2.8	4.3	24.7	24.2	5.4	0.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.6	41.1	42.4	69.2	14.1	15.0	32.6	64.0	74.9	36.3	0.0	47.6
LnGrp LOS	D	D	D	E	B	B	C	E	E	D		D
Approach Vol, veh/h		297			938			1036			554	
Approach Delay, s/veh		40.7			52.2			65.2			44.9	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	44.7	10.6	59.0	14.3	46.1	32.0	37.7
Change Period (Y+Rc), s	6.8	6.8	6.5	7.9	6.8	6.8	6.8	7.9
Max Green Setting (Gmax), s	13.2	38.2	8.5	42.1	13.2	38.2	25.2	25.1
Max Q Clear Time (g_c+I1), s	8.8	37.2	4.7	6.2	7.6	28.6	25.9	7.7
Green Ext Time (p_c), s	0.1	0.7	0.0	1.4	0.1	2.8	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	637	20	495	1018
Demand Flow Rate, veh/h	726	20	533	1233
Vehicles Circulating, veh/h	619	1112	613	151
Vehicles Exiting, veh/h	765	34	732	981
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.3	8.8	10.5	9.5
Approach LOS	C	A	B	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	R	LTR	L	TR	LT	R
Assumed Moves	LT	R	LTR	L	TR	LT	R
RT Channelized							
Lane Util	0.844	0.156	1.000	0.246	0.754	0.494	0.506
Follow-Up Headway, s	2.535	2.535	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	613	113	20	131	402	609	624
Cap Entry Lane, veh/h	808	808	444	813	813	1238	1238
Entry HV Adj Factor	0.858	0.982	0.990	0.977	0.913	0.667	0.981
Flow Entry, veh/h	526	111	20	128	367	406	612
Cap Entry, veh/h	693	794	440	794	742	825	1214
V/C Ratio	0.758	0.140	0.045	0.161	0.495	0.492	0.504
Control Delay, s/veh	23.4	6.0	8.8	6.2	12.0	11.0	8.5
LOS	C	A	A	A	B	B	A
95th %tile Queue, veh	7	0	0	1	3	3	3

APPENDIX H
Funded Transportation Improvements

SR 429 CORRIDOR CAPACITY IMPROVEMENTS PROJECTS: SEGMENT 2

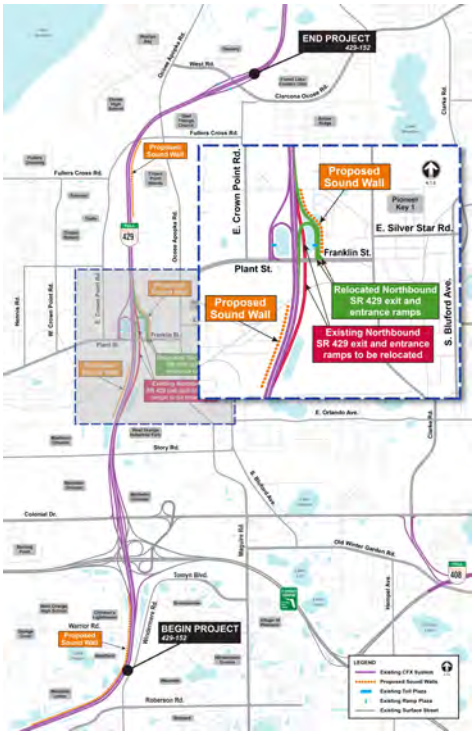
SOUTH OF FLORIDA'S TURNPIKE TO WEST ROAD

PROJECT DESCRIPTION

The Central Florida Expressway Authority is performing capacity improvements on State Road 429 (Daniel Webster Western Beltway) from south of Florida's Turnpike to West Road to reduce congestion and improve traffic flow. This 6.1-mile project will add a lane in each direction, expanding the expressway from four to six travel lanes. Several noise walls are proposed in this segment. Please see the map for proposed wall locations.

CFX is relocating the exit from northbound SR 429 to SR 438/Plant Street/Franklin Street and adding a new All-Electronic Tolling (AET) gantry. The project will also add travel and turn lanes at SR 438/Plant Street/Franklin Street and improve drainage throughout the project corridor. Wider median shoulders will be added that can temporarily accommodate additional traffic during emergency response events, such as traffic accidents or hurricane evacuations. This is one of three capacity improvements projects on SR 429 between Tilden Road and SR 414.

PROJECT MAP (LARGER MAP ON BACK)



WHAT TO EXPECT

During construction, temporary lane and ramp closures will be necessary to accommodate work. To minimize the impact of construction to motorists traveling on SR 429, lane and ramp closures will not be permitted during peak travel times. There will be night and weekend work on this project.

WORK ZONE SAFETY

For the safety of motorists and work crews, speed limits will be strictly enforced during construction. Speeding fines are doubled in work zones when workers are present. Motorists are reminded to change lanes for safety when they see Road Rangers assisting other motorists or flashing lights — it's Florida law.

QUICK FACTS

Project Timeline:
January 2022 - Late 2024

Estimated Project Cost:
$178 Million

For more information:

407-383-5817
Construction@CFXway.com
www.CFXway.com
@DriveEPASS

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

E-PASS®

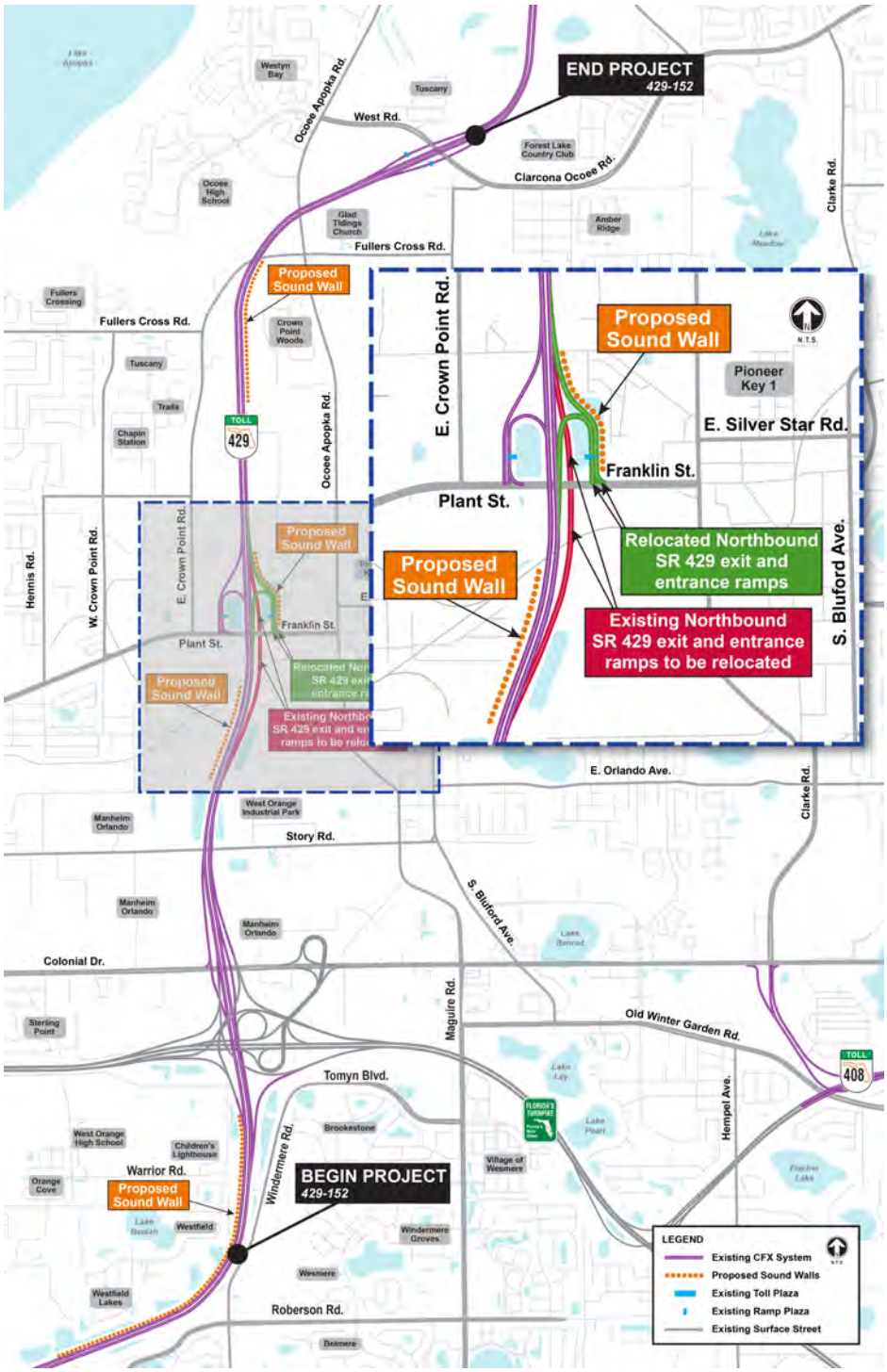
The Central Florida Expressway Authority (CFX) is an independent agency of the State of Florida that operates and maintains a regional network of expressways for 3.3 million residents of Brevard, Lake, Orange, Osceola, and Seminole counties and more than 75 million annual visitors to Central Florida. CFX's 125-centerline mile, user-funded system which includes 73 interchanges, 14 mainline toll plazas, 5 mainline gantries, 76 ramp toll plazas and 343 bridges. On average, more than 1.3 million toll transactions are recorded daily, over 95 percent of them electronically. CFX operates E-PASS, the first electronic toll collection system in Florida, with more than one million E-PASS accounts. For more information, visit CFXway.com.

Central Florida Expressway Authority: 4974 ORL Tower Road, Orlando, FL 32807
Phone: 407.690.5000 | Fax: 407.690.5011 | Email: Info@CFXWay.com

SR 429 CORRIDOR CAPACITY IMPROVEMENTS PROJECTS: SEGMENT 2

SOUTH OF FLORIDA'S TURNPIKE TO WEST ROAD

PROJECT MAP



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Para más información en español acerca del proyecto, por favor comuníquese con Kevin Camara al 786-859-1826 o por correo electrónico a Kevin.Camara@QCAusa.com.

APPENDIX I
NCHRP Report 457

NCHRP Report 457 - Right-Turn Warrant
Fullers Cross Road and Driveway 2
Eastbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

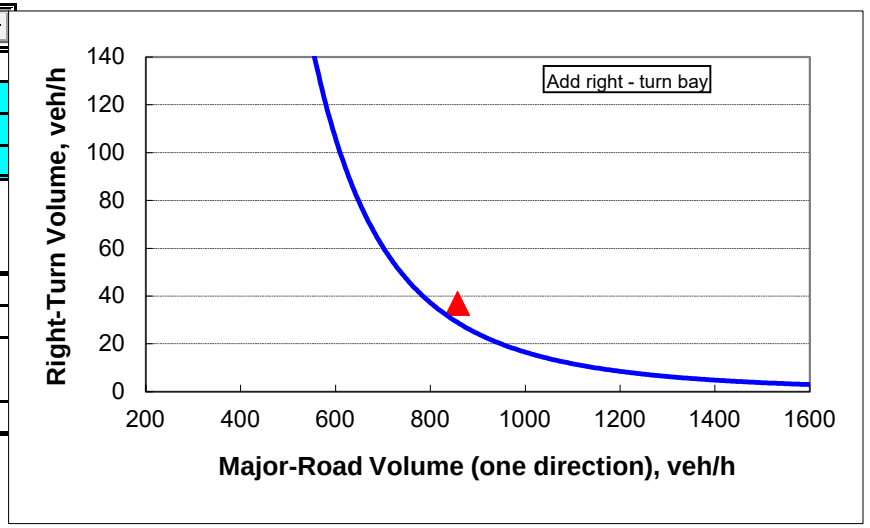
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	858
Right-turn volume, veh/h:	37

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	29
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Fullers Cross Road and Driveway 2
Eastbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

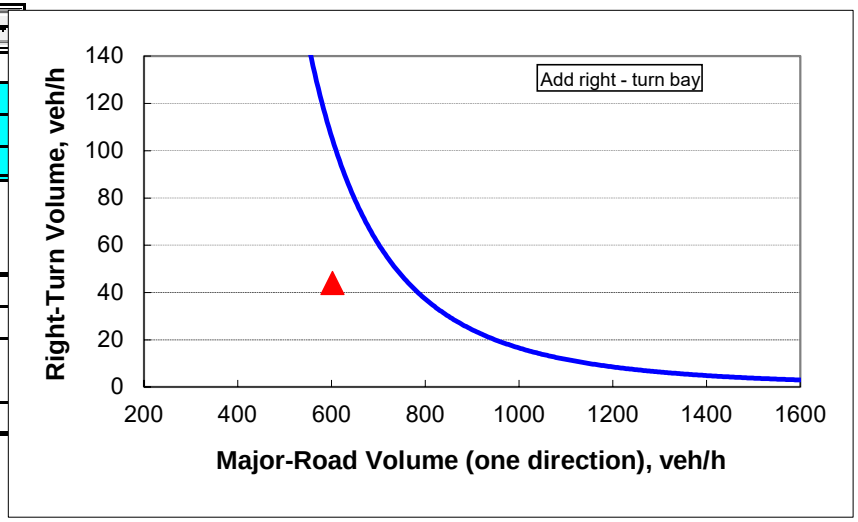
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	602
Right-turn volume, veh/h:	44

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	105
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 5
Northbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

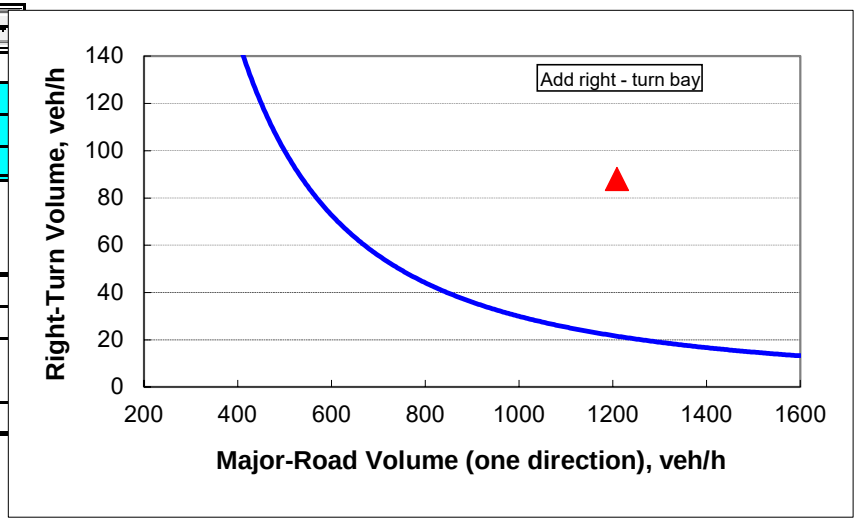
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1209
Right-turn volume, veh/h:	88

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 5
Northbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

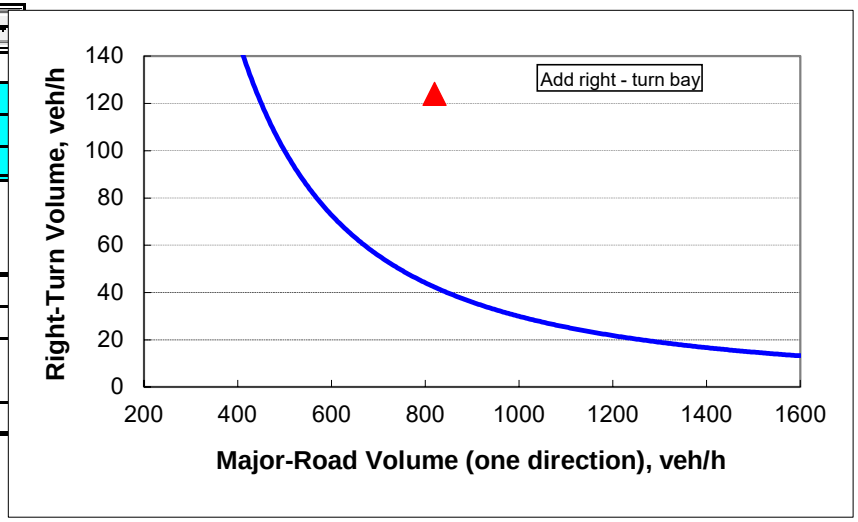
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	820
Right-turn volume, veh/h:	124

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	42
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Left-Turn Warrant
Ocoee-Apopka Road and Driveway 6
Southbound Left-Turn - Weekday PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

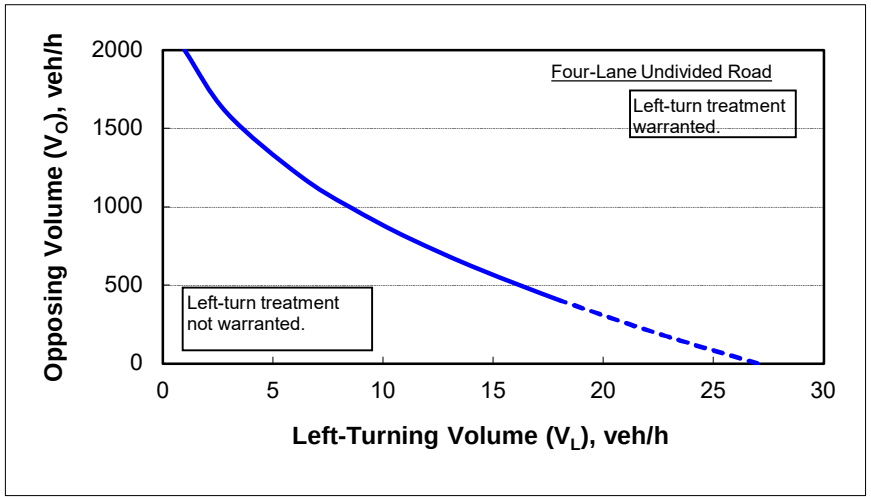
Variable	Value
Left-turning volume (V_L), veh/h:	67
Advancing volume (V_A), veh/h:	1275
Opposing volume (V_O), veh/h:	1203

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

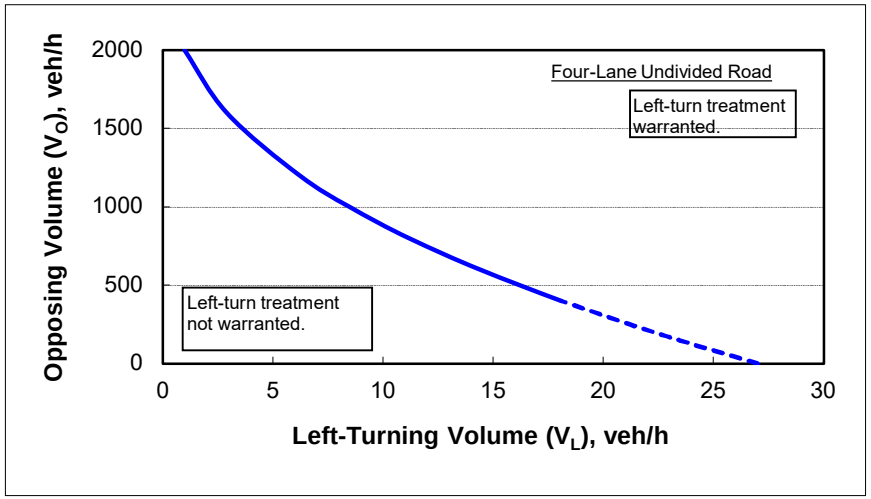
Variable	Value
Left-turning volume (V_L), veh/h:	86
Advancing volume (V_A), veh/h:	867
Opposing volume (V_O), veh/h:	819

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 6
Northbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

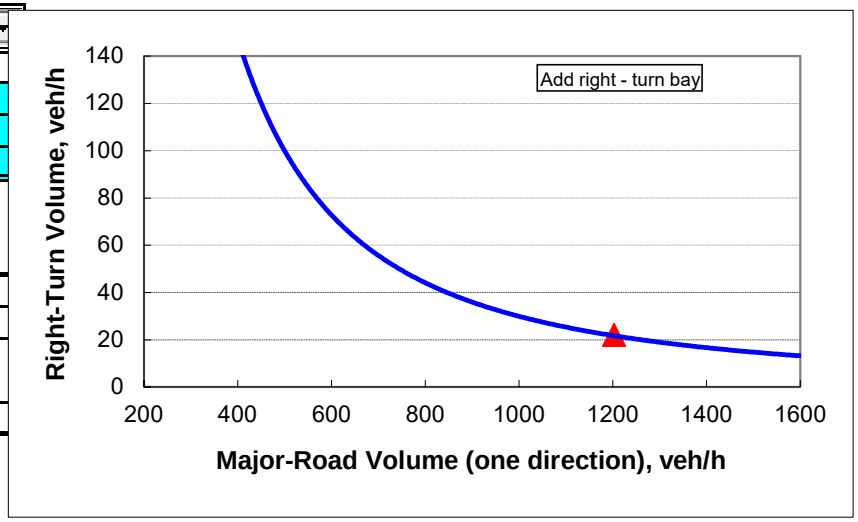
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1203
Right-turn volume, veh/h:	22

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	22
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 6
Northbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

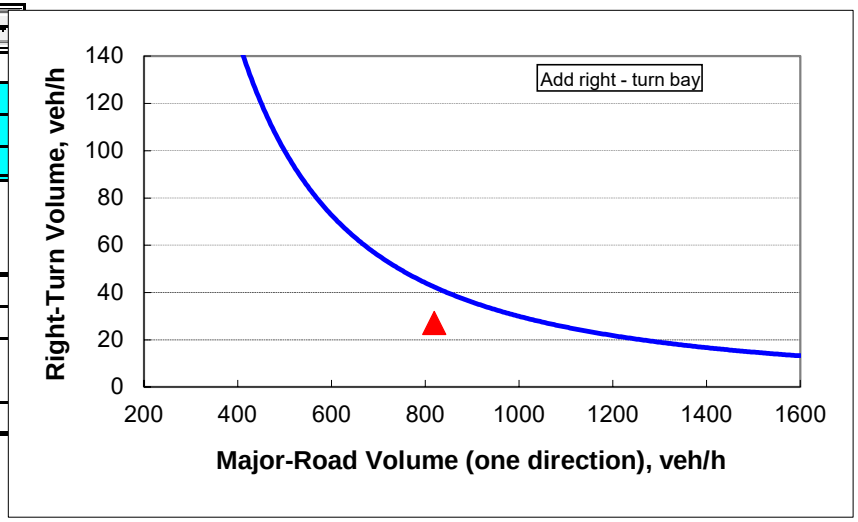
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	819
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	42
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 7
Northbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

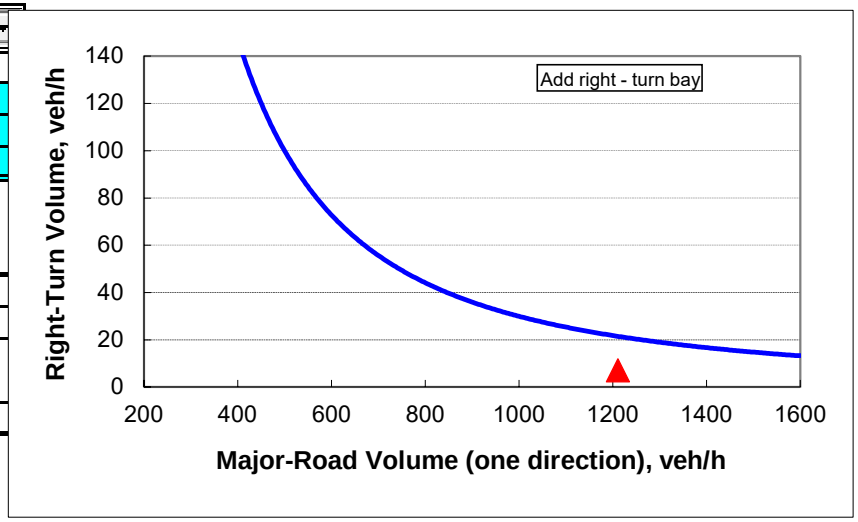
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1211
Right-turn volume, veh/h:	7

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	21
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 7
Northbound Right-Turn - Saturday Peak Hour

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:	45
Major-road volume (one direction), veh/h:	828
Right-turn volume, veh/h:	9

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	42
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

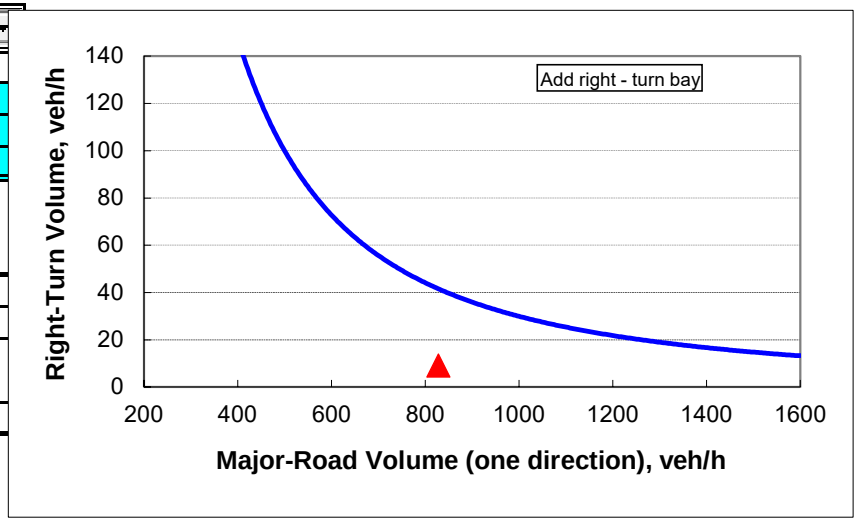


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

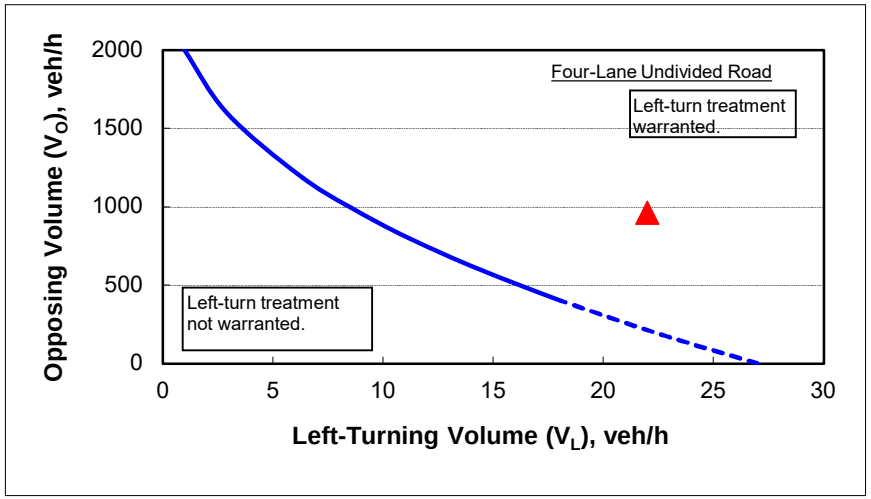
Variable	Value
Left-turning volume (V_L), veh/h:	22
Advancing volume (V_A), veh/h:	972
Opposing volume (V_O), veh/h:	961

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

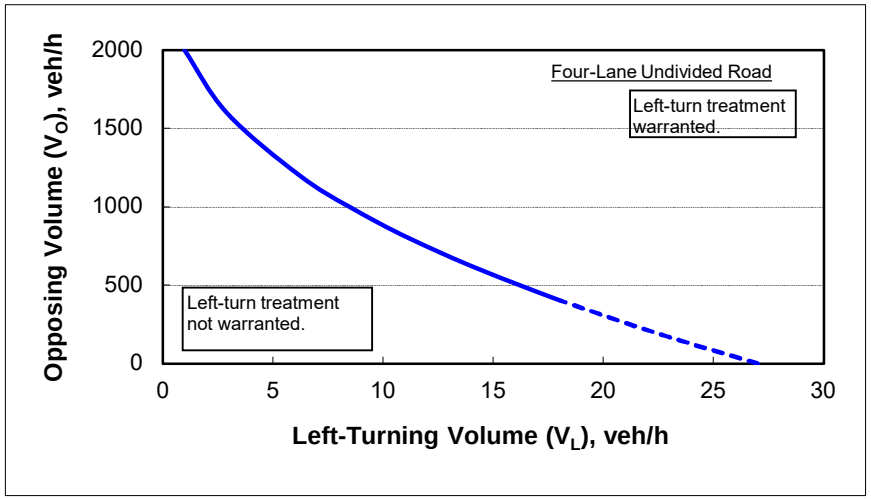
Variable	Value
Left-turning volume (V_L), veh/h:	33
Advancing volume (V_A), veh/h:	825
Opposing volume (V_O), veh/h:	813

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 8
Northbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

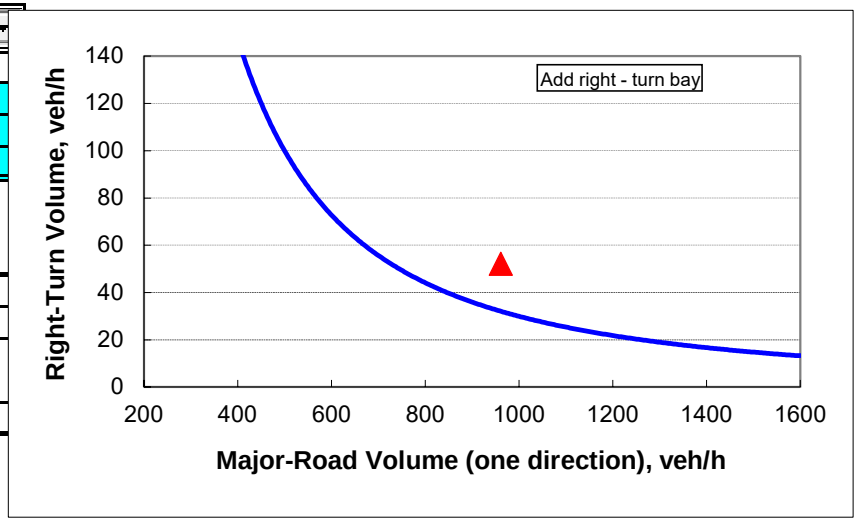
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	961
Right-turn volume, veh/h:	52

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	32
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and Driveway 8
Northbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

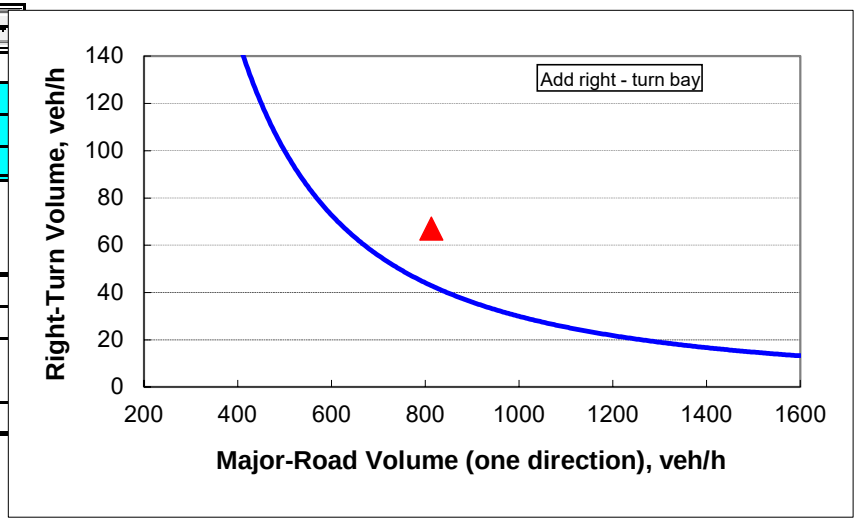
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	813
Right-turn volume, veh/h:	67

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	43
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Left-Turn Warrant
17th Avenue Extension and Driveway 9
Eastbound Left-Turn - Weekday PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

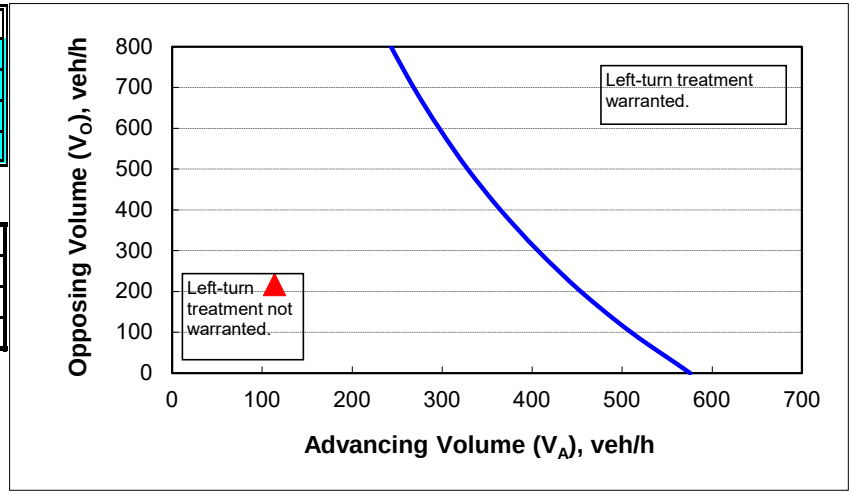
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	114
Opposing volume (V_O), veh/h:	217

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	445
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

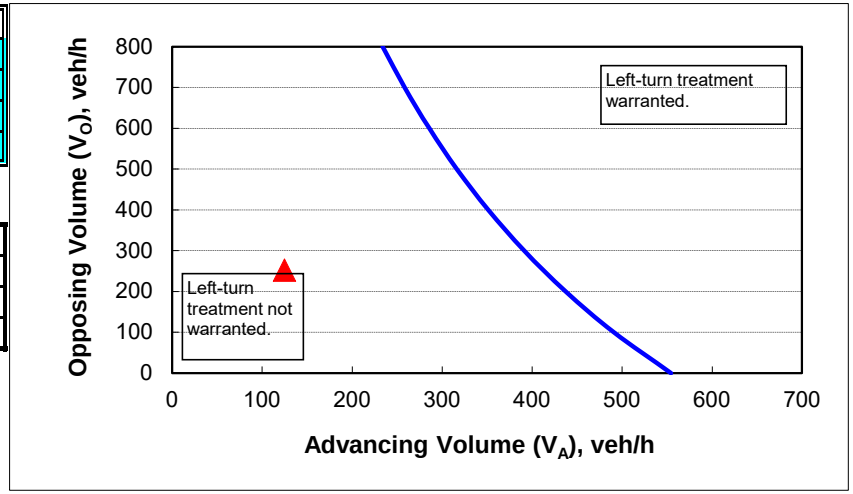
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	125
Opposing volume (V_O), veh/h:	252

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	412
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 9
Westbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

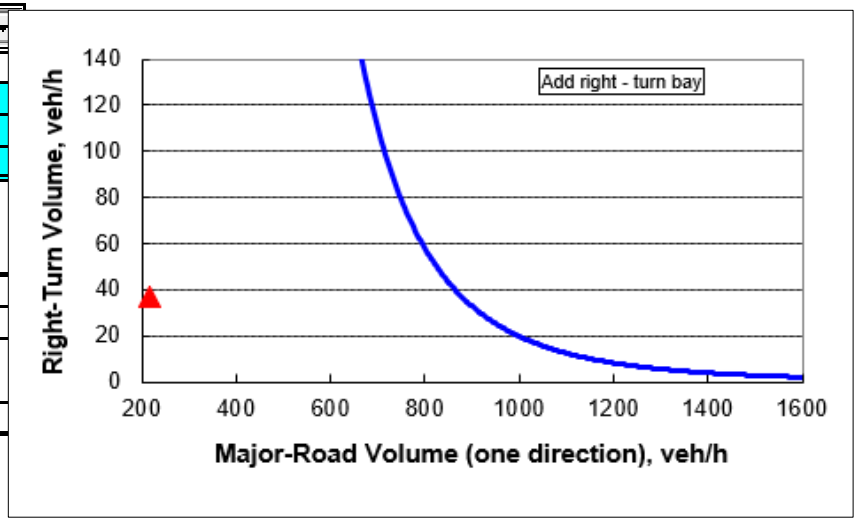
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	217
Right-turn volume, veh/h:	37

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	30797
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 9
Westbound Right-Turn - Saturday Peak Hour

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:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	252
Right-turn volume, veh/h:	44

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14982
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

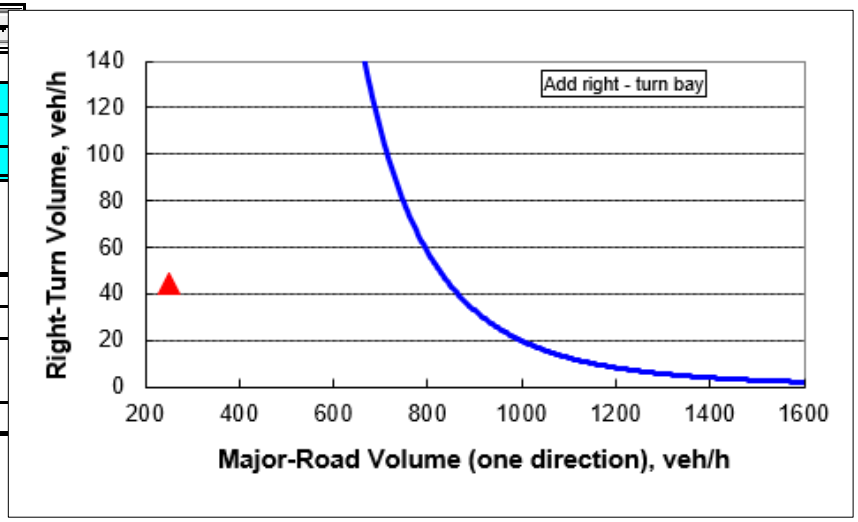


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

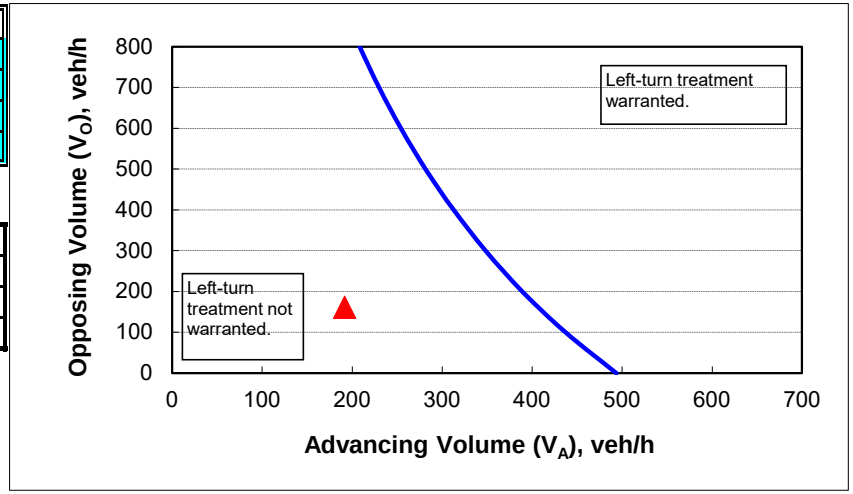
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	19%
Advancing volume (V_A), veh/h:	192
Opposing volume (V_O), veh/h:	161

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	407
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

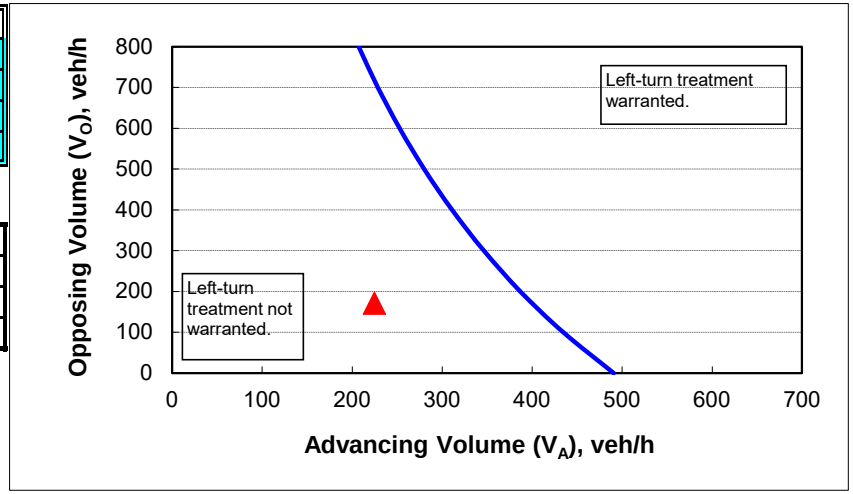
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	20%
Advancing volume (V_A), veh/h:	225
Opposing volume (V_O), veh/h:	171

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	400
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 10
Eastbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

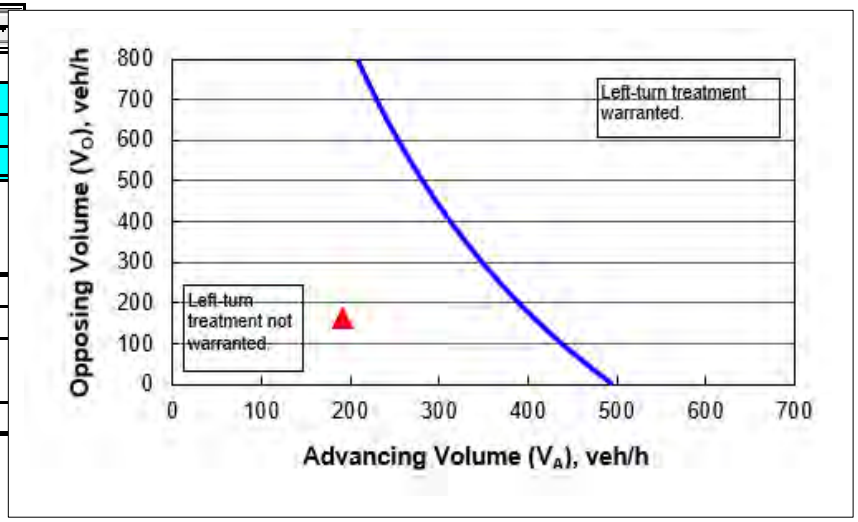
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	161
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	129783
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 10
Eastbound Right-Turn - Saturday Peak Hour

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:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	171
Right-turn volume, veh/h:	17

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	97074
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

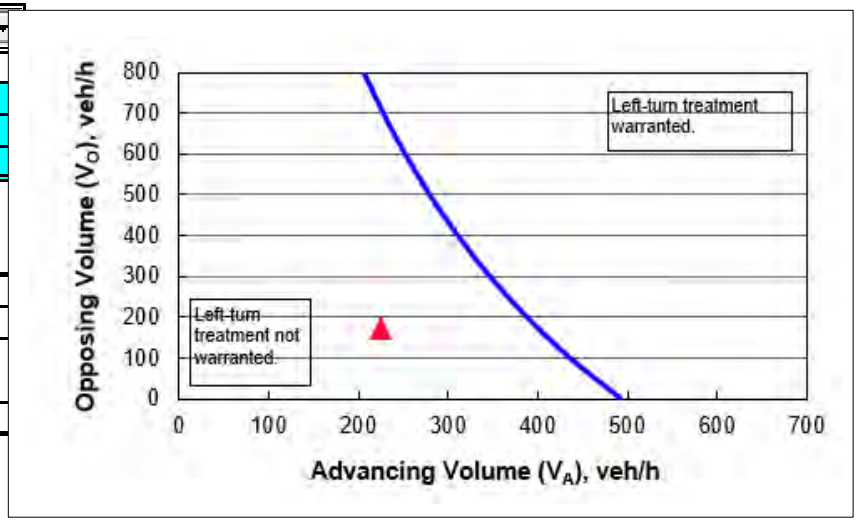


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

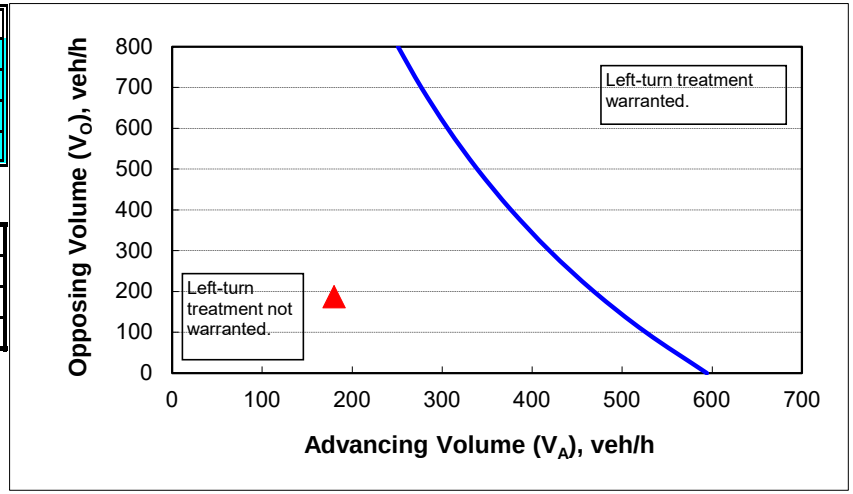
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	12%
Advancing volume (V_A), veh/h:	180
Opposing volume (V_O), veh/h:	187

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	476
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

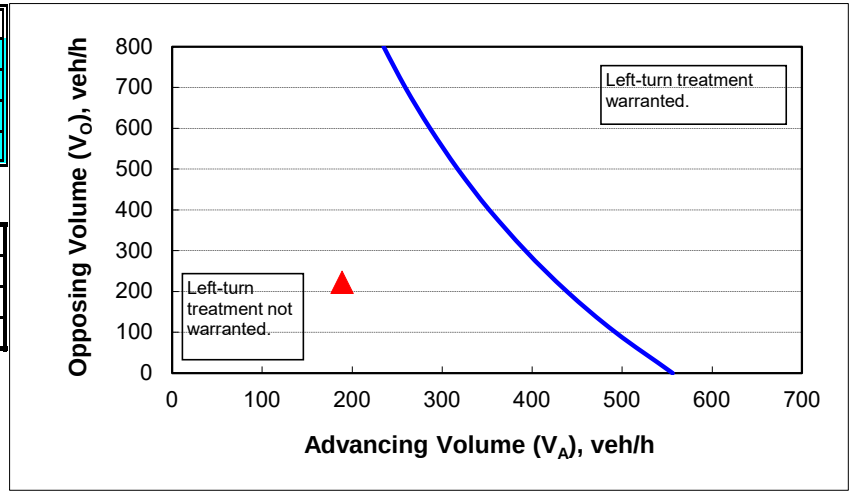
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	189
Opposing volume (V_O), veh/h:	222

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	428
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 11
Westbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

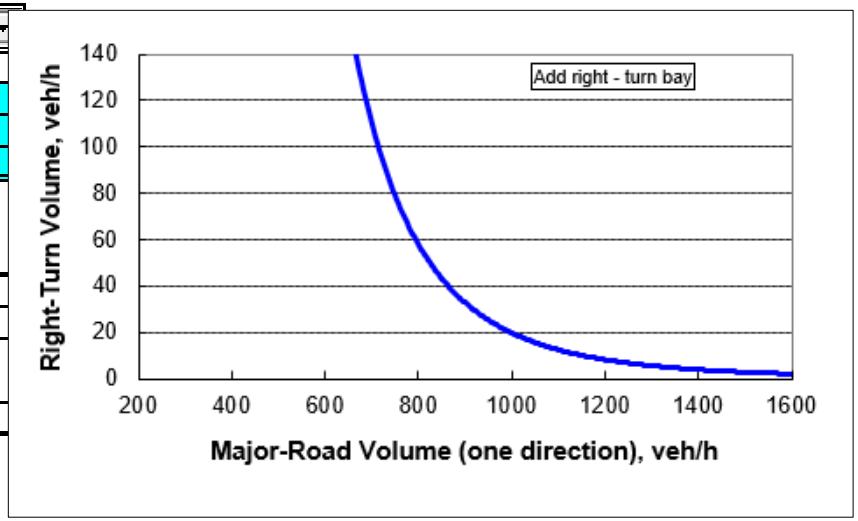
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	187
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	63082
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Driveway 11
Westbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

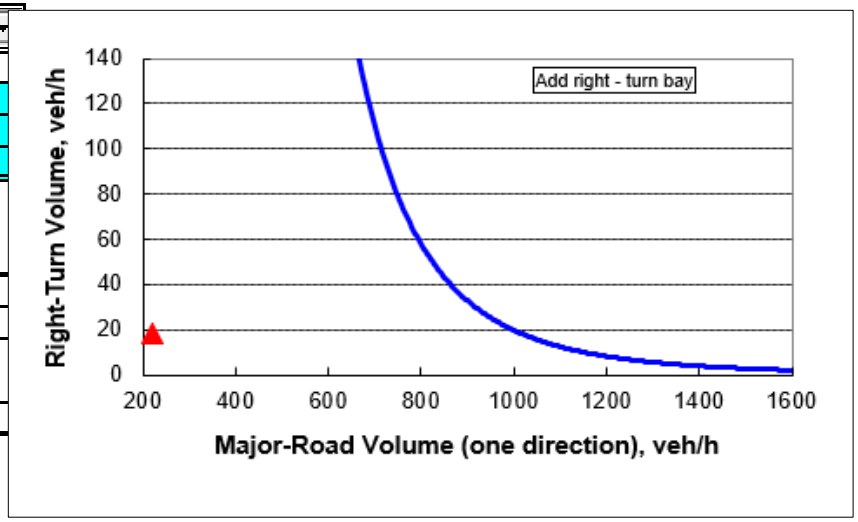
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	222
Right-turn volume, veh/h:	18

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	27595
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Left-Turn Warrant
Ocoee-Apopka Road and 17th Avenue Extension
Southbound Left-Turn - Weekday PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

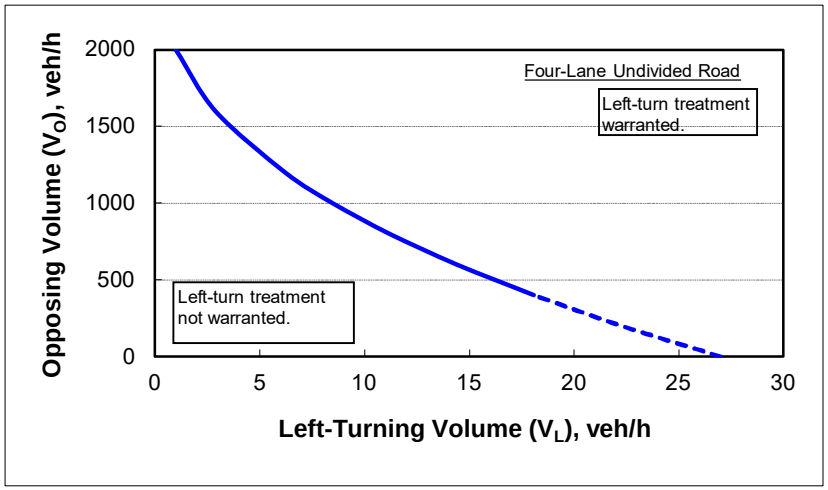
4-lane roadway

INPUT

Variable	Value
Left-turning volume (V_L), veh/h:	62
Advancing volume (V_A), veh/h:	1208
Opposing volume (V_O), veh/h:	1166

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0

NCHRP Report 457 - Left-Turn Warrant
Ocoee-Apopka Road and 17th Avenue Extension
Southbound Left-Turn - Saturday Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

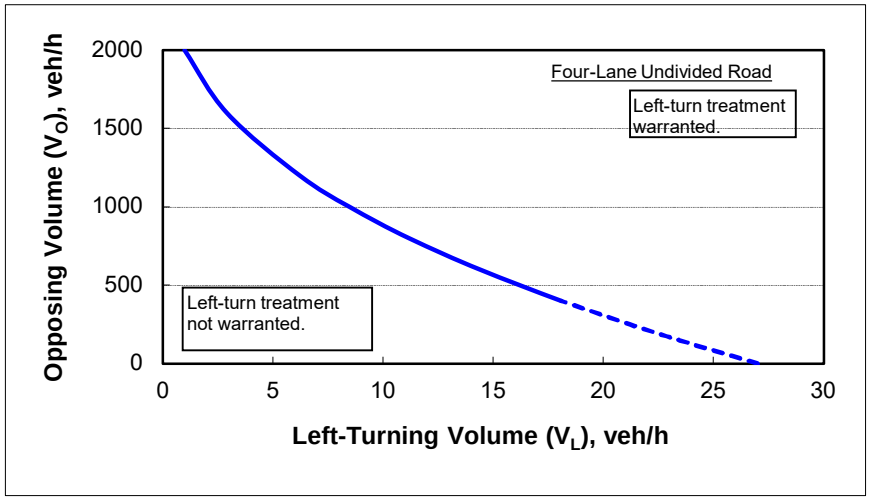
Variable	Value
Left-turning volume (V_L), veh/h:	63
Advancing volume (V_A), veh/h:	781
Opposing volume (V_O), veh/h:	774

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and 17th Avenue Extension
Northbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

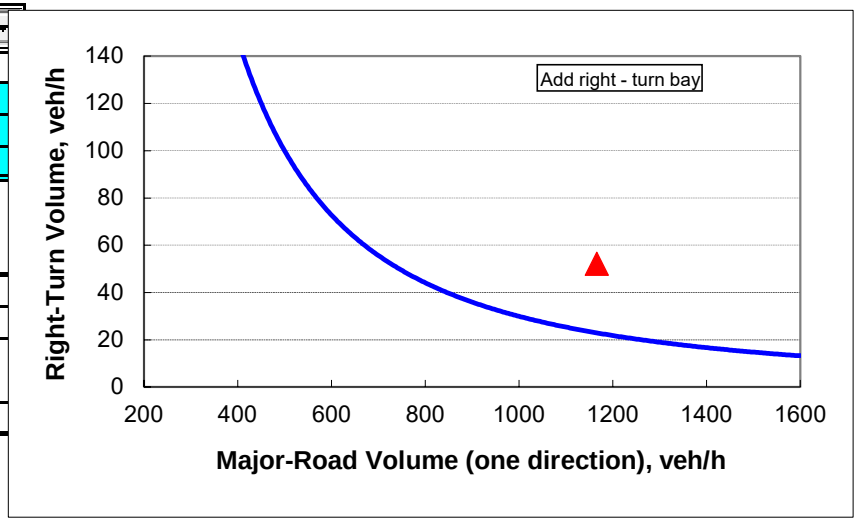
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1166
Right-turn volume, veh/h:	52

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	23
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
Ocoee-Apopka Road and 17th Avenue Extension
Northbound Right-Turn - Saturday Peak Hour

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:	45
Major-road volume (one direction), veh/h:	774
Right-turn volume, veh/h:	62

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	47
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

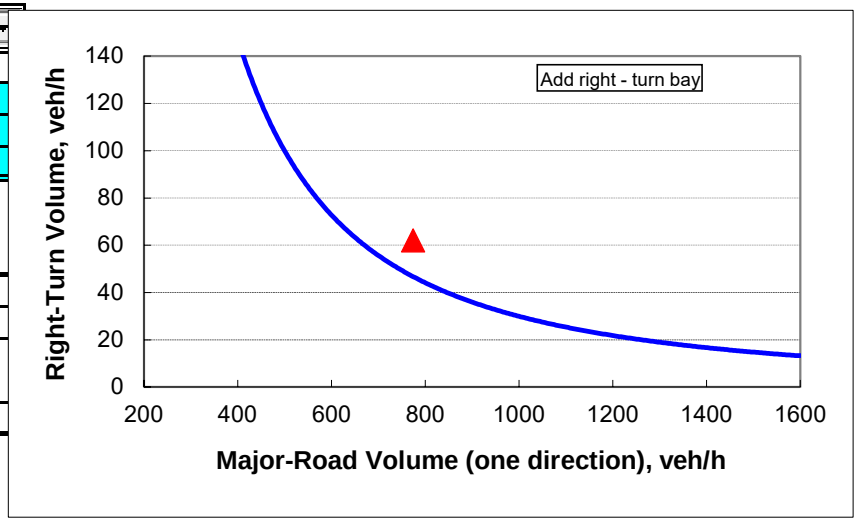


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

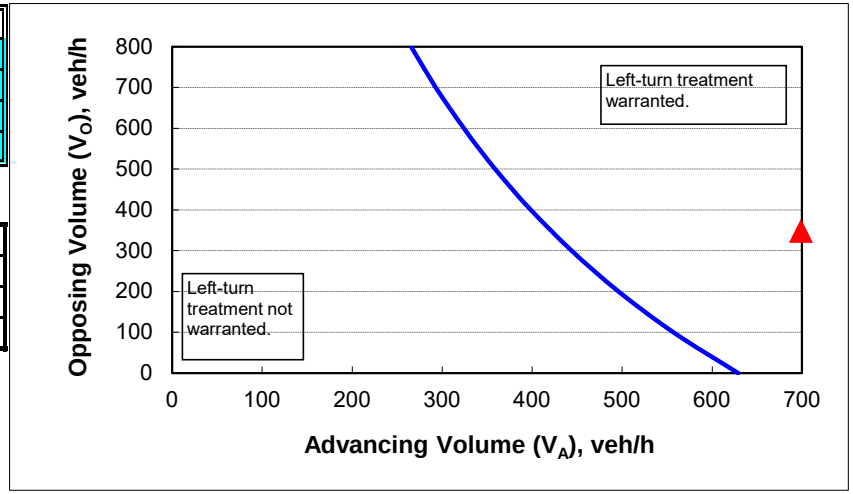
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	699
Opposing volume (V_O), veh/h:	348

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	421
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

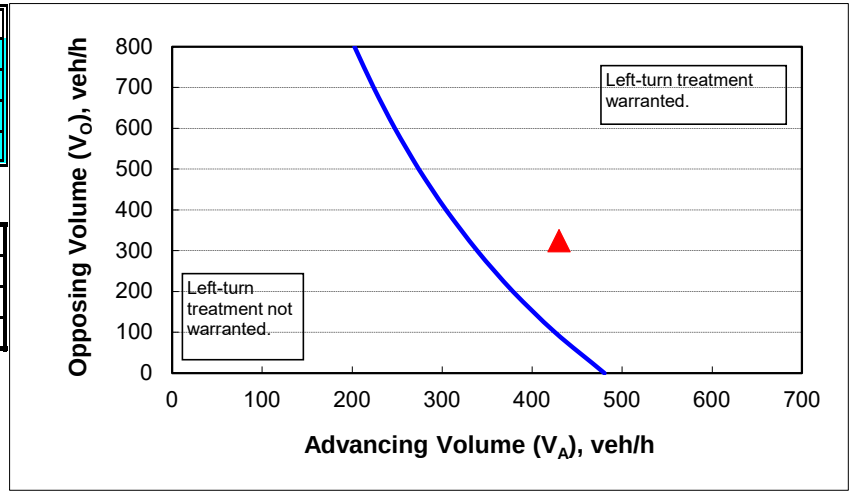
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	21%
Advancing volume (V_A), veh/h:	430
Opposing volume (V_O), veh/h:	324

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	330
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Lakewood Avenue
Southbound Right-Turn - Weekday PM Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

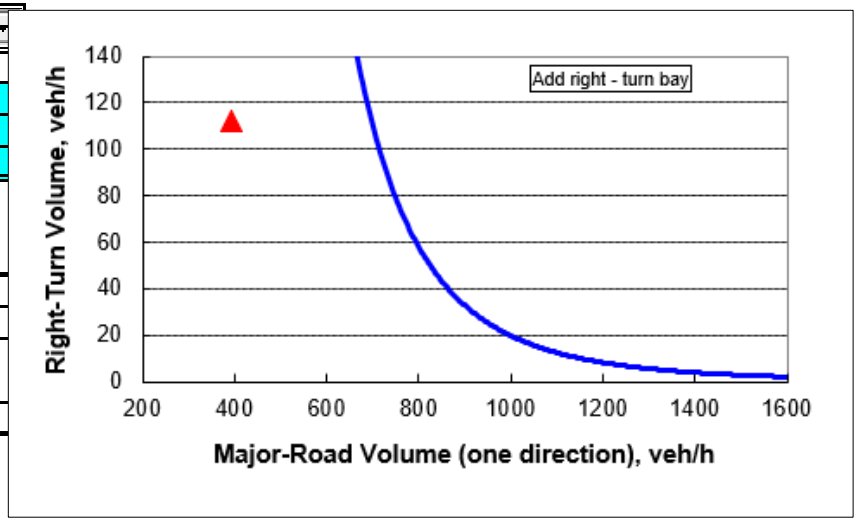
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	392
Right-turn volume, veh/h:	112

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1782
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP Report 457 - Right-Turn Warrant
17th Avenue Extension and Lakewood Avenue
Southbound Right-Turn - Saturday Peak Hour

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

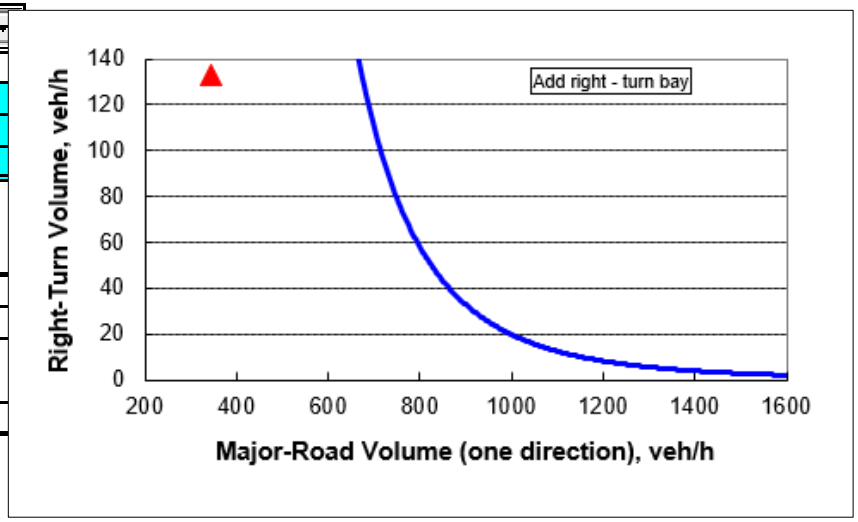
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	343
Right-turn volume, veh/h:	133

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	3391
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



APPENDIX J
City of Ocoee's CMS

CITY OF OCOEE - CONCURRENCY MANAGEMENT SPREADSHEET (CMS) - UPDATED 10/18/2023

Roadway			Characteristics					Traffic Counts		Capacity Analysis													
								Available Stations		Daily						PM Peak Hour Peak Direction							
Segment	From	To	Maintaining Agency	Adopted LOS	Number of Lanes	Speed Limit (mph)	Context Classification	Orange County Count Station ID	FDOT Count Station ID	Generalized Service Volume	2023 Volume	Vested Trips	2023 Volume + Vested Trips	Roadway LOS (with Vested Trips)	V/C (with Vested Trips)	Generalized Service Volume	K-Factor	D-Factor	2023 Volume	Vested Trips	2023 Volume + Vested Trips	Roadway LOS (with Vested Trips)	V/C (with Vested Trips)
A.D. Mims Rd	Sandy Cove & Wurst Rd	Clarke Rd	Ocoee	E	2	25	C3R	-	758166	20,160	5,712	1,259	6,971	C	0.35	999	0.09	0.535	275	61	336	C	0.34
	Clarke Rd	Apopka Vineland Rd	Ocoee	E	2	40	C3R	7107	-	20,160	6,338	1,192	7,530	C	0.37	999	0.09	0.535	305	57	362	C	0.36
Adair St	Wurst Rd	Clarcona Ocoee Rd	Ocoee	D	2	25	C3R	8161	-	20,160	5,704	933	6,637	C	0.33	999	0.09	0.535	275	45	320	C	0.32
Apopka Vineland Rd	SR 438 (Silver Star Rd)	AD Mims Rd	Orange	E	4	45	C3R	7101	-	33,570	15,764	886	16,650	C	0.50	1,665	0.09	0.535	759	43	802	C	0.48
	AD Mims Rd	Hackney-Prairie Rd	Orange	E	2	45	C3R	76	757038	20,160	15,968	942	16,910	C	0.84	999	0.09	0.535	769	45	814	C	0.81
	Hackney-Prairie Rd	Clarcona Ocoee Rd	Orange	E	2	30	C3R	-	-	20,160	10,833	811	11,644	C	0.58	999	0.09	0.535	522	39	561	C	0.56
	Clarcona Ocoee Rd	McCormick Rd	Orange	E	2	50	C3R	-	-	20,160	14,911	1,586	16,497	C	0.82	999	0.09	0.535	718	76	794	C	0.79
Blackwood Ave	Old Winter Garden Rd	SR 50	Ocoee	D	4	30	C3C	-	-	32,940	12,867	392	13,259	C	0.40	1,629	0.09	0.535	620	19	639	C	0.39
	SR 50	Maine St	Ocoee	D	4	30	C3C	-	-	32,940	7,033	0	7,033	C	0.21	1,629	0.09	0.535	339	0	339	C	0.21
Bluford Ave	Old Winter Garden Rd	SR 50	Ocoee	D	2	35	C3C	8080	-	19,530	7,282	405	7,687	C	0.39	963	0.09	0.535	351	20	371	C	0.39
	SR 50	Geneva St	Ocoee	D	2	35	C3C	-	750261	19,530	11,016	1,018	12,034	C	0.62	963	0.09	0.535	530	49	579	C	0.60
	Geneva St	Orlando Ave	Ocoee	D	2	35	C3C	-	750261	19,530	11,016	325	11,341	C	0.58	963	0.09	0.535	530	16	546	C	0.57
	Orlando Ave	McKey St	Ocoee	D	2	35	C3C	-	755092	19,530	6,732	0	6,732	C	0.34	963	0.09	0.535	324	0	324	C	0.34
	McKey St	SR 438 (Silver Star Rd)	Ocoee	D	2	35	C4	109	-	15,840	8,580	36	8,616	D	0.54	783	0.09	0.535	413	2	415	D	0.53
	SR 438 (Silver Star Rd)	Lakewood Ave	Ocoee	D	2	25	C3R	-	758056	20,160	8,568	108	8,676	C	0.43	999	0.09	0.535	413	5	418	C	0.42
Clarcona Ocoee Rd	SR 429	Lakewood Ave	Orange	E	4	35	C3R	454.9	-	33,570	27,363	2,672	30,035	C	0.89	1,665	0.09	0.535	1,318	129	1,447	C	0.87
	Lakewood Ave	Ingram Rd/Lake Meadow Rd	Orange	E	4	45	C3R	70	757002	33,570	21,829	3,417	25,246	C	0.75	1,665	0.09	0.535	1,051	165	1,216	C	0.73
	Ingram Rd/Lake Meadow Rd	Clarke Rd	Orange	E	4	45	C3R	70	757002	33,570	21,829	909	22,738	C	0.68	1,665	0.09	0.535	1,051	44	1,095	C	0.66
	Clarke Rd	Apopka Vineland Rd	Orange	E	4	45	C3R	69	-	33,570	22,075	480	22,555	C	0.67	1,665	0.09	0.535	1,063	23	1,086	C	0.65
Clarke Rd	SR 50	White Rd	Ocoee	D	4	45	C3C	7138	758170	32,940	23,780	584	24,364	C	0.74	1,629	0.09	0.535	1,145	28	1,173	C	0.72
	White Rd	SR 438 (Silver Star Rd)	Ocoee	D	4	45	C3C	7139	-	32,940	30,816	160	30,976	D	0.94	1,629	0.09	0.535	1,484	8	1,492	D	0.92
	SR 438 (Silver Star Rd)	A.D. Mims Rd	Ocoee	D	4	45	C3R	7140	-	33,570	21,368	1,711	23,079	C	0.69	1,665	0.09	0.535	1,029	82	1,111	C	0.67
	A.D. Mims Rd	Hackney-Prairie Rd	Ocoee	D	2	45	C3R	7141	-	20,160	17,126	2,477	19,603	D	0.97	999	0.09	0.535	825	119	944	D	0.94
	Hackney-Prairie Rd	Clarcona Ocoee Rd	Ocoee	D	2	45	C3R	-	-	20,160	11,533	1,037	12,570	C	0.62	999	0.09	0.535	555	50	605	C	0.61
	Clarcona Ocoee Rd	McCormick Rd	Ocoee	D	2	35	C3R	-	-	20,160	4,200	0	4,200	C	0.21	999	0.09	0.535	202	0	202	C	0.20
E Crown Point Rd	SR 438 (Silver Star Rd)	Palm Dr	Orange	E	2	45	C3C	8184	-	19,530	8,532	538	9,070	C	0.46	963	0.09	0.535	411	26	437	C	0.45
	Palm Dr	Fullers Cross Rd	Orange	E	2	35	C3R	-	758006	20,160	8,262	916	9,178	C	0.46	999	0.09	0.535	398	44	442	C	0.44
	Fullers Cross Rd	Ocoee Apopka Rd	Orange	E	2	35	C3R	-	-	20,160	10,544	1,010	11,554	C	0.57	999	0.09	0.535	508	49	557	C	0.56
Flewelling Ave	Rewis St	Ocoee Hills Rd	Ocoee	D	2	25	C3R	8091	758054	20,160	1,881	359	2,240	C	0.11	999	0.09	0.535	91	17	108	C	0.11
Fullers Cross Rd	Ocoee Apopka Rd	Lakewood Ave	Orange	E	2	35	C3R	-	-	20,160	3,867	2,548	6,415	C	0.32	999	0.09	0.535	186	123	309	C	0.31
Geneva St	Maguire Rd	Bluford Ave	Ocoee	D	2	25	C3C	-	-	19,530	7,522	0	7,522	C	0.39	963	0.09	0.535	362	0	362	C	0.38
Good Homes Rd	Old Winter Garden Rd	SR 408 (East-West Expy)	Orange	E	4	45	C3R	1066	-	33,570	30,411	142	30,553	C	0.91	1,665	0.09	0.535	1,464	7	1,471	C	0.88
	SR 408 (East-West Expy)	SR 50 (W Colonial Dr)	Orange	E	4	45	C3C	-	758109	32,940	25,500	310	25,810	C	0.78	1,629	0.09	0.535	1,228	15	1,243	C	0.76
	SR 50 (W Colonial Dr)	Balboa Dr	Orange	E	2	45	C3R	104	-	20,160	20,974	64	21,038	F	1.04	999	0.09	0.535	1,010	3	1,013	F	1.01
	Balboa Dr	White Rd	Orange	E	2	45	C3R	104	-	20,160	20,974	64	21,038	F	1.04	999	0.09	0.535	1,010	3	1,013	F	1.01
	White Rd	SR 438 (Silver Star Rd)	Orange	E	2	35	C3R	1026	-	20,160	8,159	0	8,159	C	0.40	999	0.09	0.535	393	0	393	C	0.39
Hackney-Prairie Rd	Clarke Rd	Apopka Vineland Rd	Ocoee	D	2	25	C3R	-	-	20,160	1,678	32	1,710	C	0.08	999	0.09	0.535	81	2	83	C	0.08
Hempel Ave	Gotha Rd	Old Winter Garden Rd	Orange	E	2	30	C3R	1011	-	20,160	8,026	0	8,026	C	0.40	999	0.09	0.535	386	0	386	C	0.39
Ingram Rd	Clarcona Ocoee Rd	McCormick Rd	Ocoee	D	2	30	C3R	8162	-	20,160	2,368	187	2,555	C	0.13	999	0.09	0.535	114	9	123	C	0.12
Johio Shores Rd	SR 438 (Silver Star Rd)	A.D. Mims Rd	Ocoee	D	2	30	C3R	-	-	20,160	1,711	160	1,871	C	0.09	999	0.09	0.535	82	8	90	C	0.09
Kissimmee Ave	Maguire Rd	McKey St	Ocoee	D	2	35	C3R	-	757008	20,160	3,009	54	3,063	C	0.15	999	0.09	0.535	145	3	148	C	0.15
Lakewood Ave	Rewis St	Wurst Rd	Ocoee	C	2	35	C3R	332	758057	17,640	7,481	1,378	8,859	C	0.50	873	0.09	0.535	360	66	426	C	0.49
	Wurst Rd	Fullers Cross Rd	Orange	E	2	30	C3R	332	-	20,160	7,481	2,052	9,533	C	0.47	999	0.09	0.535	360	99	459	C	0.46
	Fullers Cross Rd	Clarcona Ocoee Rd	Orange	E	2	35	C3R	66.1	758393	20,160	5,712	4,441	10,153	C	0.50	999	0.09	0.535	275	214	489	C	0.49
Maguire Rd	Park Ridge Gotha Rd	Roberson Rd / Moore Rd	Ocoee	D	2	45	C3R	128	758340	20,160	34,639	261	34,900	F	1.73	999	0.09	0.535	1,668	13	1,681	F	1.68
	Roberson Rd / Moore Rd	Tomyn Blvd	Ocoee	D	2	45	C3R	128	758340	20,160	34,639	1,112	35,751	F	1.77	999	0.09	0.535	1,668	54	1,722	F	1.72
	Tomyn Blvd	Old Winter Garden Rd	Ocoee	D	4	45	C3R	6080	-	33,570	30,733	8,993	39,726	F	1.18	1,665	0.09	0.535	1,480	433	1,913	F	1.15
	Old Winter Garden Rd	SR 50 (W Colonial Dr)	Ocoee	D	4	35	C3C	6080	-	32,940	30,733	5,022	35,755	F	1.09	1,629	0.09	0.535	1,480	242	1,722	F	1.06
	SR 50 (W Colonial Dr)	Marshall Farms Rd	Ocoee	D	2	35	C3C	18	758053	19,530	13,905	1,111	15,016	D	0.77	963	0.09	0.535	670	53	723	D	0.75
	Marshall Farms Rd	Story Rd	Ocoee	D	2	35	C3C	-	758053	19,530	13,770	552	14,322	D	0.73	963	0.09	0.535	663	27	690	D	0.72
	Story Rd	Kissimmee Ave	Ocoee	D	2	35	C3C	333	-	19,530	15,626	1,342	16,968	D	0.87	963	0.09	0.535	752	65	817	D	0.85
	Kissimmee Ave	SR 438 (W Franklin St)	Ocoee	D	2	35	C3C	-	758051	19,530	13,974	1,710	15,684	D	0.80	963	0.09	0.535	673	82	755	D	0.78
Maine St	Maguire Rd	Blackwood Ave	*Planned Roadway*					*Planned Roadway*		*Planned Roadway*						*Planned Roadway*							
Marshall Farms Rd	SR 50 (W Colonial Dr)	Maguire Rd	Ocoee	D	2	35	C3C	-	758052	19,530	3,315	0	3,315	C	0.17	963	0.09	0.535	160	0	160	C	0.17
McCormick Rd	Ocoee Apopka Rd	Ingram Rd	Orange	E	2	50	C3R	9050	758193	20,160	5,640	353	5,993	C	0.30	999	0.09	0.535	272	17	289	C	0.29
	Ingram Rd	Apopka Vineland Rd	Orange	E	2	50	C3R	8075	-	20,160	4,803	2,468	7,271	C	0.36	999	0.09	0.535	231	119	350	C	0.35
McKey St	Kissimmee Ave	Bluford Ave	Ocoee	E	2	25	C4	-	755090	21,600	3,264	0	3,264	D	0.15	1,071	0.09	0.535	157	0	157	D	0.15
Montgomery Ave	Blackwood Ave	White Rd	Ocoee	D	2	25	C3R	-	-	20,160	3,033	0	3,033	C	0.15	999	0.09	0.535	146	0	146	C	0.15

CITY OF OCOEE - CONCURRENCY MANAGEMENT SPREADSHEET (CMS) - UPDATED 10/18/2023

Roadway			Characteristics					Traffic Counts		Capacity Analysis														
								Available Stations		Daily						PM Peak Hour Peak Direction								
Segment	From	To	Maintaining Agency	Adopted LOS	Number of Lanes	Speed Limit (mph)	Context Classification	Orange County Count Station ID	FDOT Count Station ID	Generalized Service Volume	2023 Volume	Vested Trips	2023 Volume + Vested Trips	Roadway LOS (with Vested Trips)	V/C (with Vested Trips)	Generalized Service Volume	K-Factor	D-Factor	2023 Volume	Vested Trips	2023 Volume + Vested Trips	Roadway LOS (with Vested Trips)	V/C (with Vested Trips)
Ocoee Crown Point Pkwy	E Crown Point Rd	Stonegate Dr	*Planned Roadway*					*Planned Roadway*		*Planned Roadway*														
	Stonegate Dr	Ocoee Apopka Rd	Ocoee	D	2	25	C3R	-	-	20,160	6,422	127	6,549	C	0.32	999	0.09	0.535	309	6	315	C	0.32
Ocoee Hills Rd	SR 438 (Silver Star Rd)	Flewelling Ave	Ocoee	D	2	25	C3R	-	758055	20,160	2,652	0	2,652	C	0.13	999	0.09	0.535	128	0	128	C	0.13
Ocoee Apopka Rd	SR 438 (W Franklin St)	SR 438 (W Silver Star Rd)	FDOT	E	2	35	C3C	-	758334	21,700	13,260	3,769	17,029	D	0.78	1,070	0.09	0.535	638	181	819	D	0.77
	SR 438 (W Silver Star Rd)	Fullers Cross Rd	Orange	E	2	45	C3C	73	755094	19,530	11,126	5,626	16,752	D	0.86	963	0.09	0.535	536	271	807	D	0.84
	Fullers Cross Rd	West Rd	Orange	E	2	45	C3C	-	755094	19,530	14,688	1,788	16,476	D	0.84	963	0.09	0.535	707	86	793	D	0.82
	West Rd	McCormick Rd	Orange	E	2	40	C3C	71	758293	19,530	14,835	1,314	16,149	D	0.83	963	0.09	0.535	714	63	777	D	0.81
Old Winter Garden Rd	SR 50	Maguire Rd	*Planned Roadway*					*Planned Roadway*		*Planned Roadway*						*Planned Roadway*							
	Maguire Rd	Bluford Ave	Ocoee	E	4	35	C3C	110.5	-	32,940	26,763	5,598	32,361	D	0.98	1,629	0.09	0.535	1,289	270	1,559	D	0.96
	Bluford Ave	Blackwood Ave	Ocoee	E	4	35	C3C	110	-	32,940	31,619	4,406	36,025	F	1.09	1,629	0.09	0.535	1,522	212	1,734	F	1.06
	Blackwood Ave	Hempel Ave	Ocoee	E	4	35	C3C	110	-	32,940	31,619	378	31,997	D	0.97	1,629	0.09	0.535	1,522	18	1,540	D	0.95
	Hempel Ave	Citrus Oaks Ave	Orange	E	4	35	C3R	-	758337	33,570	28,560	0	28,560	C	0.85	1,665	0.09	0.535	1,375	0	1,375	C	0.83
	Citrus Oaks Ave	Good Homes Rd	Orange	E	4	45	C3R	6038	758337	33,570	30,585	0	30,585	C	0.91	1,665	0.09	0.535	1,473	0	1,473	C	0.88
Orlando Ave	Bluford Ave	Montgomery Ave	Ocoee	D	2	30	C3R	7169.5	-	20,160	5,855	45	5,900	C	0.29	999	0.09	0.535	282	2	284	C	0.28
Rewis St	Lakewood Ave	Flewelling Ave	Ocoee	D	2	25	C3R	-	758054	20,160	1,887	36	1,923	C	0.10	999	0.09	0.535	91	2	93	C	0.09
Roberson Rd	Windermere Rd	Maguire Rd	Orange	E	2	40	C3R	2007	758198	20,160	12,770	264	13,034	C	0.65	999	0.09	0.535	615	13	628	C	0.63
Russell Dr	Flewelling Ave	Willow Creek Rd	Ocoee	D	2	25	C3R	8107	-	20,160	2,286	0	2,286	C	0.11	999	0.09	0.535	110	0	110	C	0.11
SR 438 (Plant St/Franklin St)	E Crown Point Rd	SR 429	FDOT	E	2	35	C3C	-	750302	21,700	15,198	2,009	17,207	D	0.79	1,070	0.09	0.535	732	97	829	D	0.77
	SR 429	Ocoee Apopka Rd	FDOT	E	2	35	C3C	-	750662	21,700	13,668	2,775	16,443	D	0.76	1,070	0.09	0.535	658	134	792	D	0.74
SR 438 (Silver Star Rd)	Ocoee Apopka Rd	Bluford Ave	FDOT	E	2	45	C3C	-	755120	21,700	15,198	1,410	16,608	D	0.77	1,070	0.09	0.535	732	68	800	D	0.75
	Bluford Ave	Ocoee-Hills Rd	FDOT	E	2	45	C3R	-	750089	22,400	11,934	1,096	13,030	C	0.58	1,110	0.09	0.535	575	53	628	C	0.57
	Ocoee-Hills Rd	Clarke Rd	FDOT	E	2	45	C3R	89.1	-	22,400	15,410	1,308	16,718	C	0.75	1,110	0.09	0.535	742	63	805	C	0.73
	Clarke Rd	Johio Shores Rd	FDOT	E	4	45	C3R	-	750012	37,300	15,810	1,808	17,618	C	0.47	1,850	0.09	0.535	761	87	848	C	0.46
	Johio Shores Rd	Good Homes Rd	FDOT	E	4	45	C3R	-	-	37,300	16,456	611	17,067	C	0.46	1,850	0.09	0.535	792	29	821	C	0.44
SR 50 (W Colonial Dr)	9th St	SR 429	FDOT	E	6	45	C3C	7057	750661	54,100	56,100	0	56,100	F	1.04	2,680	0.09	0.535	2,701	0	2,701	F	1.01
	SR 429	Marshall Farms Rd	FDOT	E	6	45	C3C	-	750518	54,100	52,530	830	53,360	D	0.99	2,680	0.09	0.535	2,529	40	2,569	D	0.96
	Marshall Farms Rd	Maguire Rd	FDOT	E	6	45	C3C	7058	-	54,100	52,286	1,653	53,939	D	1.00	2,680	0.09	0.535	2,518	80	2,598	D	0.97
	Maguire Rd	Bluford Ave	FDOT	E	6	45	C3C	-	750018	54,100	45,900	1,564	47,464	C	0.88	2,680	0.09	0.535	2,210	75	2,285	C	0.85
	Bluford Ave	Blackwood Ave	FDOT	E	6	45	C3C	-	750304	54,100	50,490	1,429	51,919	D	0.96	2,680	0.09	0.535	2,431	69	2,500	D	0.93
	Blackwood Ave	Clarke Rd	FDOT	E	6	45	C3C	304.1	-	54,100	52,207	2,379	54,586	F	1.01	2,680	0.09	0.535	2,514	115	2,629	D	0.98
	Clarke Rd	Good Homes Rd	FDOT	E	6	45	C3C	629.5	750629	54,100	34,680	2,243	36,923	C	0.68	2,680	0.09	0.535	1,670	108	1,778	C	0.66
	Good Homes Rd	Apopka Vineland Rd	FDOT	E	6	45	C3C	7060	750645	54,100	35,190	297	35,487	C	0.66	2,680	0.09	0.535	1,694	14	1,708	C	0.64
Story Rd	9th St	Maguire Rd	Ocoee	D	2	35	C3C	112	-	19,530	9,055	191	9,246	C	0.47	963	0.09	0.535	436	9	445	C	0.46
Taylor St	Franklin St	McKey St & Kissimmee Ave	Ocoee	D	2	35	C3C	-	755090	19,530	3,264	0	3,264	C	0.17	963	0.09	0.535	157	0	157	C	0.16
Tomyn Blvd	Warrior Rd	Maguire Rd	Ocoee	D	2	35	C3R	-	758327	20,160	7,956	7,847	15,803	C	0.78	999	0.09	0.535	383	378	761	C	0.76
West Rd	Ocoee Apopka Rd	SR 429	Orange	E	4	35	C3C	2024	758194	32,940	19,588	1,530	21,118	C	0.64	1,629	0.09	0.535	943	74	1,017	C	0.62
White Rd	Montgomery Ave	Clarke Rd	Ocoee	D	2	35	C3R	-	-	20,160	6,567	299	6,866	C	0.34	999	0.09	0.535	316	14	330	C	0.33
	Clarke Rd	Good Homes Rd	Ocoee	D	2	35	C3R	7169	758381	20,160	8,002	299	8,301	C	0.41	999	0.09	0.535	385	14	399	C	0.40
Willow Creek Rd	Russell Dr	Wurst Rd	Ocoee	D	2	25	C3R	8107	-	20,160	2,286	0	2,286	C	0.11	999	0.09	0.535	110	0	110	C	0.11
Windermere Rd	McKinnon Rd	Roberson Rd	Orange	E	2	35	C3R	7051	-	20,160	5,672	21	5,693	C	0.28	999	0.09	0.535	273	1	274	C	0.27
	Roberson Rd	Warrior Rd	Orange	E	2	35	C3R	121	-	20,160	13,189	341	13,530	C	0.67	999	0.09	0.535	635	16	651	C	0.65
Wurst Rd	Lakewood Ave	Adair St	Orange	E	2	25	C3R	7130	758059	20,160	7,778	747	8,525	C	0.42	999	0.09	0.535	375	36	411	C	0.41
	Adair St	A.D. Mims Rd	Ocoee	D	2	30	C3R	-	758059	20,160	5,100	1,212	6,312	C	0.31	999	0.09	0.535	246	58	304	C	0.30

APPENDIX K

LYNX Route Map

WELCOME ABOARD!

LYNX operates 79 Links to great places throughout Central Florida. If you don't see your destination here, **CONTACT US** and we can connect you to the right Link for your trip.

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$2.00 Regular	**$4.50** Regular
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Please see individual Link schedules for more information.

EXACT FARE REQUIRED
No change given.

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- LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
- For more information on LYNX' Civil Rights Program, and the procedures to file a complaint, contact, 407-841-2279 ext. 6171, email Title6officer@golynx.com, or visit our administrative office at 455 N. Garland Avenue, Orlando, Florida 32801. For more information, visit www.golynx.com.
- Inquiries or complaints related to Title VI may be sent in writing to LYNX Title VI Officer, 455 N. Garland Avenue, Orlando, Florida 32801.
- A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- If information is needed in another language, contact 407-841-2279.

LYNX®

LYNX is the public transit provider for Orange, Osceola and Seminole counties. Additional connectivity with Lake and Polk counties.

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407-841-5969 *phone*

golynx.com *web*

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BROCHURE

Ⓒ COLONIAL DRIVE EAST/WEST

Links 28, 29, 48, 49, 104, 105, NeighborLink 812

DIRECT SERVICE TO:

- Azalea Park
- Downtown Orlando
- Orlando Fashion Square
- Pine Hills
- University of Central Florida
- Valencia College East
- West Oaks Mall
- Winter Garden

LYNX®

Effective: DECEMBER 2023

Other accessible formats available upon request

EAST COLONIAL DRIVE

Schematic Map
Not to Scale

NORTH

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Download these apps to help you pay your fare, report safety and security concerns and schedule your NeighborLink ride on demand.

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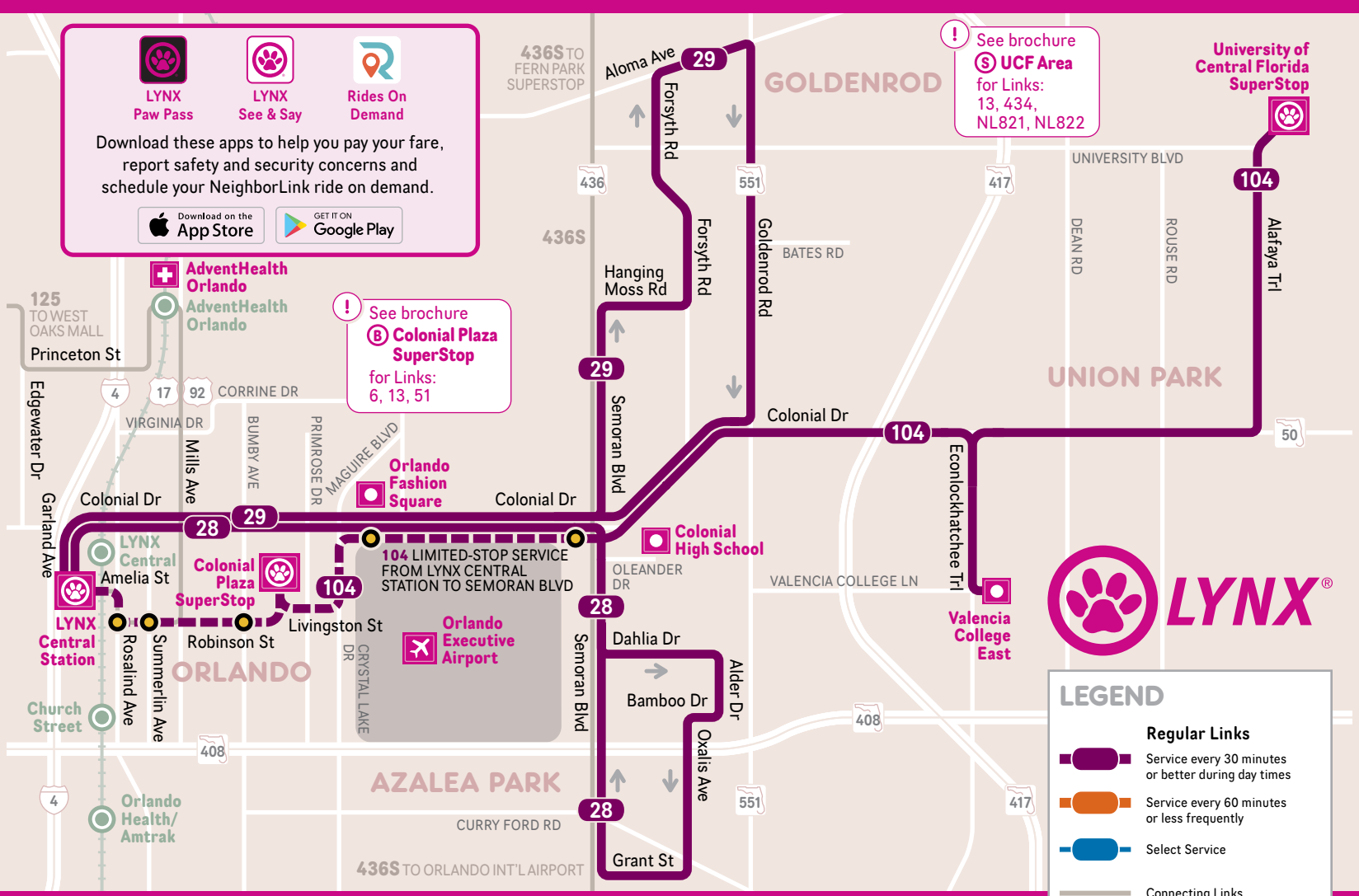
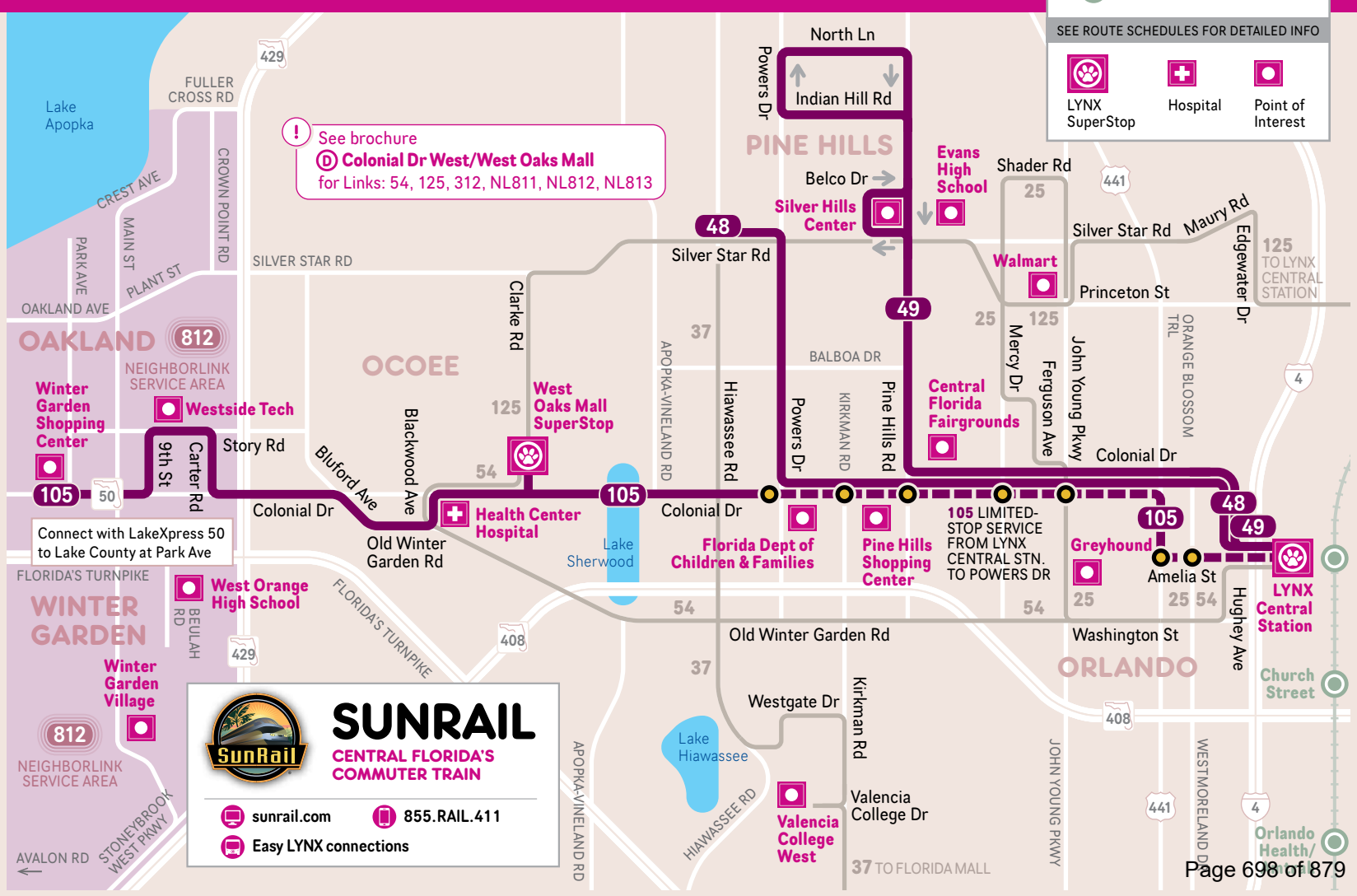


WEST COLONIAL DRIVE



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BUS SERVICE FREQUENCY

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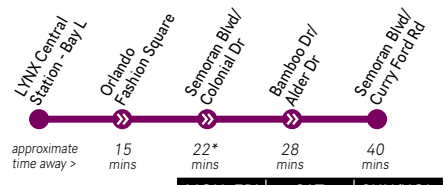
EFFECTIVE DECEMBER 2023 - ALL BUS SERVICE FREQUENCIES ARE APPROXIMATE AND SUBJECT TO CHANGE

Times indicate departures from the BEGINNING of the route. Diagrams show major points on each Link – buses make additional local stops along the way.

28 INBOUND to LYNX Central Station

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:55 am	5:35 am	5:41 am
DAY	5–6 am	:25, :49	:35	:41
	6–7 am	:19, :45		
	7–8 am	:12, :40		:40
	8–9 am	:09, :41		
	9 am–1 pm	:10, :40	:31	:38
	1–2pm	:10, :35		:37
	2–4 pm	:05, :35		
	4–5 pm	:08, :40		:36
	5–6 pm	:11, :42		
EVE	6–7 pm	:14, :44		:40
	7–8 pm	:14, :45	:36	:39
NIGHT	8–9 pm	:30		--
	9–11 pm	:35		
LAST TRIP		10:35 pm	9:36 pm	7:39 pm

28 OUTBOUND to Azalea Park



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:15 am	4:45 am	4:45 am
DAY	5 am–7 pm	:15, :45	:45	:45
NIGHT	7–11 pm	:45		--
LAST TRIP		11:45 pm	8:45 pm	6:45 pm

** Weekday 5:05 am trip departs from Semoran Blvd & Colonial Dr*

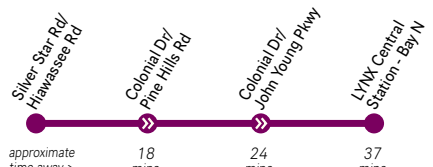
29 INBOUND to LYNX Central Station

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:28 am	5:59 am	6:06 am
DAY	5–6 am	:28, :56	:59	--
	6–8 am	:20, :48	:56	:06
	8–9 am	:18, :48		
	9–10 am	:18, :50	:54	:02
	10 am–1 pm	:20, :50		:00
	1–2 pm	:15, :45	:55	
	2–3 pm			:00, :57
	3–4 pm			:58
	4–5 pm	:18, :48		
	5–6 pm	:17, :52		--
EVE	6–7 pm	:23, :52		:02
	7–8 pm	:22, :52	:59	:03
NIGHT	8–9 pm	:55		:01
	9–10 pm	:59	--	--
	10–11 pm	--	--	--
	11 pm–12 am	:01, :45	--	--
LAST TRIP		12:45 am	10:03 pm	8:01 pm

29 OUTBOUND to Goldenrod

MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:35 am	5:15 am	5:15 am
DAY	5–6 am	:05, :30	:15	:15
	6 am–7 pm	:00, :30		
NIGHT	7 pm–12 am	:15		--
LAST TRIP		12:15 am	9:15 pm	7:15 pm

48 INBOUND to LYNX Central Station

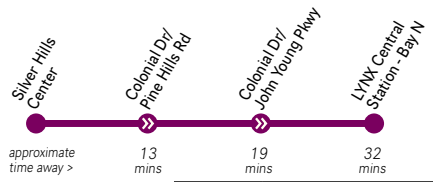


MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		3:50 am	4:35 am	4:35 am
DAY	4–5 am	:20, :50	:35	:35
	5–6 am	:15, :45	:30	:30
	6–7 am	:15, :40		
	7 am–5 pm	:10, :40		
	5–6 pm	:10, :45		
EVE	6–7 pm	:15, :45		
NIGHT	7–11 pm	:30		
LAST TRIP		11:30 pm	9:30 pm	7:30 pm

48 OUTBOUND to Pine Hills

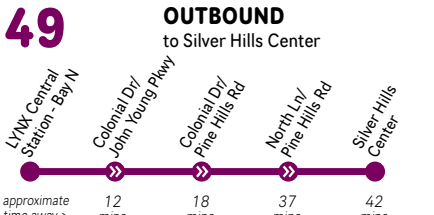
MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:15 am	4:45 am	4:50 am
DAY	5 am–8 pm	:15, :45	:45	:45
EVE	8–11 pm	:45		
LAST TRIP		11:45 pm	10:45 pm	9:45 pm

49 INBOUND to LYNX Central Station



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:40 am	5:10 am	5:05 am
DAY	5–7 am	:05, :35	:10	:05
	7 am–6 pm	:00, :30	:05	
EVE	6–7 pm	:05, :35		
NIGHT	7–9 pm	:05		
	9 pm–12 am		:10	--
LAST TRIP		11:05 am	10:10 pm	8:05 pm

49 OUTBOUND to Silver Hills Center



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:30 am*	6:15 am*	6:15 am*
DAY	5–6 am	:30*	--	--
EVE	6 am–8 pm	:00, :30	:15	:15
NIGHT	8 pm–12 am	:15		
LAST TRIP		12:15 am	11:15 pm	9:15 pm

** Trips Depart from Silver Hills Center and serve North Ln/Pine Hills Rd at 4:22, 5:17 & 5:47 am (Mon-Fri), 4:50 & 5:50 am (Sat), 4:45 & 5:45 am (Sun).*

812 NEIGHBORLINK Winter Garden

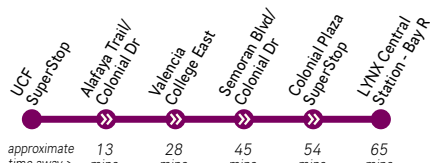
NeighborLink 812 *is based out of the Winter Garden Regional Shopping Center at SR 50 and Park Avenue. The service area includes the communities of Winter Garden and Oakland.*

Passengers can book their ride using the RIDES ON DEMAND app or by calling 407-244-0808.

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	6:00 am	6:30 am	NO SERVICE
ALL-DAY	:00*	:30	
LAST TRIP	7:25 pm	7:30 pm	

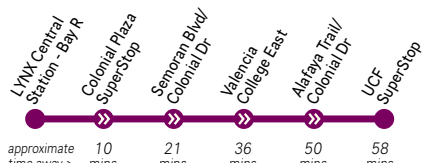
** 90 minute service after 6:00 pm Monday to Friday*

104 INBOUND to LYNX Central Station



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		4:35 am	5:10 am	5:10 am
DAY	5–6 am	:05, :30, :55	:10, :40	:10
	6–7 am	:25, :55		:05
	7–8 am		:05, :30	:00
	8–9 am		:00, :30	
	9 am–5pm			
	5–6 pm	:30		
	6–7 pm	:00, :30	:10	
	7–8 pm	:00		
NIGHT	8–9 pm	:05		
	9–10 pm	:15		--
LAST TRIP		10:15 pm	10:10 pm	8:00 pm

104 OUTBOUND to University of Central Florida



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:20 am	5:15 am	5:45 am
DAY	5–6 am	:20, :45	:15, :45	:45
	6 am–7 pm	:15, :45		
NIGHT	7–10 pm	:15	:15	
LAST TRIP		10:15 pm	10:15 pm	8:45 pm

105 INBOUND to LYNX Central Station

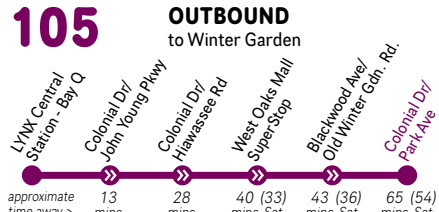
MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:02 am	5:08 am	5:00 am*
DAY	5–6 am	:30, :32	:33	:00
	6–7 am	:00, :30	:03, :33, :35	
	7–8 am		:29, :35	
	9–10 am	:25, :55	:29, :30	
	10 am–12 pm			
	12–2pm		:31, :35	
	2–4 pm			
	4–5 pm	:30		
EVE	5–6 pm	:00, :30	:34, :35	
	6–7 pm		:34, :40	
	7–9 pm	:05	:15	
EVE	9–10 pm	:35	:38	--
LAST TRIP		10:35 pm	10:43 pm	8:00 pm

*Trips shown in **black** start from West Oaks Mall SuperStop to LYNX Central Station.*

*Trips shown in **purple** start from Winter Garden Shopping Center and serve West Oaks Mall SuperStop to LYNX Central Station.*

** All Sunday trips starts from West Oaks Mall SuperStop.*

105 OUTBOUND to Winter Garden



MINS AFTER THE HOUR		MON–FRI	SAT	SUN/HOL
FIRST TRIP		5:15 am	5:20 am	6:15 am*
DAY	5–6 am	:15, :45	:45	:15
	6 am–7 pm		:15, :45	
EVE	7–9 pm	:15	:15	
NIGHT	9–11 pm	:15	:15	
LAST TRIP		11:15 pm	11:15 pm	9:15 pm

*Trips shown in **purple** end at Colonial Dr/Park Ave.*

*Trips shown in **black** end at West Oaks Mall SuperStop. Early morning trip starts from West Oaks Mall to Park Ave at 5:04 am (Mon-Fri)*

** All Sunday trips serve Blackwood Ave/Old Winter Garden Rd*

CAN'T FIND YOUR LINK?

LYNX has 21 brochures, listed below, to help you find your bus. Each one shows the Links serving a certain area, like Fern Park, or a particular service, like LYMMO. You can also use the table to the right, which shows each Link and the brochure it appears on. Note that some Links are shown on more than one brochure.

LYNX BUS SERVICE BROCHURES

- (A) Apopka SuperStop
- (B) Colonial Plaza SuperStop
- (C) Colonial Dr East/West
- (D) Colonial Dr West/West Oaks Mall
- (E) Destination Parkway
- (F) Dixie Belle Dr & Gatlin Ave
- (G) FastLink Services
- (H) Fern Park SuperStop
- (I) Florida Mall SuperStop
- (K) Kissimmee Intermodal Station
- (L) LYNX Central Station
- (M) LYMMO
- (N) Orlando International Airport
- (O) Poinciana Walmart Center
- (P) Rosemont SuperStop
- (Q) Sanford Seminole Centre
- (R) SunRail Connections
- (S) UCF Area
- (T) Disney Area
- (U) Washington Shores SuperStop
- (V) Winter Park Village Area

QUESTIONS?

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golynx.com

Give us a call
407.841.LYNX

Like us on Facebook
facebook.com/golynx

Follow us on Twitter
@lynxbusorlando

Link	Brochure
1	(R)(V)
3	(F)(L)
6	(B)(F)
7	(I)(L)
8	(E)(L)
9	(P)(R)(V)
10	(K)
11	(L)(N)(R)
13	(B)(L)(S)
15	(L)(S)
18	(K)(L)(R)
19	(L)(U)
20	(L)(U)
21	(L)(U)
23	(P)(R)(V)
24	(U)
25	(L)(U)
26	(K)(O)
28	(C)(L)
29	(C)(L)
34	(Q)(R)
36	(L)(U)
37	(I)
38	(E)(L)
40	(L)(R)(U)
42	(E)(I)(N)(R)
44	(A)
45	(Q)(R)
46E	(Q)(R)
46W	(Q)(R)
48	(C)(L)
49	(C)(L)
51	(B)(L)(N)
54	(D)(L)
55	(K)
56	(K)(T)
57	(K)(U)
102	(H)(L)(R)(V)
103	(H)(Q)
104	(B)(C)(L)(S)
105	(C)(D)(L)
106	(A)(L)(P)
107	(I)(L)
108	(I)(K)
111	(E)(I)(N)(R)
125	(D)(L)(R)
155	(K)(R)
300	(L)(T)
301	(T)
302	(P)(T)
303	(T)(U)
304	(T)
306	(O)(R)(T)
307	(T)
350	(E)(L)(T)
405	(A)
416	(O)
426	(O)
434	(R)(S)
436N	(A)(H)(R)
436S	(F)(H)(N)
443	(P)(R)(V)
612	(K)

Link	Brochure
FastLink	
407	(G)(K)(N)
418	(G)(I)(R)
441	(G)(I)(K)(L)
LYMMO	
	(L)(M) Orange Line
	(L)(M) Lime Line
	(M) Grapefruit Line
NeighborLink	
601	(O)
604	(O)(R)
811	(D)
812	(C)(D)
813	(D)
821	(S)
822	(S)
831	(K)(R)
841	(E)
851	(Q)(R)
852	(A)(H)(R)(V)

WELCOME ABOARD!

LYNX operates 79 Links to great places throughout Central Florida. If you don't see your destination here, **CONTACT US** and we can connect you to the right Link for your trip.

Riding LYNX is also easy on your wallet.
You can pay for your trip as you board the bus:

ONE RIDE	ALL-DAY
$2.00 Regular	**$4.50** Regular
$1.00 with LYNX discount fare ID	**$2.25** with LYNX discount fare ID

LYMMO is currently Fare Free.

Please see individual Link schedules for more information.

EXACT FARE REQUIRED
No change given.

Ready to roll? Look inside for more info...

Public Notice of Title VI Rights
The Central Florida Regional Transportation Authority d/b/a LYNX:

- LYNX operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with LYNX.
- For more information on LYNX' Civil Rights Program, and the procedures to file a complaint, contact, 407-841-2279 ext. 6171, email Title6officer@golynx.com, or visit our administrative office at 455 N. Garland Avenue, Orlando, Florida 32801. For more information, visit www.golynx.com.
- Inquiries or complaints related to Title VI may be sent in writing to LYNX Title VI Officer, 455 N. Garland Avenue, Orlando, Florida 32801.
- A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
- If information is needed in another language, contact 407-841-2279.

LYNX®

LYNX is the public transit provider for Orange, Osceola and Seminole counties. Additional connectivity with Lake and Polk counties.

CONTACT US for information on fares, bus stops, schedules and trip planning:

407-841-5969 *phone*

golynx.com *web*

THANK YOU FOR RIDING LYNX!

BROCHURE

D COLONIAL DR WEST/ WEST OAKS MALL

Links 54, 105, 125, NeighborLink 811, NL 812, NL 813

DIRECT SERVICE TO:

- AdventHealth Orlando
- Downtown Orlando
- Health Central Hospital
- Ocoee
- Pine Hills
- West Oaks Mall SuperStop
- Winter Garden

LYNX®

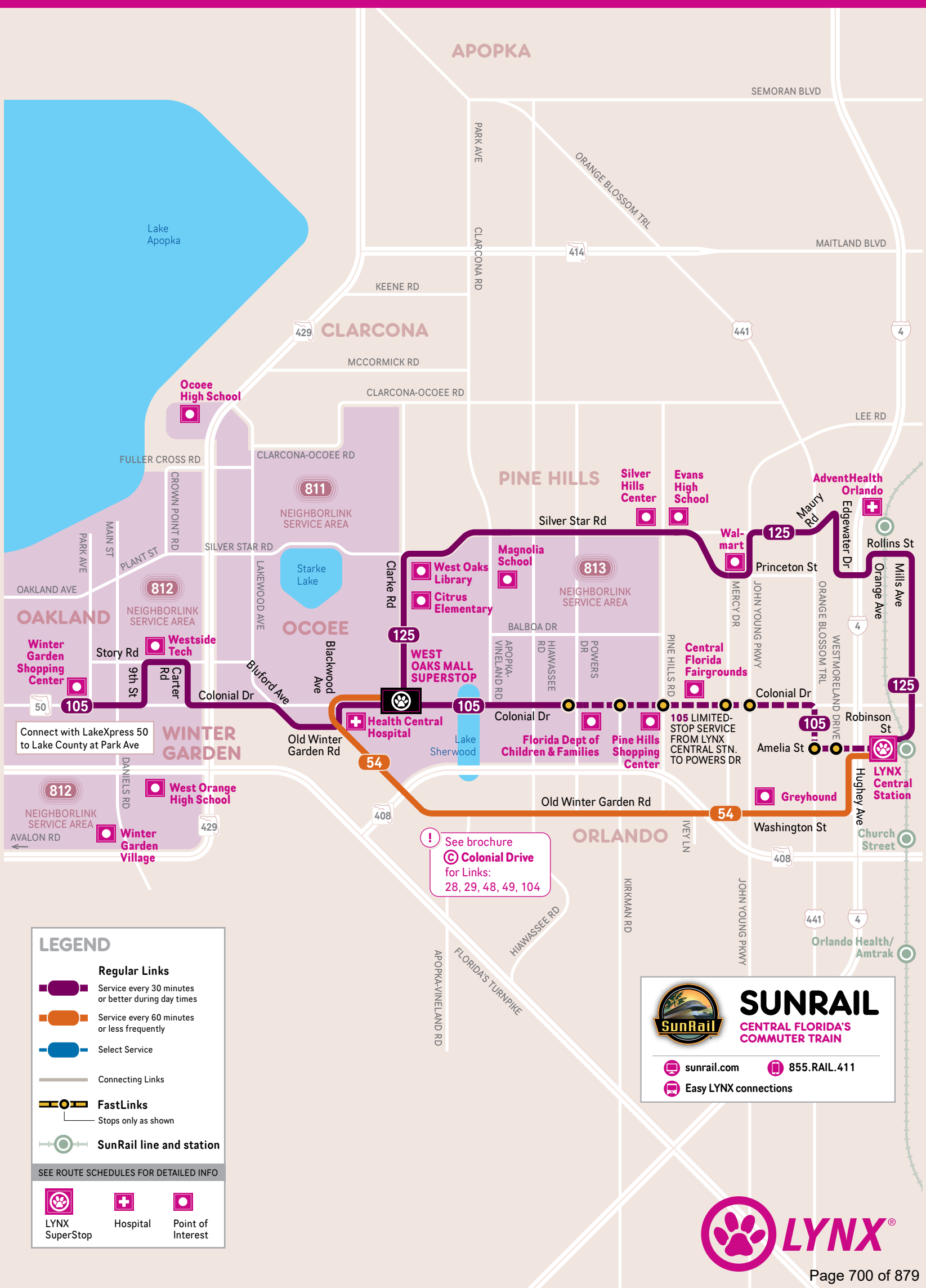
Effective: DECEMBER 2023

Other accessible formats available upon request

COLONIAL DR WEST/WEST OAKS MALL

Schematic Map
Not to Scale

NORTH



LEGEND

Regular Links
Service every 30 minutes or better during day times

Service every 60 minutes or less frequently

Select Service

Connecting Links

FastLinks
Stops only as shown

SunRail line and station

SEE ROUTE SCHEDULES FOR DETAILED INFO

LYNX SuperStop | Hospital | Point of Interest

SUNRAIL
CENTRAL FLORIDA'S COMMUTER TRAIN

sunrail.com | 855.RAIL.411
Easy LYNX connections

LYNX®

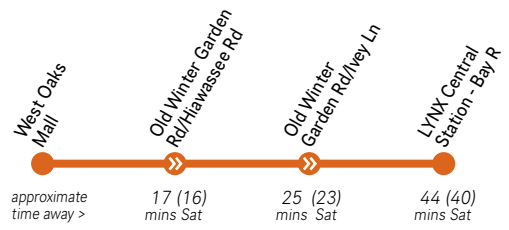
BUS SERVICE FREQUENCY

To plan your trip or view full bus schedule visit **golynx.com**

EFFECTIVE DECEMBER 2023 - ALL BUS SERVICE FREQUENCIES ARE APPROXIMATE AND SUBJECT TO CHANGE

Times indicate departures from the BEGINNING of the route. Diagrams show major points on each Link – buses make additional local stops along the way.

54 INBOUND
to LYNX Central Station

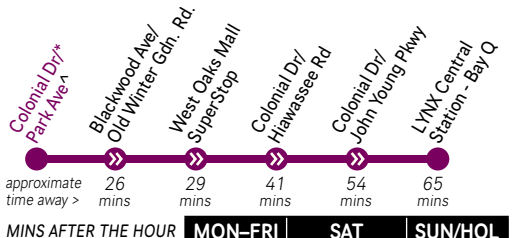


MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:20 am	5:25 am	NO SERVICE
DAY 6 am–7 pm	:20	:25	
LAST TRIP	7:20 pm	6:25 pm	

54 OUTBOUND
to West Oaks Mall

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:30 am	6:30 am	NO SERVICE
ALL-DAY	:30	:30	
LAST TRIP	7:30 pm	7:30 pm	

105 INBOUND
to LYNX Central Station



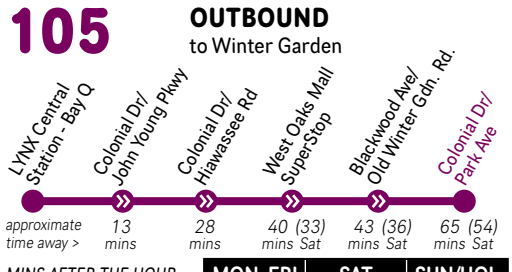
MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:02 am	5:08 am	5:00 am*
DAY 5–6 am	:30, :32	:33	:00
DAY 6–7 am	:00, :30	:03, :33, :35	
DAY 7–8 am		:29, :35	
DAY 9–10 am, 10 am–12 pm, 12–2 pm, 2–4 pm	:25, :55	:29, :30	
DAY 4–5 pm	:30	:31, :35	
EVE 5–6 pm	:00, :30	:34, :35	
EVE 6–7 pm		:34, :40	
EVE 7–9 pm	:05	:15	
EVE 9–10 pm	:35	:38	--
LAST TRIP	10:35 pm	10:43 pm	8:00 pm

*Trips shown in **black** start from West Oaks Mall SuperStop to LYNX Central Station.*

*Trips shown in **purple** start from Winter Garden Shopping Center and serve West Oaks Mall SuperStop to LYNX Central Station.*

** All Sunday trips starts from West Oaks Mall SuperStop.*

105 OUTBOUND
to Winter Garden



MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:15 am	5:20 am	6:15 am*
DAY 5–6 am	:15, :45	:45	:15
DAY 6 am–7 pm		:15, :45	
EVE 7–9 pm	:15	:15	
NIGHT 9–11 pm	:15	:15	
LAST TRIP	11:15 pm	11:15 pm	9:15 pm

*Trips shown in **purple** end at Colonial Dr/Park Ave.*

*Trips shown in **black** end at West Oaks Mall SuperStop. Early morning trip starts from West Oaks Mall to Park Ave at 5:04 am (Mon-Fri)*

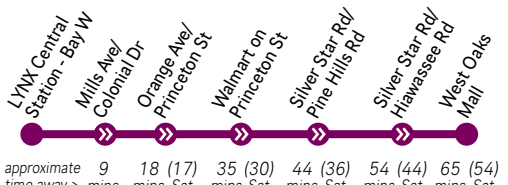
** All Sunday trips serve Blackwood Ave/Old Winter Garden Rd*

125 INBOUND
to LYNX Central Station

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	4:20 am	4:15 am	5:05 am
DAY 4–5 am	:50	:45	--
DAY 5–6 am	:05, :30, :50	:10, :40	:00
DAY 6–7 am	:10, :40		
DAY 7–8 am	:10, :30, :50		
DAY 8 am–2 pm	:15, :45		
DAY 2–4 pm	:05, :25, :45		
DAY 4–5 pm	:05, :30, :50		
EVE 5–6 pm	:10, :35		
EVE 6–7 pm	:05, :35		
EVE 7–8 pm		:40	:55
EVE 8–9 pm	:00, :50	:50	:50
NIGHT 9–10 pm	:50		--
NIGHT 10–11 pm	:45	:45	
LAST TRIP	11:45 pm	11:45 pm	10:00 pm*

** 10:00 pm trip ends at Silver Star/John Young Pkwy*

125 OUTBOUND
to West Oaks Mall



MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	4:30 am	5:00 am	4:55 am
DAY 5–6 am	:00, :30	:30	:50
DAY 6–7 am	:00, :20, :40	:00, :30	
DAY 7 am–3 pm	:00, :30		
DAY 3–6 pm	:00, :20, :40		
EVE 6–7 pm	:00, :20, :45		
EVE 7–8 pm	:15, :45	:00, :45	
NIGHT 8–10 pm		:45	
NIGHT 10 pm–12 am	:45		--
LAST TRIP	12:45 am	12:45 am	9:50 pm

LYNX Paw Pass | LYNX See & Say | Rides On Demand

Download these apps to help you pay your fare, report safety and security concerns and schedule your NeighborLink ride on demand.

Download on the App Store | GET IT ON Google Play

811 NEIGHBORLINK
Ocoee

NeighborLink 811 *is based out of the West Oaks Mall SuperStop. The service area includes the community of Ocoee.*

Passengers can book their ride using the RIDES ON DEMAND app or by calling 407-244-0808.

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	5:30 am	5:30 am	NO SERVICE
DAY 6 am–1 pm	:30	:30	
DAY 1–7 pm	:35		
LAST TRIP	7:35 pm	7:30 pm	

** Reservation Required for 6:30 am and 5:35 pm (Mon-Fri) and 6:30 am and 5:30 pm (Sat) trips on Clarcona Rd*

812 NEIGHBORLINK
Winter Garden

NeighborLink 812 *is based out of the Winter Garden Regional Shopping Center at SR 50 and Park Avenue. The service area includes the communities of Winter Garden and Oakland.*

Passengers can book their ride using the RIDES ON DEMAND app or by calling 407-244-0808.

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	6:00 am	6:30 am	NO SERVICE
ALL-DAY	:00*	:30	
LAST TRIP	7:25 pm	7:30 pm	

** 90 minute service after 6:00 pm Monday to Friday*

813 NEIGHBORLINK
Pine Hills

NeighborLink 813 *is based out of the West Oaks Mall SuperStop. The service area includes the community of Pine Hills.*

Passengers can book their ride using the RIDES ON DEMAND app or by calling 407-244-0808.

MINS AFTER THE HOUR	MON–FRI	SAT	SUN/HOL
FIRST TRIP	6:30 am	6:30 am	NO SERVICE
DAY 7 am–1 pm	:30	:30	
DAY 1–7 pm	:35		
LAST TRIP	7:35 pm	7:30 pm	

CAN'T FIND YOUR LINK?

LYNX has 21 brochures, listed below, to help you find your bus. Each one shows the Links serving a certain area, like Fern Park, or a particular service, like LYMMO. You can also use the table to the right, which shows each Link and the brochure it appears on. Note that some Links are shown on more than one brochure.

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- (F) Dixie Belle Dr & Gatlin Ave
- (G) FastLink Services
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- (M) LYMMO
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- (Q) Sanford Seminole Centre
- (R) SunRail Connections
- (S) UCF Area
- (T) Disney Area
- (U) Washington Shores SuperStop
- (V) Winter Park Village Area

QUESTIONS?

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Follow us on Twitter
@lynxbusorlando

Link	Brochure
1	(R)(V)
3	(F)(L)
6	(B)(F)
7	(I)(L)
8	(E)(L)
9	(P)(R)(V)
10	(K)
11	(L)(N)(R)
13	(B)(L)(S)
15	(L)(S)
18	(K)(L)(R)
19	(L)(U)
20	(L)(U)
21	(L)(U)
23	(P)(R)(V)
24	(U)
25	(L)(U)
26	(K)(O)
28	(C)(L)
29	(C)(L)
34	(Q)(R)
36	(L)(U)
37	(I)
38	(E)(L)
40	(L)(R)(U)
42	(E)(I)(N)(R)
44	(A)
45	(Q)(R)
46E	(Q)(R)
46W	(Q)(R)
48	(C)(L)
49	(C)(L)
51	(B)(L)(N)
54	(D)(L)
55	(K)
56	(K)(T)
57	(K)(U)
102	(H)(L)(R)(V)
103	(H)(Q)
104	(B)(C)(L)(S)
105	(C)(D)(L)
106	(A)(L)(P)
107	(I)(L)
108	(I)(K)
111	(E)(I)(N)(R)
125	(D)(L)(R)
155	(K)(R)
300	(L)(T)
301	(T)
302	(P)(T)
303	(T)(U)
304	(T)
306	(O)(R)(T)
307	(T)
350	(E)(L)(T)
405	(A)
416	(O)
426	(O)
434	(R)(S)
436N	(A)(H)(R)
436S	(F)(H)(N)
443	(P)(R)(V)
612	(K)

Link	Brochure
FastLink	
407	(G)(K)(N)
418	(G)(I)(R)
441	(G)(I)(K)(L)
LYMMO	
(L)(M)	Orange Line
(L)(M)	Lime Line
(M)	Grapefruit Line
NeighborLink	
601	(O)
604	(O)(R)
811	(D)
812	(C)(D)
813	(D)
821	(S)
822	(S)
831	(K)(R)
841	(E)
851	(Q)(R)
852	(A)(H)(R)(V)

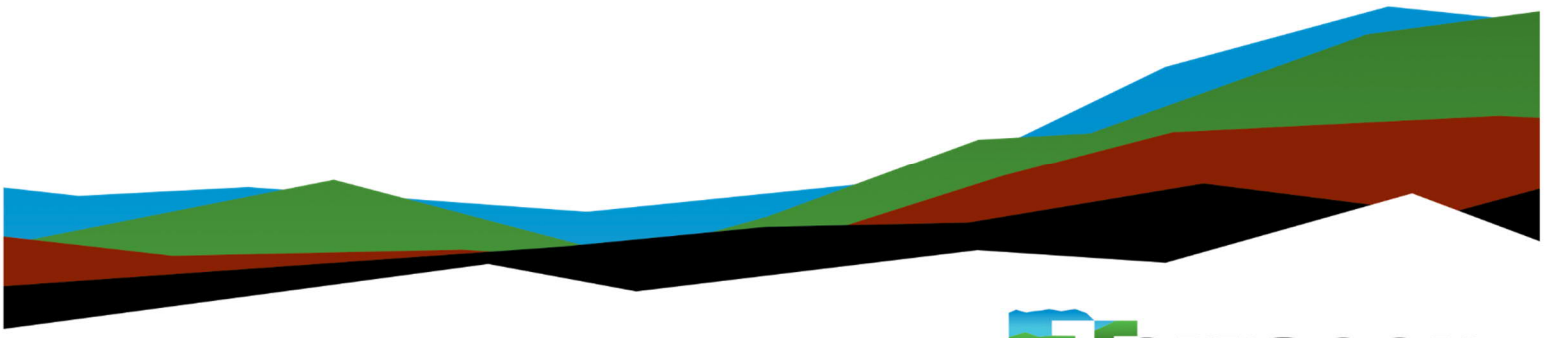
Ocoee RSC

Preliminary Geotechnical Engineering Report

September 8, 2023 | Terracon Project No. H1235192

Prepared for:

Kimley-Horn and Associates, Inc
189 South Orange Ave, Suite 1000
Orlando, Florida 32801



Terracon
Explore with us

Nationwide
Terracon.com

- Facilities
- Environmental
- Geotechnical
- Materials

1675 Lee Road
Winter Park, FL 32789
P (407) 740-6110
Terracon.com

September 8, 2023

Kimley-Horn and Associates, Inc
189 South Orange Ave, Suite 1000
Orlando, Florida 32801

Attn: Scott Mingonet - Principal
P: 407 427 1622
E: Scott.Mingonet@kimley-horn.com

Re: Preliminary Geotechnical Engineering Report
Ocoee RSC
2290 E Fullers Cross Rd
Ocoee, Orange County Florida
Terracon Project No. H1235192

Dear Mr. Mingonet:

We have completed the scope of Preliminary Geotechnical Engineering services for the above referenced project in general accordance with Terracon Proposal No. PH1235192 dated June 9, 2023. This report presents the findings of the subsurface exploration and provides geotechnical preliminary recommendations concerning earthwork and the design and construction of foundations and floor slabs for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,

Terracon

Lorimar G. Rosario Rivera
Senior Staff Engineer

BRENDAN STANLEY O'BRIEN
LICENSE
No. 52047
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Brendan S. O'Brien, P.E.
Senior Engineer
Florida PE # 52047

This item has been digitally signed and sealed by Brendan S. O'Brien, P.E. on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Note: This report was originally delivered in a web-based format. Blue Bold text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the Terracon logo will bring you back to this page. For more interactive features, please view your project online at client.terracon.com.

Refer to each individual Attachment for a listing of contents.

Introduction

This report presents the results of our subsurface exploration and Preliminary Geotechnical Engineering services performed for the proposed development to be located at 2290 E Fullers Cross Rd in Ocoee, Orange County Florida. The purpose of these services was to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil conditions
- Groundwater conditions
- Preliminary earthwork considerations
- Preliminary foundation recommendations
- Preliminary pavement options
- Preliminary stormwater pond considerations

The geotechnical engineering Scope of Services for this project included the advancement of eight standard penetration test (SPT) borings, six machine auger borings, five hand auger borings, laboratory testing, engineering analysis, and preparation of this report.

Drawings showing the site and boring locations are shown on the Site Location and Exploration Plan, respectively. The results of the laboratory testing performed on soil samples obtained from the site during our field exploration are included on the boring logs in the Exploration Results section.

Project Description

Our understanding of the project conditions is as follows:

Item	Description
Information Provided	An email request for proposal was provided on June 7th, 2023. The request included general description of project, and a schematic site plan_NV01 with marked up boring locations for buildings, roadway, stormwater, and wetland.
Project Description	Provided information shows the project consists of a sport complex with baseball fields, parking garages, hotels, commercial/office spaces, and associate paved areas.

Item	Description
Proposed Structures	Structures associated with the project includes three hotels up to 4-stories and about 199,500 SF/each, five 3-levels parking garages about 65,000 SF/each, and multiple single-story commercial/office buildings' foot prints range from 6,000 SF to 17,000 SF.
Building Construction	Not provided. we anticipate that hotels will be constructed using concrete tilt-up panels, steel frame, and slab-on-grade construction techniques. Parking garages will be constructed using precast, prestressed concrete and slab-on-grade construction techniques. Commercial retails/offices will be Load-bearing masonry walls with wood frames and Slab-on-Grade.
Finished Floor Elevation	Not provided; boring depths have assumed that finished floor will be near the existing grades.
Maximum Loads	Not provided. In the absence of information provided by the design team, we will use the following loads in estimating settlement based on our experience with similar projects. For hotels ■ Columns: 360 kips ■ Walls: 15 kips per linear foot (klf) ■ Slabs: 250 pounds per square foot (psf) For parking garages ■ Columns: 500 kips For commercial retails/offices ■ Columns: 75 kips ■ Walls: less than 5 kips per linear foot (klf) Slabs: 100 pounds per square foot (psf)
Free-Standing Retaining Walls	Retaining walls are not expected to be constructed as part of site development to achieve final grades.
Below-Grade Structures	Not anticipated with the exception of utilities and/or stormwater drainage features.
Pavements	Asphalt/Concrete surfacing is common in the area for projects of this nature and is the assumed preference.
Stormwater Management	Two stormwater retention ponds were planned locate in Parcel #5 and Parcel # 13. It's our understanding that underground exfiltration systems are planned as well.

Terracon should be notified if any of the above information is inconsistent with the planned construction, especially the grading limits, as modifications to our recommendations may be necessary.

Site Conditions

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available topographic maps.

Item	Description
Parcel Information	The project is located at 2290 E Fullers Cross Rd in Ocoee, Orange County Florida. Provided site plan shown the project site included multiple parcels in Orange County, Florida, gross lot size is about 150.4 acres. The approximate center of size Latitude/Longitude is 28.587639° N 81.547561° W See Site Location
Existing Improvements	None.
Current Ground Cover	Portions of site moderately-heavily vegetated, rest of site covered by grass.
Existing Topography	Ground surface elevations range from about +125 to +100 feet, generally sloping to the north towards the west. Wetlands were noted in provided plan.

Soils Survey

The Soil Survey of Orange County, Florida as prepared by the United States Department of Agriculture (USDA), Soil Conservation Service (SCS; later renamed the Natural Resource Conservation Service - NRCS), dated August 1989, identifies the predevelopment soil types at the subject site as Basinger fine sand, frequently ponded, 0 to 1 percent slopes (3), Felda fine sand, 0 to 2 percent slopes, frequently flooded (15), Immokalee fine sand (20), Ona fine sand, 0 to 2 percent slopes (26), Samsula muck, frequently ponded, 0 to 1 percent slopes (40), Smyrna, wet, fine sand, 0 to 2 percent slopes (44), Tavares fine sand, 0 to 5 percent slopes (46), Zolfo fine sand and 0 to 2 percent slopes (54). A Soils Map is included with this *GeoReport*, depicting the applicable Soil Survey map portion for the subject site.

3 – Basinger fine sand, frequently ponded, 0 to 1 percent slopes. This soil type is nearly level and poorly drained. It is typically found in shallow depressions and sloughs along edges of freshwater marshes and swamps. In its natural state, water stands on the surface of this soil type for 6 to 9 months during most years and is within 12 inches of the surface for the rest of the year. This soil type is sometimes associated with a surficial organic layer, typical thickness of 7 inches, typical organic contents of between 1 and 8 percent.

15 – Felda fine sand, 0 to 2 percent slopes, frequently flooded. This soil type is nearly level and poorly drained. It is typically found on the flood plain of the Econlockhatchee River and of minor streams. This soil type is flooded for very long periods following prolonged, intense rains. In its natural state, during years of normal rainfall, this soil type has a seasonal high groundwater table fluctuating between the surface and a depth of 10 inches (0.8 feet) for 2 to 6 months. Flooding occurs frequently during rainy periods. Flooding normally lasts from 1 to 4 months. This soil type is predominantly sandy above a typical depth of 24 inches (1.8 feet) and below a typical depth of 47 inches (3.9 feet). Between typical depths of 24 and 47 inches (1.8 and 3.9 feet), this soil type exists as silty sand to clayey sand (USCS Classification symbol SM to SC).

20 – Immokalee fine sand. This soil type is nearly level and poorly drained. It is typically found on broad flatwoods. During years of normal precipitation, this soil type has a seasonal high groundwater table within 10 inches (0.8 feet) of the surface for 1 to 3 months, receding to a depth of between 10 and 40 inches (0.8 and 3.3 feet) for more than 6 months. This soil type is predominantly sandy between the surface and a depth of 35 inches (2.9 feet) and also from a depth of 58 inches (4.8 feet) to the maximum defined depth of 80 inches (6.7 feet). Between these depths, this soil type is typically composed of sand with silt to silty sand.

26 – Ona fine sand, 0 to 2 percent slopes. This soil type is nearly level and poorly drained. It is typically found in broad areas on the flatwoods. In most years, a seasonal high groundwater table is within 10 inches (0.8 feet) of the surface for 1 month to 2 months. It recedes to a depth of 10 to 40 inches (0.8 to 3.3 feet) for periods of 6 months or more.

40 – Samsula muck, frequently ponded, 0 to 1 percent slopes. This soil type is nearly level and very poorly drained. It is typically found in freshwater marshes and swamps. In its natural state, groundwater is at or above the surface of this soil type for 6 to 9 months or more except during extended dry periods. This soil type exists as muck (USCS classification PT, or “peat”) to a typical depth of 40 inches (3.3 feet); typical organic contents of this muck layer are greater than 20 percent. Thereafter, to the maximum defined depth of 80 inches (6.7 feet), this soil type is sand to silty sand (USCS classification SP to SM).

44 – Smyrna, wet, fine sand, 0 to 2 percent slopes. This soil type is nearly level and poorly drained. It is typically found on broad flatwoods. In its natural state and during years of normal rainfall, this soil type has a seasonal high groundwater table within 10 inches (0.8 feet) of the surface, receding to a depth of 10 to 40 inches (0.8 to 3.3 feet) for more than six months.

46 – Tavares fine sand, 0 to 5 percent slopes. This soil type is nearly level to gently sloping and moderately well drained. It is typically found on low ridges and knolls on the uplands. In its natural state and during years of normal rainfall, Tavares fine sand has an apparent seasonal high groundwater table at a depth of between 40 and 80 inches (3.3

and 6.7 feet) for more than 6 months, receding to a depth of more than 80 inches (6.7 feet) during dry seasons. Tavares fine sand is predominantly sandy throughout the defined profile of 80 inches (6.7 feet).

54 – Zolfo fine sand, 0 to 2 percent slopes. This soil type is nearly level and somewhat poorly drained. It is typically found on broad, slightly higher positions adjacent to the flatwoods. In its natural state, during years of normal rainfall, this soil type has a seasonal high groundwater table at a depth of between 24 and 40 inches (2.0 and 3.3 feet) for 2 to 6 months, receding to a depth of 60 inches (5.0 feet) during prolonged dry periods.

Geotechnical Characterization

We have developed a general characterization of the subsurface conditions based upon our review of the subsurface exploration, laboratory data, geologic setting and our understanding of the project. This characterization, termed GeoModel, forms the basis of our geotechnical calculations and evaluation of the site. Conditions observed at each exploration point are indicated on the individual logs. The individual logs can be found in the Exploration Results and the GeoModel can be found in the Figures attachment of this report.

As part of our analyses, we identified the following model layers within the subsurface profile. For a more detailed view of the model layer depths at each boring location, refer to the GeoModel.

Model Layer	Layer Name	General Description
1	SP / SP-SM	Fine Sand to Fine Sand with Silt
2	SM	Silty Fine Sand
3	SC	Clayey Fine Sand
4	CH / CL	Fat to Silty Clay
5	ML	Silt

The borings encountered a variety of soils at different depths, about 4 to 8 feet of Layer 1 at most locations, underlain by Layers 2 and 3. Some locations identified Layers 4 and 5, generally at a depth of about 13 feet or deeper to the maximum explored depth of 6 to 55 feet below existing grades. Soils were generally very loose to medium dense, medium stiff to very stiff. An exception to this soil profile is boring B-8 which encountered dense clayey sand conditions from 8 to 10 feet where the boring was terminated.

Groundwater

The borings were observed during drilling for the presence and level of groundwater. Groundwater levels were observed from a depth of 0.8 to 7.5 feet below existing grade. Longer term monitoring in cased holes or piezometers would be required to better define groundwater conditions at the site. The water levels observed in the borings can be found on the boring logs in Exploration Results.

It should be recognized that fluctuations of the groundwater table will occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the boring was performed. In addition, perched water can develop within higher permeability soils overlying less permeable soils. Therefore, groundwater levels during construction or at other times in the future may be higher or lower than the levels indicated on the boring logs.

We estimate that during the normal wet season (typically June through October) with rainfall and recharge at a maximum, groundwater levels will be at the ground surface to about 3 feet below existing grade. Our estimates of the seasonal groundwater conditions are based on the USDA Soil Survey, the encountered soil types, antecedent weather conditions, and the interpreted water levels. The water levels observed in the borings can be found on the boring logs in Exploration Results, and are summarized below along with the estimated normal seasonal high groundwater table.

Boring Number	Approximate Depth to Encountered Water Table (feet)	Approximate Depth to Estimated Seasonal High Water Table (feet)
B-1	2.0	0.8
B-2	5.0	1.0
B-3	3.0	2.0
B-4	2.1	2.0
B-5	3.0	2.0
B-6	2.0	1.0
B-7	6.0	2.0
B-8	3.7	2.0
B-9	2.2	1.0
S-1	4.1	2.0

Boring Number	Approximate Depth to Encountered Water Table (feet)	Approximate Depth to Estimated Seasonal High Water Table (feet)
S-2	0.8	0.0
S-3	7.5	3.0
S-4	5.7	3.0
S-5	4.2	0.0
S-6	4.0	1.0
S-7	4.4	1.0
S-8	4.0	2.0
S-9	6.4	2.0
W-1	GNE to 6.0 feet.	2.0

1. "GNE" – Groundwater Not Encountered

These seasonal water table estimates do not represent the temporary rise in water table that occurs immediately following a storm event, including adjacent to other stormwater management facilities. This is different from static groundwater levels in wet ponds and/or drainage canals which can affect the design water levels of new, nearby ponds. The seasonal high groundwater table may vary from normal when affected by extreme weather changes, localized or regional flooding, karst activity, future grading, drainage improvements, or other construction that may occur on or around the site following the date of this report.

General Potential for Sinkhole Development

Sinkhole development occurs in Florida and varies geographically from areas with almost no potential or a very low potential to areas with a high potential where sinkholes occur frequently. The subject property is located in Area III as mapped by the Florida Geological Survey (FGS) web site. The cover (over limestone bedrock) in Area III is between 30 to 200 feet thick and is generally cohesive clayey sediments of low permeability. Sinkholes are most numerous, of varying size, and develop abruptly in Area III. The risk of sinkhole occurrence at most sites is small even in areas known to have a higher than average risk of sinkhole occurrence. Based on our prior experience in this area, the potential for sinkhole activity is considered to be moderate low.

A review of Florida Geologic Survey's on-line Subsidence Incident Reports (SIRs) database reveals the closest reported sinkhole is about 1.5 miles northeast of the subject site. It should be noted that the number of sinkholes is based on information reported to the FGS and does not necessarily reflect the number of sinkholes confirmed by public or private industry.

During our limited evaluation, we did not encounter traditional signs associated with potential sinkhole development such as loss of circulation of drilling fluid, obvious raveled zones, surface depressions, etc. However, this evaluation was not planned to specifically address sinkhole potential.

If the sinkhole potential of the site is to be evaluated in detail, additional site-specific data must be obtained. This might include using geophysical methods such as Electrical Resistivity tests and additional geotechnical tests such as Cone Penetration Test (CPT) soundings and/or more/deeper Standard Penetration Test borings. Interpretation of the test data should be done by a professional geologist/engineer familiar with the use of these tests under local conditions. However, it should be noted that even if indicators of sinkhole activity are found, it is impossible to predict if, when or precisely where a sinkhole may occur. If requested, Terracon can assist in assessing the sinkhole potential of the location of the proposed construction.

Geotechnical Overview

The site appears suitable for the proposed construction of the retail building areas based upon geotechnical conditions encountered in the test borings, provided that the recommendations provided in this report are implemented in the design and construction phases of this project. At this time the parking garage and the hotel areas need additional exploration to further evaluation the soil and groundwater conditions to address the heavier loading and specific characteristics of these structures.

The subsurface materials generally consisted of a variety of soils at different depths from fine sand to fine sand with silt, silty to clayey sand, clays, and silts from the surface to the maximum explored depth of 6 to 55 feet below existing grades. Also, different densities were obtained while performing the logs from very loose to medium dense for granular soils and medium stiff to very stiff for fine grained soils. Only boring B-8 encountered dense clayey sand conditions from 8 to 10 feet where the boring was terminated. Borings W-2 to W-4 at the southeast portion of the site where the muck was expected were cancelled.

Groundwater was encountered between 0.8 and 7.5 feet below existing grade during drilling.

Our opinion of pavement section thickness design has been developed based on our understanding of the intended use, and subgrade preparation recommended. Traffic information is currently not available for us to generate an opinion of the minimum pavement component thickness. Our Geotechnical Engineer can provide pavement section minimum thickness in accordance with local Orange County standards.

The recommendations contained in this report are based upon the results of field and laboratory testing (presented in the Exploration Results), engineering analyses, and our current understanding of the proposed project. The General Comments section provides an understanding of the report limitations.

Preliminary Earthwork

Earthwork is anticipated to include clearing and grubbing, excavations, and engineered fill placement. The following sections provide recommendations for use in the preparation of specifications for the work. Recommendations include critical quality criteria, as necessary, to render the site in the state considered in our geotechnical engineering evaluation for preliminary foundations, floor slabs, and pavements.

Site Preparation

Prior to placing fill, existing vegetation and root mat should be removed. Complete stripping of the topsoil should be performed in the proposed building and parking/driveway areas.

Normal or traditional site preparation procedures should be sufficient for the intended use at this site. The normal or traditional procedures include proof-rolling the site prior to any fill placement. Placing clean sand fill in lifts compacted to the projected final grades while performing density tests to verify compaction to a minimum of the soils' ASTM D1557 maximum density.

Fill Material Types

Fill required to achieve design grade should be classified as structural fill and general fill. Structural fill is material used below, or within 10 feet of structures, pavements or constructed slopes and is generally less than 5% passing the No. 200 sieve.

Fill Compaction Requirements

Structural and general fill should meet the following compaction requirements.

Item	Structural Fill
Minimum Compaction Requirements [1]	95 percent of the material's maximum modified Proctor dry density (ASTM D 1557).
Moisture Content [2]	Within ±2 percent of optimum moisture content as determined by the Modified Proctor test, at the time of placement and compaction.
Minimum Testing Frequency	One field density test per 5,000 square feet or fraction thereof per 1-foot lift in pavement areas; per 2,500 square feet in building areas.

1. We recommend that engineered fill be tested for moisture content and compaction during placement. Should the results of the in-place density tests indicate the specified moisture or compaction limits have not been met, the area represented by the test should be reworked and retested as required until the specified moisture and compaction requirements are achieved.
2. Specifically, moisture levels should be maintained low enough to allow for satisfactory compaction to be achieved without the cohesionless fill material pumping when proofrolled.

Earthwork Construction Considerations

construction equipment. Upon completion of filling and grading, care should be taken to maintain the subgrade water content prior to construction of floor slabs. Construction traffic over the completed subgrades should be avoided. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. Water collecting over, or adjacent to, construction areas should be removed. If the subgrade desiccates, saturates, or is disturbed, the affected material should be removed, or the materials should be scarified, moisture conditioned, and recompacted, prior to floor slab construction.

The groundwater table could affect over-excavation efforts, especially for over-excavation and replacement of lower strength soils. A temporary dewatering system consisting of sumps with pumps could be necessary to achieve the recommended depth of over-excavation.

As a minimum, excavations should be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, "Excavations" and its appendices, and in accordance with any applicable local, and/or state regulations.

Construction site safety is the sole responsibility of the contractor who controls the means, methods, and sequencing of construction operations. Under no circumstances shall the

information provided herein be interpreted to mean Terracon is assuming responsibility for construction site safety, or the contractor's activities; such responsibility shall neither be implied nor inferred.

Construction Observation and Testing

The earthwork efforts should be monitored under the direction of the Geotechnical Engineer. Monitoring should include documentation of adequate removal of vegetation and topsoil, proof-rolling and mitigation of areas delineated by the proof-roll to require mitigation.

Preliminary Foundations

For the retail buildings we did not encounter any soil or groundwater conditions that would prevent the project as described from being founded on shallow foundations. However, in the case of the parking garage and Hotel areas ground improvement or deep foundations may need to be considered. It should be noted that known contaminants may impact foundations options is selected. If deep foundations are to be evaluated, deeper borings are required to identify a bearing stratum for piles.

Detailed allowable bearing capacity and predicted structure settlement calculations will need to be provided in the final design-level geotechnical evaluation once the project parameters are more defined.

Preliminary Pavements

Groundwater conditions will severely alter the design or performance of traditional pavements on this project. Underdrains or an exfiltration trench are recommended underneath the pavements to manage groundwater.

Typical flexible pavement sections will include natural subgrade, stabilized subgrade, basecourse and asphalt wearing surface. Typical rigid pavements would include a free-draining subgrade and concrete wearing surface. Pavement grades should be set where there is a minimum separation of 18 inches between the bottom of the base course and the seasonal high groundwater level for flexible pavements and 12 inches between the bottom of the concrete surface and the seasonal high groundwater level for rigid pavement.

Preliminary Stormwater Management Considerations

Soil and groundwater conditions exist that could severely affect the design or performance of normal stormwater facilities. Based upon the relatively high groundwater conditions, we would expect that a wet detention would be the likely stormwater treatment facility without significant grade increase to the site. Laboratory permeability test results performed for the S-borings are shown in Table 1 in the Exploration Results.

Final Geotechnical Evaluation

The scope of this evaluation was preliminary in nature for due diligence acceptance of the property and was not intended to develop final design level documents. As your plans move forward, we would be please to provide a proposal for a Final Geotechnical Engineering Evaluation. It should be noted that the southeast area where muck is expected will need further field exploration and laboratory testing as appropriate to characterize muck and if this area is to be developed.

General Comments

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for

information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly effect excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety and cost estimating including excavation support and dewatering requirements/design are the responsibility of others. Construction and site development have the potential to affect adjacent properties. Such impacts can include damages due to vibration, modification of groundwater/surface water flow during construction, foundation movement due to undermining or subsidence from excavation, as well as noise or air quality concerns. Evaluation of these items on nearby properties are commonly associated with contractor means and methods and are not addressed in this report. The owner and contractor should consider a preconstruction/precondition survey of surrounding development. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.

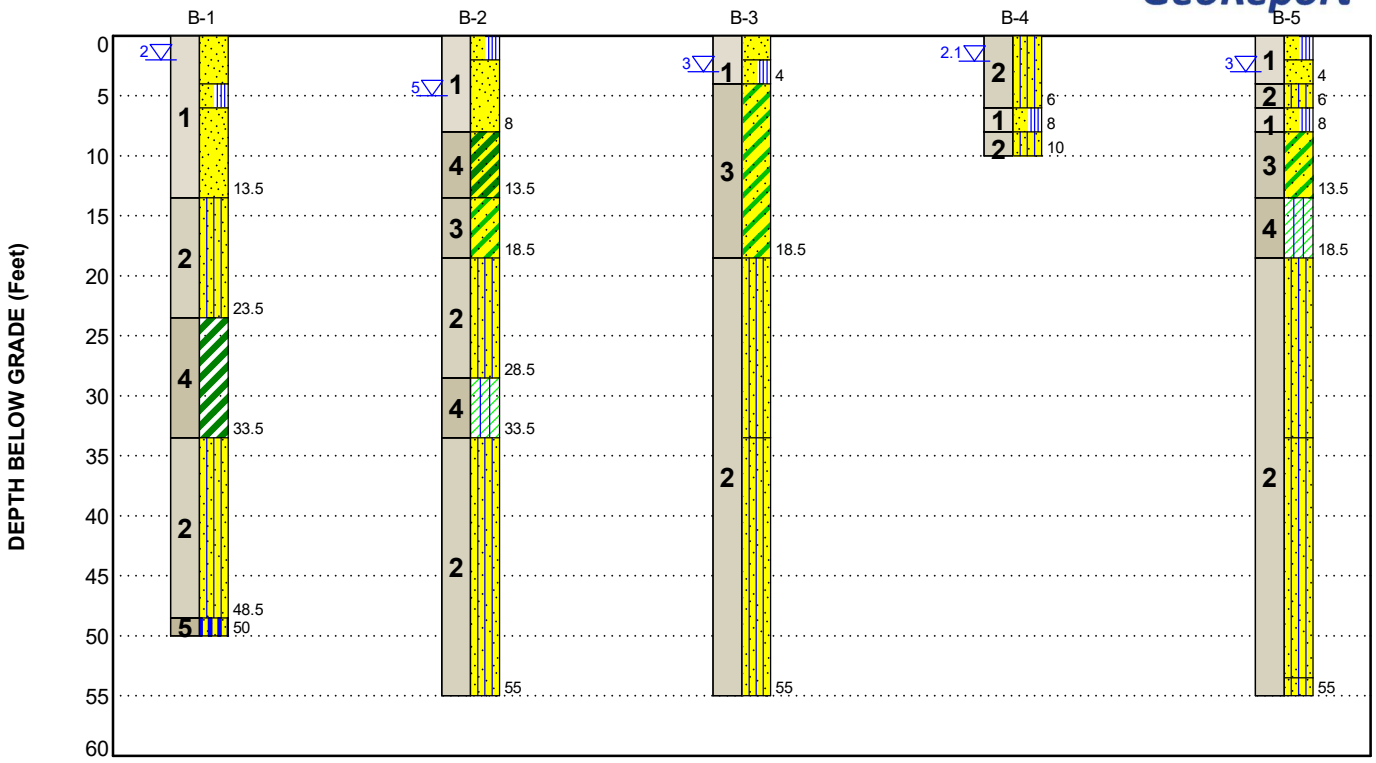
Figures

Contents:

GeoModel (4 of pages)

GEOMODEL

Ocoee RSC ■ Ocoee, FL
Terracon Project No. H1235192



This is not a cross section. This is intended to display the Geotechnical Model only. See individual logs for more detailed conditions.

Model Layer	Layer Name	General Description
1	SP/SP-SM	Fine Sand to Fine Sand with Silt
2	SM	Silty Fine Sand
3	SC	Clayey Fine Sand
4	CH/CL	Fat to Silty Clay
5	ML	Silt

LEGEND

- Poorly-graded Sand
- Poorly-graded Sand with Silt
- Silty Sand
- Fat Clay
- Sandy Silt
- Sandy Fat Clay
- Clayey Sand
- Silty Clay

▽ First Water Observation

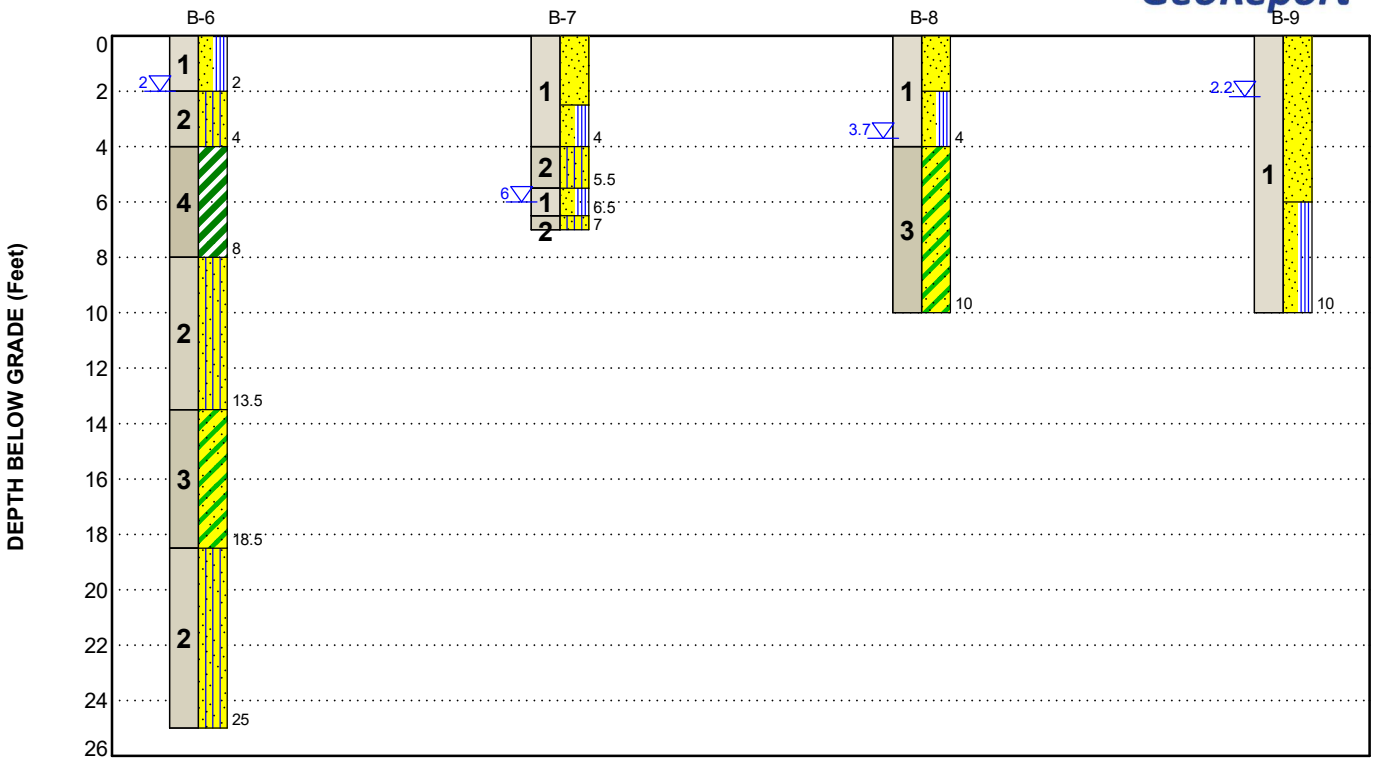
NOTES:
Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface.

The groundwater levels shown are representative of the date and time of our exploration. Significant changes are possible over time.
Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

GEOMODEL

Ocoee RSC ■ Ocoee, FL
Terracon Project No. H1235192

Terracon GeoReport



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5	ML	Silt

LEGEND

- Poorly-graded Sand with Silt
- Silty Sand
- Fat Clay
- Clayey Sand
- Poorly-graded Sand

▽ First Water Observation

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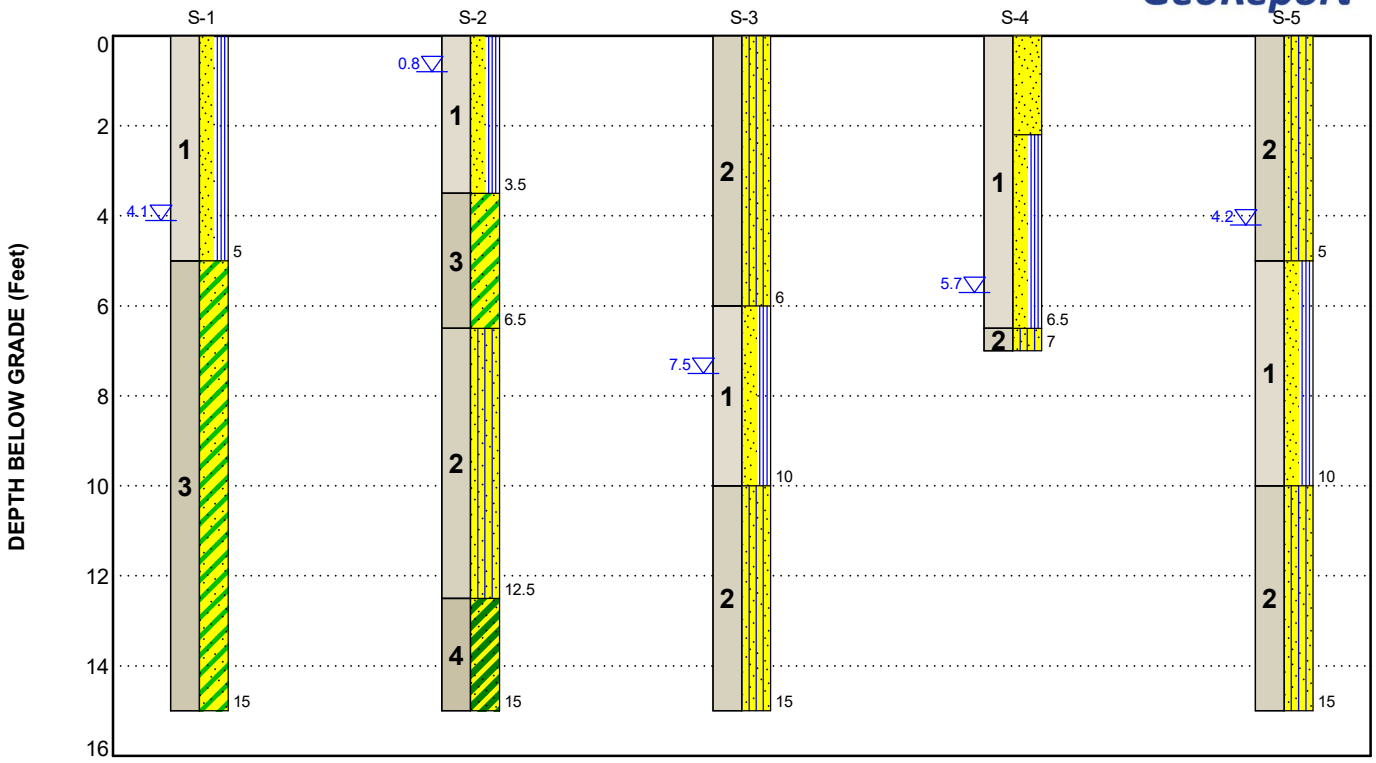
GEOMODEL

Ocoee RSC ■ Ocoee, FL
Terracon Project No. H1235192



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2	SM	Silty Fine Sand
3	SC	Clayey Fine Sand
4	CH/CL	Fat to Silty Clay
5	ML	Silt

LEGEND

- Poorly-graded Sand with Silt
- Sandy Fat Clay
- Clayey Sand
- Poorly-graded Sand
- Silty Sand

▽ First Water Observation

The groundwater levels shown are representative of the date and time of our exploration. Significant changes are possible over time.
Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

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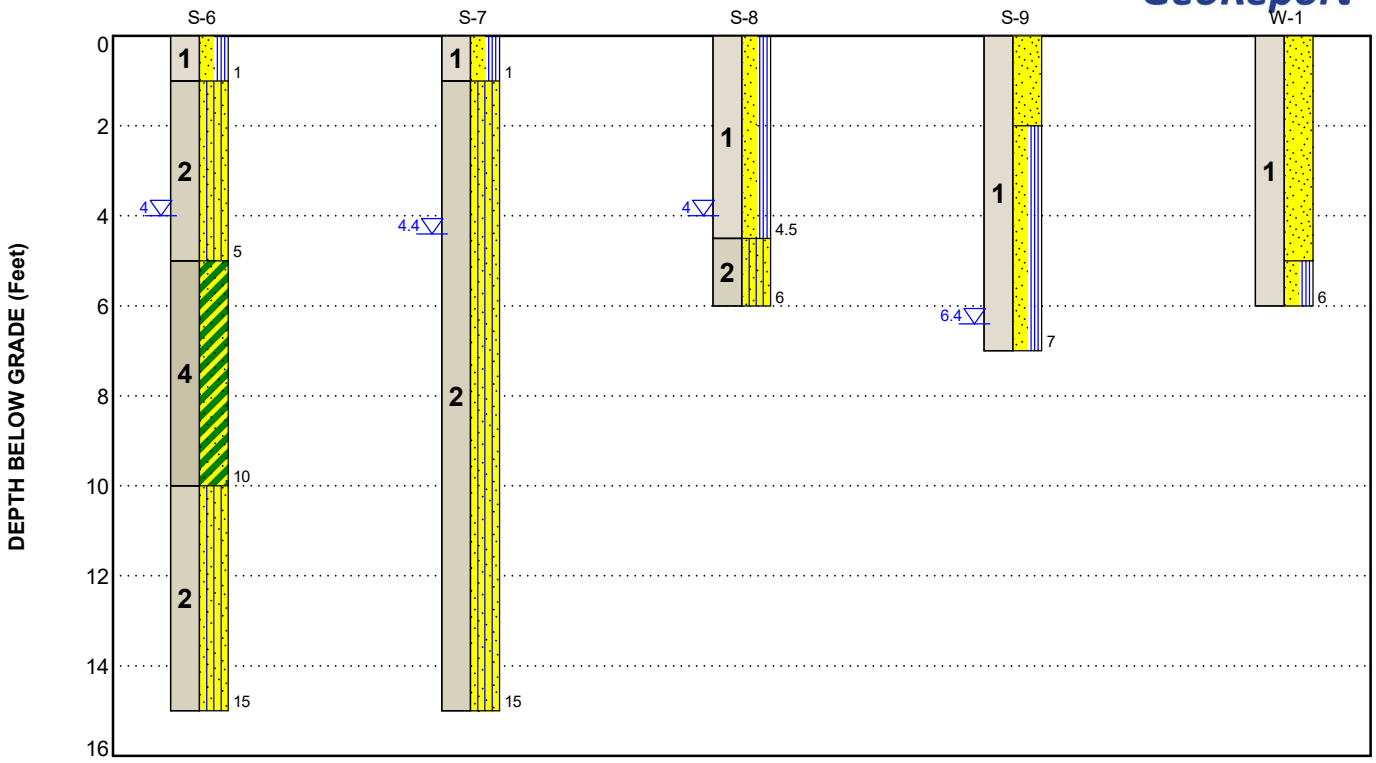
GEOMODEL

Ocoee RSC ■ Ocoee, FL
Terracon Project No. H1235192



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3	SC	Clayey Fine Sand
4	CH/CL	Fat to Silty Clay
5	ML	Silt

LEGEND

Poorly-graded Sand with Silt
Poorly-graded Sand
Silty Sand
Sandy Fat Clay

▽ First Water Observation

NOTES:
Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface.

The groundwater levels shown are representative of the date and time of our exploration. Significant changes are possible over time.
Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

Attachments

Exploration and Testing Procedures

Field Exploration

Number of Borings	Approximate Boring Depth (feet)[1]	Location
6 SPT 1 Hand Auger	10 to 55 7	Building area
2 SPT	10	Roadway
6 Machine Auger 3 Hand Augers	15 6 to 7	Stormwater management area
1 Hand Auger	6	Wetland area

1. Below the ground surface.

Boring Layout and Elevations: Terracon personnel provided the boring layout using handheld GPS equipment (estimated horizontal accuracy of about ±10 feet) and referencing existing site features. If elevations and a more precise boring layout are desired, we recommend borings be surveyed.

Subsurface Exploration Procedures: We advanced soil borings with a track-mounted drill rig using rotary wash techniques as necessary depending on soil conditions. Five samples were obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. We obtained representative samples primarily by the split-barrel sampling procedure. In the split-barrel sampling procedure, a standard, 2-inch O.D., split-barrel sampling spoon is driven into the boring with a 140-pound automatic SPT (Standard Penetration Test) hammer falling 30 inches. We recorded the number of blows required to advance the sampling spoon the last 12 inches of an 18-inch sampling interval as the standard penetration resistance value, N. Soil Test Borings utilizing SPT split spoon or auger sampling were conducted as necessary for potential stormwater management system locations to provide soil samples for laboratory permeability and classification testing.

The samples were placed in appropriate containers, taken to our soil laboratory for testing, and classified by a Geotechnical Engineer. In addition, we observed and record groundwater levels during drilling and sampling.

The machine auger borings were performed by hydraulically turning a 4-inch diameter continuous flight auger into the ground in 5-foot increments. Additional flights were added until the desired termination depth was achieved. The auger was then extracted without further rotation and representative soil samples were retrieved from the auger. Samples were visually classified in the field and were then packaged and returned to our soils laboratory for further classification and testing.

The hand auger boring procedure consisted of manually turning a 3-inch diameter, 6-inch long sampler into the soil until it was full. The sampler was then retrieved and the soils in the sampler were visually examined and classified. The procedure was repeated until the desired termination depth was achieved or shallow groundwater levels caused collapse of the borehole. Samples of representative strata were obtained for further visual examination and classification in our laboratory.

The sampling depths, penetration distances, and other sampling information was recorded on the field boring logs. The samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

Laboratory Testing

The project engineer reviewed the field data and assigned laboratory tests. The laboratory testing program included the following types of tests:

- Moisture Content
- Wash No. 200 Sieve Analysis
- Atterberg Limits
- Constant Head Permeability

The laboratory testing program often included examination of soil samples by an engineer. Based on the results of our field and laboratory programs, we described and classified the soil samples in accordance with the Unified Soil Classification System.

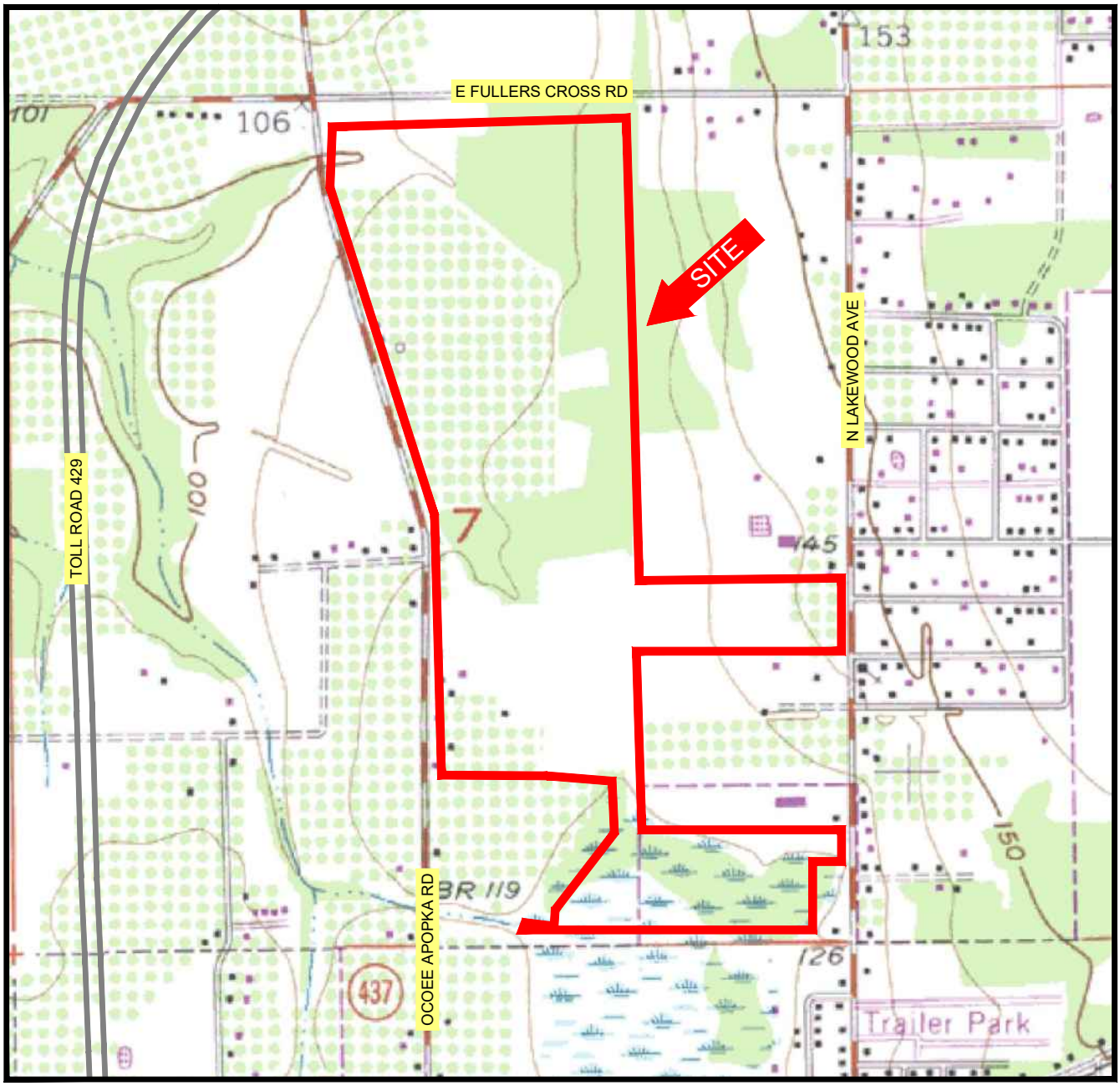
Site Location and Exploration Plans

Contents:

Site Location Plan
Soils Map
Exploration Plan

Note: All attachments are one page unless noted above.

UNITED STATES — DEPARTMENT OF THE INTERIOR — GEOLOGICAL SURVEY



SCALE 1"=1000'

FEET

500 0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000

N

WINTER GARDEN, FLORIDA
ISSUED: 1984
7.5 MINUTE SERIES (QUADRANGLE)

Project Mngr:	LX
Drawn By:	AS
Checked By:	LX
Approved By:	BSO

Project No.	H1235192
Scale:	AS SHOWN
File No.	H1235192
Date:	6-27-23

Terracon
Explore with us
1675 LEE ROAD WINTER PARK, FLORIDA 32789
PH. (407) 740-6110 FAX. (407) 740-6112

TOPOGRAPHIC VICINITY MAP

GEOTECHNICAL ENGINEERING REPORT
RSC OCOEE
2290 EAST FULLERS CROSS ROAD
ORLANDO, ORANGE COUNTY, FLORIDA

EXHIBIT

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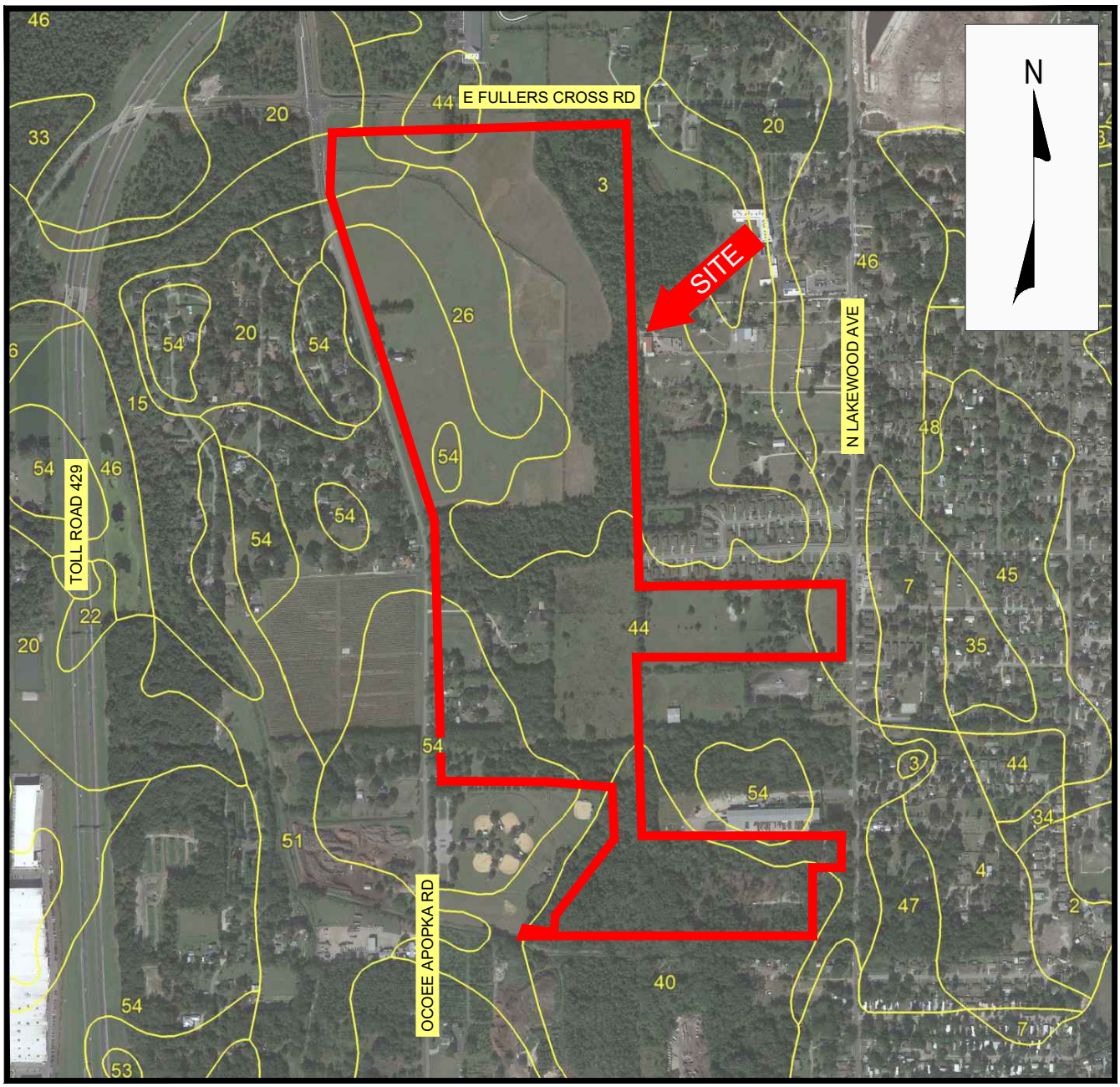

SCALE 1"=1000'

FEET

500 0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000

U.S.D.A. SOIL SURVEY FOR ORANGE COUNTY, FLORIDA

SOIL LEGEND

3	BASINGER FINE SAND, FREQUENTLY PONDED, 0 TO 1 PERCENT SLOPES	40	SAMSULA MUCK, FREQUENTLY PONDED, 0 TO 1 PERCENT SLOPES
15	FELDA FINE SAND, 0 TO 2 PERCENT SLOPES, FREQUENTLY FLOODED	44	SMYRNA, WET, FINE SAND, 0 TO 2 PERCENT SLOPES
20	IMMOKALEE FINE SAND	46	TAVARES FINE SAND, 0 TO 5 PERCENT SLOPES
26	ONA FINE SAND, 0 TO 2 PERCENT SLOPES	54	ZOLFO FINE SAND, 0 TO 2 PERCENT SLOPES

Project Mngr:	LX
Drawn By:	AS
Checked By:	LX
Approved By:	BSO

Project No.	H1235192
Scale:	AS SHOWN
File No.	H1235192
Date:	6-27-23

Terracon
Explore with us
1675 LEE ROAD WINTER PARK, FLORIDA 32789
PH. (407) 740-6110 FAX. (407) 740-6112

SOILS MAP

GEOTECHNICAL ENGINEERING REPORT
RSC OCOEE
2290 EAST FULLERS CROSS ROAD
ORLANDO, ORANGE COUNTY, FLORIDA

EXHIBIT

N:\Projects\2023\H1235192\PROJECT DOCUMENTS (Reports-Letters-Drafts to Clients)\Cad\H1235192 Soil Map.dwg

N

APPROXIMATE
SCALE IN FEET

0 200 400

NORTH LAKEWOOD AVENUE

EAST FULLERS CROSS ROAD

APOPKA OCOEE ROAD

S-1 S-2 S-3 S-4 S-5 S-6 S-7 S-8 S-9

B-1 B-2 B-3 B-4 B-5 B-6 B-7 B-8 B-9

W-1

LEGEND

APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

APPROXIMATE LOCATION OF MACHINE AUGER BORING

APPROXIMATE LOCATION OF HAND AUGER BORING

Project Mngr: LX	Project No. H1235192	Terracon Explore with us	BORING LOCATION PLAN
Drawn By: AS	Scale: AS SHOWN	1675 LEE ROAD WINTER PARK, FLORIDA 32789	GEOTECHNICAL ENGINEERING REPORT
Checked By: LX	File No. H1235192	PH. (407) 740-6110 FAX. (407) 740-6112	RSC OCOEE
Approved By: BSO	Date: 9-1-23		2290 EAST FULLERS CROSS ROAD ORLANDO, ORANGE COUNTY, FLORIDA

EXHIBIT

Sep01, 2023–3:04pm N:\Projects\2023\H1235192\PROJECT DOCUMENTS (Reports–Letters–Drafts to Clients)\Cad\H1235192 Loc. Plan.dwg

Exploration and Laboratory Results

Contents:

Boring Logs (B-1 through B-9)
(S-1 through S-9)
(W-1)
Table 1 - Summary of Stormwater Area Borings and Laboratory Testing Results

Note: All attachments are one page unless noted above.

BORING LOG NO. B-1

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5940° Longitude: -81.5520°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		0.0 **POORLY GRADED SAND (SP)**, light brown to grayish brown, loose		▽		3-2-3-3 N=5				
						4-4-3-4 N=7				
		4.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, dark brown, loose	5			3-2-2-1 N=4				
		6.0 **POORLY GRADED SAND (SP)**, gray to grayish brown, loose to medium dense				3-4-3-3 N=7				
						4-5-8-9 N=13				
			10							
2		13.5 **SILTY SAND (SM)**, light gray, loose				2-2-3 N=5				
			15							
						3-3-3 N=6				
			20							
4		23.5 **FAT CLAY (CH)**, medium stiff to stiff				2-2-2 N=4		53.9	102-28-74	83
			25							
						4-4-4 N=8				
			30							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 2.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-18-2023 | Boring Completed: 07-18-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-1

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5940° Longitude: -81.5520° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
4		**FAT CLAY (CH)**, medium stiff to stiff *(continued)*								
		33.5								
2		**SILTY SAND (SM)**, with shell fragments, greenish gray, loose	35			3-3-2 N=5		35.3		26
			40			2-3-2 N=5				
			45			2-2-3 N=5				
		48.5								
5		**SILT (ML)**, greenish gray, very stiff	50			5-8-8 N=16				
		50.0								
		Boring Terminated at 50 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 2.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-18-2023 | Boring Completed: 07-18-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-2

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5940° Longitude: -81.5502°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		0.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, grayish brown, loose				5-3-4-4 N=7				
		2.0 **POORLY GRADED SAND (SP)**, light gray, medium dense				6-8-4-10 N=12				
			5	▽		10-11-11-13 N=22				
						6-4-8-8 N=12				
		8.0								
4		**SANDY FAT CLAY (CH)**, gray, very stiff				10-12-11-11 N=23				
			10							
		13.5								
3		**CLAYEY SAND (SC)**, gray, loose				3-3-4 N=7		28.9	36-25-11	35
			15							
		18.5								
2		**SILTY SAND (SM)**, gray, loose				2-2-2 N=4				
			20							
						2-3-3 N=6				
			25							
		28.5								
4		**SILTY CLAY (CL-ML)**, greenish gray, medium stiff				3-2-3 N=5				
			30							

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 5.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-16-2023 | Boring Completed: 08-16-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-2

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5940° Longitude: -81.5502° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
4		**SILTY CLAY (CL-ML)**, greenish gray, medium stiff *(continued)*								
		33.5								
2		**SILTY SAND (SM)**, greenish gray, loose to medium dense	35			4-2-3 N=5		60.3		33
		with shell fragments	40			3-2-3 N=5				
			45			3-3-4 N=7				
			50			3-4-4 N=8				
		55.0	55			7-7-8 N=15				
		Boring Terminated at 55 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater encountered at a depth of about 5.0 ft.

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-16-2023 | Boring Completed: 08-16-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-3

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5912° Longitude: -81.5503°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		0.0 **POORLY GRADED SAND (SP)**, light brown, loose				3-2-3-3 N=5				
		2.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, brown, loose		▽		3-2-4-3 N=6				
3		4.0 **CLAYEY SAND (SC)**, light brown to grayish brown, loose to medium dense	5			5-4-6-8 N=10				
						8-10-12-13 N=22				
			10			4-3-5-5 N=8				
						3-4-4 N=8				
			15							
2		18.5 **SILTY SAND (SM)**, light gray, loose to medium dense	20			2-2-2 N=4				
						3-3-2 N=5				
			25							
						5-4-4 N=8				
			30							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 3.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-17-2023 | Boring Completed: 07-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-3

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5912° Longitude: -81.5503° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
2		**SILTY SAND (SM)**, light gray, loose to medium dense *(continued)*								
		33.5 **SILTY SAND (SM)**, light gray to greenish gray, very loose to loose	35			WOH-WOH-1 N=1				
			40			WOH-WOH-WOH N=0		48.6		40
			45			1-1-1 N=2				
			50			1-1-1 N=2				
		55.0	55			2-2-3 N=5				
		Boring Terminated at 55 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 3.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-17-2023 | Boring Completed: 07-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-4

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5891° Longitude: -81.5502° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
2		**SILTY SAND (SM)**, light gray to gray, loose to medium dense		▽		3-2-2-2 N=4				
						2-2-2-2 N=4				
			5			5-6-8-8 N=14				
1		6.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, gray, medium dense				10-9-8-10 N=17		19.0		9
2		8.0 **SILTY SAND (SM)**, gray, medium dense				10-10-11-9 N=21				
		10.0	10							
		Boring Terminated at 10 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 2.1 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-17-2023 | Boring Completed: 07-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-5

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5875° Longitude: -81.5501° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown, loose 2.0				3-2-3-3 N=5				
1		**POORLY GRADED SAND (SP)**, gray, medium dense 4.0		▽		4-4-7-7 N=11				
2		**SILTY SAND (SM)**, brown, medium dense 6.0	5			6-5-6-6 N=11				
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, dark brown, medium dense 8.0				4-5-5-6 N=10		22.3		9
3		**CLAYEY SAND (SC)**, grayish brown, medium dense 13.5	10			5-6-5-4 N=11				
4		**SILTY CLAY (CL-ML)**, gray, stiff 18.5	15			4-4-3 N=7				
2		**SILTY SAND (SM)**, gray, loose to medium dense	20			1-2-1 N=3				
			25			1-3-3 N=6				
			30			4-5-4 N=9		34.3		20

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 3.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-17-2023 | Boring Completed: 08-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-5

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5875° Longitude: -81.5501° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
2		**SILTY SAND (SM)**, gray, loose to medium dense *(continued)*								
		33.5 **SILTY SAND (SM)**, gray, very loose to loose	35			1-1-1 N=2				
			40			2-1-2 N=3		43.6		33
			45			1-2-3 N=5		50.5		38
			50			1-1-1 N=2				
		53.5 **SILTY SAND (SM)**, gray, medium dense 55.0	55			5-6-6 N=12				
		Boring Terminated at 55 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 3.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-17-2023 | Boring Completed: 08-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-6

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5925° Longitude: -81.5501°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, light brown, medium dense		▽		3-4-4-5 N=8				
		2.0								
2		**SILTY SAND (SM)**, grayish brown, loose				2-2-2-2 N=4				
		4.0								
4		**FAT CLAY (CH)**, grayish brown, very stiff	5			5-7-9-10 N=16		14.7		60
						7-8-8-8 N=16				
		8.0								
2		**SILTY SAND (SM)**, light brown, medium dense				6-7-7-7 N=14				
			10							
		13.5								
3		**CLAYEY SAND (SC)**, gray, loose	15			5-2-3 N=5		27.7	39-26-13	40
		18.5								
2		**SILTY SAND (SM)**, light gray, loose	20			3-2-2 N=4				
						3-3-3 N=6				
		25.0	25							
		Boring Terminated at 25 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 2.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-17-2023 | Boring Completed: 07-17-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-7

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5851° Longitude: -81.5482° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND (SP)**, brown 2.5								
		POORLY GRADED SAND WITH SILT (SP-SM), gray 4.0								
2		**SILTY SAND (SM)**, grayish brown 5.5	5							
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown 6.5		▽						
2		**SILTY SAND (SM)**, grayish brown 7.0								
		Boring Terminated at 7 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 6.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-18-2023 | Boring Completed: 08-18-2023
Drill Rig: Hand Auger | Driller: J. Rodriguez
Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-8

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5919° Longitude: -81.5495° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND (SP)**, light gray, loose 2.0				3-3-3-3 N=6				
		POORLY GRADED SAND WITH SILT (SP-SM), light brown to grayish brown, loose to medium dense 4.0		▽		2-2-2-2 N=4				
3		**CLAYEY SAND (SC)**, gray to grayish brown, medium dense to dense	5			3-4-6-8 N=10				
						5-6-6-7 N=12				
		10.0				6-15-17-15 N=32				
		Boring Terminated at 10 Feet	10							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 3.7 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023 | Boring Completed: 08-15-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. B-9

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5883° Longitude: -81.5494° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND (SP)**, grayish brown to brown, loose		▽		3-2-3-3 N=5				
						5-4-3-3 N=7				
			5			2-3-3-4 N=6				
		6.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, dark brown, medium dense				4-5-4-4 N=9				
						7-11-13-10 N=24				
		10.0 ***Boring Terminated at 10 Feet***	10							

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 2.2 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023	Boring Completed: 08-15-2023
Drill Rig: D-50	Driller: J. Rodriguez
Project No.: H1235192	

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/1/23

BORING LOG NO. S-1

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5926° Longitude: -81.5517° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown		▽			11	5.4		7
		5.0	5							
3		**CLAYEY SAND (SC)**, grayish brown	10							
		15.0	15							
		Boring Terminated at 15 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 4.1 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023 | Boring Completed: 08-15-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-2

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5914° Longitude: -81.5515°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, orangish brown		▽			11	6.3		9
		3.5								
3		**CLAYEY SAND (SC)**, grayish brown	5							
		6.5								
2		**SILTY SAND (SM)**, grayish brown	10							
		12.5								
4		**SANDY FAT CLAY (CH)**, light gray	15							
		15.0								
		Boring Terminated at 15 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 0.8 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 07-12-2023 | Boring Completed: 07-12-2023

Drill Rig: Hand Auger | Driller: M. Cornele

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-3

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5861° Longitude: -81.5500°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
2		**SILTY SAND (SM)**, orangish brown					5	13.0		15
		6.0	5							
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, dark brown		▽						
		10.0	10							
2		**SILTY SAND (SM)**, grayish brown								
		15.0	15							
		Boring Terminated at 15 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 7.5 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-18-2023 | Boring Completed: 08-18-2023

Drill Rig: BR 898 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-4

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5841° Longitude: -81.5490° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
		POORLY GRADED SAND (SP), light gray to brown 2.2								
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown to dark brown 6.5	5	▽			16	5.4		6
2		**SILTY SAND (SM)**, grayish brown 7.0 ***Boring Terminated at 7 Feet***								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 5.7 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-18-2023 | Boring Completed: 08-18-2023

Drill Rig: Hand Auger | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-5

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5936° Longitude: -81.5482°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
2		**SILTY SAND (SM)**, brown to dark brown					0	29.5		21
		5.0	5							
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown								
		10.0	10							
2		**SILTY SAND (SM)**, grayish brown								
		15.0	15							
		Boring Terminated at 15 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater encountered at a depth of about 4.2 ft.

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023 | Boring Completed: 08-15-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-6

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5913° Longitude: -81.5482° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		1.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, brown					0	24.0		10
2		**SILTY SAND (SM)**, orangish brown		▽						
		5.0	5							
4		**SANDY FAT CLAY (CH)**, gray								
		10.0	10							
2		**SILTY SAND (SM)**, grayish brown								
		15.0	15							
		Boring Terminated at 15 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 4.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023 | Boring Completed: 08-15-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-7

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5888° Longitude: -81.5480° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		1.0 **POORLY GRADED SAND WITH SILT (SP-SM)**, dark brown					0	17.2		11
2		**SILTY SAND (SM)**, grayish brown to brown	5 10	▽						
		15.0 ***Boring Terminated at 15 Feet***	15							

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Mud Rotary

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 4.4 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-15-2023 | Boring Completed: 08-15-2023

Drill Rig: D-50 | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-8

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

LOCATION See Exploration Plan

Latitude: 28.5866° Longitude: -81.5480°

MODEL LAYER	GRAPHIC LOG	DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown		▽			5	9.1		6
		4.5								
2		**SILTY SAND (SM)**, grayish brown to light brown	5							
		6.0								
		Boring Terminated at 6 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 4.0 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-17-2023 | Boring Completed: 08-17-2023

Drill Rig: Hand Auger | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. S-9

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5864° Longitude: -81.5469° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
		POORLY GRADED SAND (SP), gray to brown								
		2.0								
1		**POORLY GRADED SAND WITH SILT (SP-SM)**, brown to dark brown					0	21.4		9
			5	▽						
		7.0								
		Boring Terminated at 7 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

▽ *Groundwater encountered at a depth of about 6.4 ft.*

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-17-2023 | Boring Completed: 08-17-2023

Drill Rig: Hand Auger | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

BORING LOG NO. W-1

PROJECT: Ocoee RSC

CLIENT: Kimley-Horn and Associates Inc
Orlando, FL

SITE: 2290 E Fuller Cross Road
Ocoee, FL

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 28.5842° Longitude: -81.5474° DEPTH	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	FIELD TEST RESULTS	PERMEABILITY (ft/day)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
1		**POORLY GRADED SAND (SP)**, light brown to grayish brown								
		5.0	5							
		POORLY GRADED SAND WITH SILT (SP-SM), dark brown 6.0								
		Boring Terminated at 6 Feet								

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
Hand Auger

Abandonment Method:
Boring backfilled with bentonite chips upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were not determined.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered to a depth of about 6 ft.

Terracon
1675 Lee Rd
Winter Park, FL

Boring Started: 08-17-2023 | Boring Completed: 08-17-2023

Drill Rig: Hand Auger | Driller: J. Rodriguez

Project No.: H1235192

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL H1235192 OCOEE RSC.GPJ TERRACON_DATATEMPLATE.GDT 9/7/23

TABLE 1
SUMMARY OF STORMWATER AREA BORINGS AND LABORATORY TESTING RESULTS
Project Name: Ocoee RSC
OCOEE, ORANGE COUNTY, FLORIDA
TERRACON PROJECT NO. H1235192

Boring Number	Sample Depth (feet)	Observed GWT[1]	Estimated SHGWT [2]	Base of Aquifer	Porosity (%)	Measured Mean Saturated Permeability (Km, ft/day)	Theoretical HorizontalSaturated Permeability (Kh, ft/day)	Theoretical Vertical Unsaturated Permeability (Kv, ft/day)
		Depth Below Ground Surface (feet)	Depth Below Ground Surface (feet)	Depth to Top of Aquifer				
S-1	0.0	4.1	2	5.0	30	11	13	6
S-2	0.0	0.8	0	3.5	25	11	13	6
S-3	0.0	7.5	3	0.0	25	5	6	3
S-4	2.3	5.7	3	6.5	30	16	20	9
S-5	0.0	4.2	0	0.0	25	0	0	0
S-6	0.0	4	1	1.0	25	0	0	0
S-7	0.0	4.4	1	1.0	25	0	0	0
S-8	1.0	4	2	4.5	30	5	6	3
S-9	2.0	6.4	2	7.0	25	0	0	0

(1) "Groundwater Not Encountered" to the specified depth.
(2)Seasonal high Groundwater table depth is based in the Soil Survey of Orange County, Florida published by the USDA/NRCS.

Supporting Information

Contents:

General Notes
Unified Soil Classification System

Note: All attachments are one page unless noted above.

GENERAL NOTES

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

SAMPLING

- Auger Cuttings
- Rock Core
- Grab Sample
- No Recovery
- Shelby Tube
- Standard Penetration Test

WATER LEVEL

- **Water Initially Encountered**
- **Water Level After a Specified Period of Time**
- **Water Level After a Specified Period of Time**

Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.

FIELD TESTS

(HP)	**Hand Penetrometer**
(T)	**Torvane**
(DCP)	**Dynamic Cone Penetrometer**
(PID)	**Photo-Ionization Detector**
(OVA)	**Organic Vapor Analyzer**

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification is based on the Unified Soil Classification System. Coarse Grained Soils have more than 50% of their dry weight retained on a #200 sieve; their principal descriptors are: boulders, cobbles, gravel or sand. Fine Grained Soils have less than 50% of their dry weight retained on a #200 sieve; they are principally described as clays if they are plastic, and silts if they are slightly plastic or non-plastic. Major constituents may be added as modifiers and minor constituents may be added according to the relative proportions based on grain size. In addition to gradation, coarse-grained soils are defined on the basis of their in-place relative density and fine-grained soils on the basis of their consistency.

LOCATION AND ELEVATION NOTES

Unless otherwise noted, Latitude and Longitude are approximately determined using a hand-held GPS device. The accuracy of such devices is variable. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance		CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance		
Descriptive Term (Density)	**Automatic Hammer SPT N-Value (Blows/Ft.)**	**Descriptive Term (Consistency)**	**Unconfined Compressive Strength Qu, (psf)**	**Automatic Hammer SPT N-Value (Blows/Ft.)**
Very Loose	< 3	Very Soft	less than 500	< 1
Loose	3 - 8	Soft	500 to 1,000	1 - 3
Medium Dense	8 - 24	Medium Stiff	1,000 to 2,000	3 - 6
Dense	24 - 40	Stiff	2,000 to 4,000	6 - 12
Very Dense	> 40	Very Stiff	4,000 to 8,000	12 - 24
		Hard	> 8,000	> 24

RELATIVE PROPORTIONS OF SAND AND GRAVEL

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 15
With	15 - 29
Modifier	> 30

GRAIN SIZE TERMINOLOGY

Major Component of Sample	Particle Size
Boulders	Over 12 in. (300 mm)
Cobbles	12 in. to 3 in. (300mm to 75mm)
Gravel	3 in. to #4 sieve (75mm to 4.75 mm)
Sand	#4 to #200 sieve (4.75mm to 0.075mm
Silt or Clay	Passing #200 sieve (0.075mm)

RELATIVE PROPORTIONS OF FINES

Descriptive Term(s) of other constituents	Percent of Dry Weight
Trace	< 5
With	5 - 12
Modifier	> 12

PLASTICITY DESCRIPTION

Term	Plasticity Index
Non-plastic	0
Low	1 - 10
Medium	11 - 30
High	> 30

Unified Soil Classification System

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]				Soil Classification	
				Group Symbol	Group Name [B]
Coarse-Grained Soils: More than 50% retained on No. 4 sieve	Gravels: More than 50% of coarse fraction retained on No. 4 sieve	Clean Gravels: Less than 5% fines [C]	Cu≥4 and 1≤Cc≤3 [E]	GW	Well-graded gravel [F]
			Cu<4 and/or [Cc<1 or Cc>3.0] [E]	GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH	GM	Silty gravel [F, G, H]
			Fines classify as CL or CH	GC	Clayey gravel [F, G, H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	Clean Sands: Less than 5% fines [D]	Cu≥6 and 1≤Cc≤3 [E]	SW	Well-graded sand [I]
			Cu<6 and/or [Cc<1 or Cc>3.0] [E]	SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH	SM	Silty sand [G, H, I]
			Fines classify as CL or CH	SC	Clayey sand [G, H, I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	Silts and Clays: Liquid limit less than 50	Inorganic:	PI > 7 and plots above "A" line [J]	CL	Lean clay [K, L, M]
			PI < 4 or plots below "A" line [J]	ML	Silt [K, L, M]
		Organic:	$\frac{LL\ oven\ dried}{LL\ not\ dried}$ < 0.75	OL	Organic clay [K, L, M, N]
					Organic silt [K, L, M, O]
	Silts and Clays: Liquid limit 50 or more	Inorganic:	PI plots on or above "A" line	CH	Fat clay [K, L, M]
			PI plots below "A" line	MH	Elastic silt [K, L, M]
		Organic:	$\frac{LL\ oven\ dried}{LL\ not\ dried}$ < 0.75	OH	Organic clay [K, L, M, P]
					Organic silt [K, L, M, Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor			PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve.
[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.
[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.
[E] $Cu = D_{60}/D_{10}$ $Cc = \frac{(D_{30})^2}{D_{10} \times D_{60}}$
[F] If soil contains ≥ 15% sand, add "with sand" to group name.
[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.
[H] If fines are organic, add "with organic fines" to group name.
[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.
[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.
[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.
[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.
[N] PI ≥ 4 and plots on or above "A" line.
[O] PI < 4 or plots below "A" line.
[P] PI plots on or above "A" line.
[Q] PI plots below "A" line.

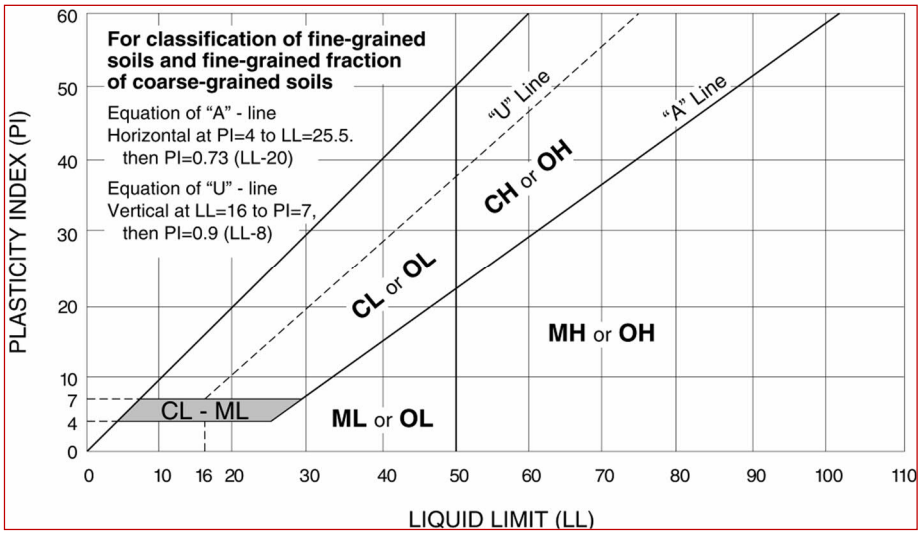

Exhibit 23 - Socio-Economic Data (Summary Tables)

2020 Census Profile

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2010		2020		2023		Annual Rate		
	Number	Percent	Number	Percent	Number	Percent	2000-2020	2010-2020	2020-2023
Total Population	11,442	100.0%	14,074	100.0%	14,703	100.0%	2.18%	2.09%	1.35%
Household Population	11,413	99.7%	14,068	100.0%	14,697	100.0%	2.20%	2.11%	1.35%
Group Quarters	29	0.3%	6	0.0%	6	0.0%	-8.44%	-14.58%	0.00%
Population Density	1,907.0	-	2,387.9	-	2,494.6	-			
Total Housing Units	3,931	100.0%	4,672	100.0%	4,940	100.0%	2.12%	1.74%	1.73%
Total Households	3,611	91.9%	4,465	95.6%	4,754	96.2%	2.17%	2.15%	1.95%
Total Vacant	320	8.1%	176	3.8%	186	3.8%	0.32%	-5.80%	7.65%
Average Household Size	3.16	-	3.15	-	3.09	-	-		-

Population by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	14,074	100.0%	8,705	61.9%	5,369	38.1%
Population Reporting One Race	11,732	83.4%	8,113	57.6%	3,619	25.7%
White	6,409	45.5%	5,392	38.3%	1,017	7.2%
Black	2,022	14.4%	1,962	13.9%	59	0.4%
American Indian	129	0.9%	39	0.3%	90	0.6%
Asian	567	4.0%	556	4.0%	11	0.1%
Pacific Islander	15	0.1%	11	0.1%	4	0.0%
Some Other Race	2,590	18.4%	154	1.1%	2,436	17.3%
Population Reporting Two or More Races	2,342	16.6%	592	4.2%	1,750	12.4%
Diversity Index	84.6	-		-	-	-

Population 18+ by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	10,481	74.5%	6,798	78.1%	3,683	68.6%
Population Reporting One Race	8,837	62.8%	6,405	73.6%	2,432	45.3%
White	5,063	36.0%	4,415	50.7%	648	12.1%
Black	1,447	10.3%	1,414	16.2%	33	0.6%
American Indian	101	0.7%	33	0.4%	67	1.2%
Asian	447	3.2%	439	5.0%	8	0.1%
Pacific Islander	12	0.1%	8	0.1%	4	0.1%
Some Other Race	1,767	12.6%	96	1.1%	1,671	31.1%
Population Reporting Two or More Races	1,644	11.7%	392	4.5%	1,252	23.3%

Population <18 by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	3,593	25.5%	1,907	21.9%	1,686	31.4%
Population Reporting One Race	2,895	20.6%	1,708	19.6%	1,187	22.1%
White	1,346	9.6%	976	11.2%	369	6.9%
Black	575	4.1%	548	6.3%	26	0.5%
American Indian	28	0.2%	5	0.1%	23	0.4%
Asian	120	0.9%	117	1.3%	4	0.1%
Pacific Islander	3	0.0%	3	0.0%	0	0.0%
Some Other Race	822	5.8%	58	0.7%	765	14.2%
Population Reporting Two or More Races	698	5.0%	200	2.3%	498	9.3%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 07, 2024

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2020 Census Profile

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

Group Quarters Population	2020	
	Number	Percent
Total	6	0.0%
Institutionalized population	0	0.0%
Correctional facilities for adults	0	0.0%
Juvenile facilities	0	0.0%
Nursing facilities/Skilled-nursing	0	0.0%
Other institutional facilities	0	0.0%
Noninstitutionalized population	6	0.0%
College/University student housing	0	0.0%
Military Quarters	0	0.0%
Other noninstitutional	6	0.0%

Population by Sex	2020	
	Number	Percent
Male	7,085	50.3%
Female	6,989	49.7%

Population by Age	2020	
	Number	Percent
Total	14,074	**100%**
Age 0-4	868	6.2%
Age 5-9	997	7.1%
Age 10-14	1,093	7.8%
Age 15-19	1,049	7.5%
Age 20-24	952	6.8%
Age 25-29	916	6.5%
Age 30-34	1,069	7.6%
Age 35-39	1,017	7.2%
Age 40-44	1,007	7.2%
Age 45-49	901	6.4%
Age 50-54	904	6.4%
Age 55-59	872	6.2%
Age 60-64	789	5.6%
Age 65-69	631	4.5%
Age 70-74	419	3.0%
Age 75-79	295	2.1%
Age 80-84	152	1.1%
Age 85+	144	1.0%
Age 18+	10,481	74.5%
Age 65+	1,641	11.7%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).
Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 07, 2024

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2020 Census Profile

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

Households by Type	2020	
	Number	Percent
Total	4,465	100%
Married Couple Households	2,430	54.4%
With Own Children <18	1,055	23.6%
Without Own Children <18	1,375	30.8%
Cohabitating Couple Households	320	7.2%
With Own Children <18	147	3.3%
Without Own Children <18	173	3.9%
Male Householder, No Spouse/Partner	706	15.8%
Living Alone	310	6.9%
65 Years and over	87	1.9%
With Own Children <18	102	2.3%
Without Own Children <18, With Relatives	189	4.2%
No Relatives Present	104	2.3%
Female Householder, No Spouse/Partner	1,009	22.6%
Living Alone	337	7.5%
65 Years and over	145	3.2%
With Own Children <18	252	5.6%
Without Own Children <18, With Relatives	361	8.1%
No Relatives Present	59	1.3%

Households by Size	2020	
	Number	Percent
Total	4,465	100%
1 Person Household	646	14.5%
2 Person Household	1,278	28.6%
3 Person Household	900	20.2%
4 Person Household	866	19.4%
5 Person Household	416	9.3%
6 Person Household	216	4.8%
7+ Person Household	142	3.2%

Population by Relationship	2020	
	Number	Percent
Total	14,074	100%
In Households	14,068	100.0%
Householder	4,398	31.3%
Opposite-Sex Spouse	2,371	16.9%
Same-Sex Spouse	36	0.3%
Opposite-Sex Unmarried Partner	287	2.0%
Same-Sex Unmarried Partner	19	0.1%
Biological Child	4,397	31.3%
Adopted Child	73	0.5%
Stepchild	195	1.4%
Grandchild	492	3.5%
Brother or Sister	241	1.7%
Parent	261	1.9%
Parent-in-law	89	0.6%
Son-in-law or Daughter-in-law	111	0.8%
Other Relatives	410	2.9%
Foster Child	12	0.1%
Other Nonrelatives	675	4.8%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 07, 2024

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2020 Census Profile

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

Households by Age of Householder	2020	
	Number	Percent
Total	4,465	100%
Householder Age 15-24	109	2.4%
Householder Age 25-34	653	14.6%
Householder Age 35-44	937	21.0%
Householder Age 45-54	955	21.4%
Householder Age 55-59	461	10.3%
Householder Age 60-64	454	10.2%
Householder Age 65-74	560	12.5%
Householder Age 75-84	256	5.7%
Householder Age 85+	82	1.8%

Family Households by Race of Householder	2020	
	Number	Percent
Total	3,514	100%
Householder is White Alone	1,736	38.9%
Householder is Black Alone	544	12.2%
Householder is American Indian Alone	21	0.5%
Householder is Asian Alone	155	3.5%
Householder is Pacific Islander Alone	4	0.1%
Householder is Some Other Race Alone	545	12.2%
Householder is Two or More Races	510	11.4%
Households with Hispanic Householder	1,128	25.3%

Nonfamily Households by Race of Householder	2020	
	Number	Percent
Total	951	100%
Householder is White Alone	633	14.2%
Householder is Black Alone	103	2.3%
Householder is American Indian Alone	2	0.0%
Householder is Asian Alone	18	0.4%
Householder is Pacific Islander Alone	1	0.0%
Householder is Some Other Race Alone	82	1.8%
Householder is Two or More Races	113	2.5%
Households with Hispanic Householder	195	4.4%

Total Housing Units by Occupancy	2020	
	Number	Percent
Total	4,672	100%
Occupied Housing Units	4,465	95.6%
Vacant Housing Units	176	3.8%
For Rent	50	28.4%
Rented, not Occupied	4	2.3%
For Sale Only	33	18.8%
Sold, not Occupied	27	15.3%
For Seasonal/Recreational/Occasional Use	11	6.2%
For Migrant Workers	0	0.0%
Other Vacant	51	29.0%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 07, 2024

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2020 Census Profile

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

Owner-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	3,181	100%
Householder is White Alone	1,828	57.5%
Householder is Black Alone	482	15.2%
Householder is American Indian Alone	12	0.4%
Householder is Asian Alone	147	4.6%
Householder is Pacific Islander Alone	4	0.1%
Householder is Some Other Race Alone	291	9.1%
Householder is Two or More Races	417	13.1%
Hispanic Householder	710	22.3%

Renter-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	1,284	100%
Householder is White Alone	541	42.1%
Householder is Black Alone	165	12.9%
Householder is American Indian Alone	12	0.9%
Householder is Asian Alone	25	1.9%
Householder is Pacific Islander Alone	1	0.1%
Householder is Some Other Race Alone	336	26.2%
Householder is Two or More Races	205	16.0%
Hispanic Householder	612	47.7%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).
Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 07, 2024

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2020 Census Profile

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2010		2020		2023		Annual Rate		
	Number	Percent	Number	Percent	Number	Percent	2000-2020	2010-2020	2020-2023
Total Population	145,853	100.0%	173,630	100.0%	178,854	100.0%	2.25%	1.76%	0.92%
Household Population	144,959	99.4%	172,540	99.4%	177,764	99.4%	2.27%	1.76%	0.92%
Group Quarters	895	0.6%	1,090	0.6%	1,090	0.6%	-0.27%	1.99%	0.00%
Population Density	1,602.8	-	1,908.0	-	1,965.4	-			
Total Housing Units	54,886	100.0%	62,076	100.0%	63,714	100.0%	2.24%	1.24%	0.80%
Total Households	49,434	90.1%	58,909	94.9%	60,959	95.7%	2.26%	1.77%	1.06%
Total Vacant	5,452	9.9%	3,148	5.1%	2,755	4.3%	1.94%	-5.34%	-16.29%
Average Household Size	2.93	-	2.93	-	2.92	-	-		-

Population by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	173,630	100.0%	135,910	78.3%	37,720	21.7%
Population Reporting One Race	150,899	86.9%	127,755	73.6%	23,144	13.3%
White	64,500	37.1%	57,131	32.9%	7,369	4.2%
Black	60,131	34.6%	58,598	33.7%	1,533	0.9%
American Indian	743	0.4%	352	0.2%	391	0.2%
Asian	9,026	5.2%	8,920	5.1%	106	0.1%
Pacific Islander	144	0.1%	109	0.1%	35	0.0%
Some Other Race	16,355	9.4%	2,644	1.5%	13,710	7.9%
Population Reporting Two or More Races	22,731	13.1%	8,155	4.7%	14,576	8.4%
Diversity Index	81.1	-		-	-	-

Population 18+ by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	131,505	75.7%	104,766	77.1%	26,738	70.9%
Population Reporting One Race	115,347	66.4%	99,206	73.0%	16,142	42.8%
White	51,806	29.8%	46,829	34.5%	4,977	13.2%
Black	43,692	25.2%	42,798	31.5%	894	2.4%
American Indian	586	0.3%	278	0.2%	308	0.8%
Asian	7,291	4.2%	7,223	5.3%	68	0.2%
Pacific Islander	110	0.1%	80	0.1%	30	0.1%
Some Other Race	11,863	6.8%	1,997	1.5%	9,865	26.2%
Population Reporting Two or More Races	16,157	9.3%	5,561	4.1%	10,596	28.1%

Population <18 by Race	2020 Total		2020 Non-Hispanic		2020 Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	42,125	24.3%	31,144	22.9%	10,982	29.1%
Population Reporting One Race	35,552	20.5%	28,549	21.0%	7,003	18.6%
White	12,694	7.3%	10,302	7.6%	2,392	6.3%
Black	16,439	9.5%	15,799	11.6%	640	1.7%
American Indian	158	0.1%	74	0.1%	83	0.2%
Asian	1,735	1.0%	1,697	1.2%	38	0.1%
Pacific Islander	34	0.0%	29	0.0%	5	0.0%
Some Other Race	4,492	2.6%	647	0.5%	3,845	10.2%
Population Reporting Two or More Races	6,574	3.8%	2,595	1.9%	3,979	10.5%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 04, 2024

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2020 Census Profile

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Group Quarters Population	2020	
	Number	Percent
Total	1,090	0.6%
Institutionalized population	859	0.5%
Correctional facilities for adults	81	0.0%
Juvenile facilities	30	0.0%
Nursing facilities/Skilled-nursing	748	0.4%
Other institutional facilities	0	0.0%
Noninstitutionalized population	231	0.1%
College/University student housing	0	0.0%
Military Quarters	0	0.0%
Other noninstitutional	231	0.1%

Population by Sex	2020	
	Number	Percent
Male	83,609	48.2%
Female	90,021	51.8%

Population by Age	2020	
	Number	Percent
Total	173,630	**100%**
Age 0-4	10,328	5.9%
Age 5-9	11,397	6.6%
Age 10-14	12,639	7.3%
Age 15-19	12,594	7.3%
Age 20-24	10,947	6.3%
Age 25-29	11,108	6.4%
Age 30-34	11,824	6.8%
Age 35-39	12,183	7.0%
Age 40-44	11,924	6.9%
Age 45-49	11,819	6.8%
Age 50-54	11,996	6.9%
Age 55-59	11,720	6.7%
Age 60-64	10,393	6.0%
Age 65-69	8,108	4.7%
Age 70-74	6,041	3.5%
Age 75-79	3,914	2.3%
Age 80-84	2,403	1.4%
Age 85+	2,293	1.3%
Age 18+	131,505	75.7%
Age 65+	22,759	13.1%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

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Households by Type	2020	
	Number	Percent
Total	58,909	100%
Married Couple Households	28,940	49.1%
With Own Children <18	12,160	20.6%
Without Own Children <18	16,780	28.5%
Cohabitating Couple Households	3,800	6.5%
With Own Children <18	1,470	2.5%
Without Own Children <18	2,330	4.0%
Male Householder, No Spouse/Partner	9,324	15.8%
Living Alone	4,918	8.3%
65 Years and over	1,282	2.2%
With Own Children <18	1,221	2.1%
Without Own Children <18, With Relatives	2,097	3.6%
No Relatives Present	1,088	1.8%
Female Householder, No Spouse/Partner	16,845	28.6%
Living Alone	6,263	10.6%
65 Years and over	2,693	4.6%
With Own Children <18	4,329	7.3%
Without Own Children <18, With Relatives	5,436	9.2%
No Relatives Present	817	1.4%

Households by Size	2020	
	Number	Percent
Total	58,909	100%
1 Person Household	11,181	19.0%
2 Person Household	17,262	29.3%
3 Person Household	11,380	19.3%
4 Person Household	9,935	16.9%
5 Person Household	5,160	8.8%
6 Person Household	2,413	4.1%
7+ Person Household	1,577	2.7%

Population by Relationship	2020	
	Number	Percent
Total	173,630	100%
In Households	172,540	99.4%
Householder	59,055	34.2%
Opposite-Sex Spouse	28,585	16.6%
Same-Sex Spouse	421	0.2%
Opposite-Sex Unmarried Partner	3,533	2.0%
Same-Sex Unmarried Partner	251	0.1%
Biological Child	52,725	30.6%
Adopted Child	910	0.5%
Stepchild	2,243	1.3%
Grandchild	5,573	3.2%
Brother or Sister	3,019	1.7%
Parent	3,483	2.0%
Parent-in-law	878	0.5%
Son-in-law or Daughter-in-law	978	0.6%
Other Relatives	4,138	2.4%
Foster Child	134	0.1%
Other Nonrelatives	6,613	3.8%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

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Households by Age of Householder	2020	
	Number	Percent
Total	58,909	100%
Householder Age 15-24	1,466	2.5%
Householder Age 25-34	8,287	14.1%
Householder Age 35-44	11,827	20.1%
Householder Age 45-54	12,595	21.4%
Householder Age 55-59	6,385	10.8%
Householder Age 60-64	5,781	9.8%
Householder Age 65-74	7,980	13.5%
Householder Age 75-84	3,462	5.9%
Householder Age 85+	1,128	1.9%

Family Households by Race of Householder	2020	
	Number	Percent
Total	43,949	100%
Householder is White Alone	17,829	30.3%
Householder is Black Alone	14,484	24.6%
Householder is American Indian Alone	194	0.3%
Householder is Asian Alone	2,279	3.9%
Householder is Pacific Islander Alone	35	0.1%
Householder is Some Other Race Alone	3,761	6.4%
Householder is Two or More Races	5,367	9.1%
Households with Hispanic Householder	8,767	14.9%

Nonfamily Households by Race of Householder	2020	
	Number	Percent
Total	14,960	100%
Householder is White Alone	7,497	12.7%
Householder is Black Alone	4,479	7.6%
Householder is American Indian Alone	39	0.1%
Householder is Asian Alone	533	0.9%
Householder is Pacific Islander Alone	13	0.0%
Householder is Some Other Race Alone	921	1.6%
Householder is Two or More Races	1,478	2.5%
Households with Hispanic Householder	2,200	3.7%

Total Housing Units by Occupancy	2020	
	Number	Percent
Total	62,076	100%
Occupied Housing Units	58,909	94.9%
Vacant Housing Units	3,148	5.1%
For Rent	1,287	40.9%
Rented, not Occupied	122	3.9%
For Sale Only	553	17.6%
Sold, not Occupied	243	7.7%
For Seasonal/Recreational/Occasional Use	411	13.1%
For Migrant Workers	5	0.2%
Other Vacant	527	16.7%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

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Owner-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	38,987	100%
Householder is White Alone	18,800	48.2%
Householder is Black Alone	10,901	28.0%
Householder is American Indian Alone	140	0.4%
Householder is Asian Alone	2,308	5.9%
Householder is Pacific Islander Alone	25	0.1%
Householder is Some Other Race Alone	2,450	6.3%
Householder is Two or More Races	4,363	11.2%
Hispanic Householder	6,082	15.6%

Renter-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	19,922	100%
Householder is White Alone	6,526	32.8%
Householder is Black Alone	8,063	40.5%
Householder is American Indian Alone	92	0.5%
Householder is Asian Alone	504	2.5%
Householder is Pacific Islander Alone	22	0.1%
Householder is Some Other Race Alone	2,233	11.2%
Householder is Two or More Races	2,482	12.5%
Hispanic Householder	4,885	24.5%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

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2020 Census Profile

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

	2010		2020		2023		Annual Rate		
	Number	Percent	Number	Percent	Number	Percent	2000-2020	2010-2020	2020-2023
Total Population	1,145,956	100.0%	1,429,908	100.0%	1,497,941	100.0%	2.36%	2.24%	1.44%
Household Population	1,112,252	97.1%	1,393,347	97.4%	1,461,380	97.6%	2.34%	2.28%	1.48%
Group Quarters	33,704	2.9%	36,561	2.6%	36,561	2.4%	3.37%	0.82%	0.00%
Population Density	1,269.1	-	1,582.8	-	1,658.1	-			
Total Housing Units	487,839	100.0%	561,851	100.0%	588,018	100.0%	2.23%	1.42%	1.41%
Total Households	421,847	86.5%	519,437	92.5%	547,159	93.1%	2.20%	2.10%	1.61%
Total Vacant	65,992	13.5%	42,414	7.5%	40,859	6.9%	2.67%	-4.32%	-1.14%
Average Household Size	2.64	-	2.68	-	2.67	-	-		-

Population by Race	2020 Total		Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	1,429,908	100.0%	956,883	66.9%	473,025	33.1%
Population Reporting One Race	1,164,813	81.5%	891,192	62.3%	273,621	19.1%
White	629,789	44.0%	531,362	37.2%	98,427	6.9%
Black	277,027	19.4%	263,624	18.4%	13,403	0.9%
American Indian	6,328	0.4%	2,207	0.2%	4,121	0.3%
Asian	78,348	5.5%	76,870	5.4%	1,478	0.1%
Pacific Islander	1,417	0.1%	1,114	0.1%	303	0.0%
Some Other Race	171,904	12.0%	16,015	1.1%	155,889	10.9%
Population Reporting Two or More Races	265,095	18.5%	65,691	4.6%	199,404	13.9%
Diversity Index	84.2	-		-	-	-

Population 18+ by Race	2020 Total		Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	1,115,798	78.0%	762,435	79.7%	353,363	74.7%
Population Reporting One Race	919,818	64.3%	717,314	75.0%	202,504	42.8%
White	516,466	36.1%	444,821	46.5%	71,645	15.1%
Black	204,357	14.3%	196,009	20.5%	8,348	1.8%
American Indian	5,018	0.4%	1,769	0.2%	3,249	0.7%
Asian	63,193	4.4%	62,245	6.5%	948	0.2%
Pacific Islander	1,134	0.1%	925	0.1%	209	0.0%
Some Other Race	129,650	9.1%	11,545	1.2%	118,105	25.0%
Population Reporting Two or More Races	195,980	13.7%	45,121	4.7%	150,859	31.9%

Population <18 by Race	2020 Total		Non-Hispanic		Hispanic	
	Number	Percent	Number	Percent	Number	Percent
Total	314,110	22.0%	194,448	20.3%	119,662	25.3%
Population Reporting One Race	244,995	17.1%	173,878	18.2%	71,117	15.0%
White	113,323	7.9%	86,541	9.0%	26,782	5.7%
Black	72,670	5.1%	67,615	7.1%	5,055	1.1%
American Indian	1,310	0.1%	438	0.0%	872	0.2%
Asian	15,155	1.1%	14,625	1.5%	530	0.1%
Pacific Islander	283	0.0%	189	0.0%	94	0.0%
Some Other Race	42,254	3.0%	4,470	0.5%	37,784	8.0%
Population Reporting Two or More Races	69,115	4.8%	20,570	2.1%	48,545	10.3%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Source: U.S. Census Bureau. U.S. Census Bureau 2020 decennial Census data.

April 23, 2024

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2020 Census Profile

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

Group Quarters Population	2020	
	Number	Percent
Total	36,561	2.6%
Institutionalized population	10,249	0.7%
Correctional facilities for adults	4,685	0.3%
Juvenile facilities	303	0.0%
Nursing facilities/Skilled-nursing	5,078	0.4%
Other institutional facilities	183	0.0%
Noninstitutionalized population	26,312	1.8%
College/University student housing	22,616	1.6%
Military Quarters	0	0.0%
Other noninstitutional	3,696	0.3%

Population by Sex	2020	
	Number	Percent
Male	696,512	48.7%
Female	733,396	51.3%

Population by Age	2020	
	Number	Percent
Total	1,429,908	**100%**
Age 0-4	77,243	5.4%
Age 5-9	87,290	6.1%
Age 10-14	93,673	6.6%
Age 15-19	108,924	7.6%
Age 20-24	113,229	7.9%
Age 25-29	113,367	7.9%
Age 30-34	108,437	7.6%
Age 35-39	103,859	7.3%
Age 40-44	98,787	6.9%
Age 45-49	93,955	6.6%
Age 50-54	89,817	6.3%
Age 55-59	87,668	6.1%
Age 60-64	76,304	5.3%
Age 65-69	60,853	4.3%
Age 70-74	47,837	3.3%
Age 75-79	30,625	2.1%
Age 80-84	19,240	1.3%
Age 85+	18,800	1.3%
Age 18+	1,115,798	78.0%
Age 65+	177,355	12.4%

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2020 Census Profile

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

Households by Type	2020	
	Number	Percent
Total	519,437	100%
Married Couple Households	229,102	44.1%
With Own Children <18	97,479	18.8%
Without Own Children <18	131,623	25.3%
Cohabitating Couple Households	42,363	8.2%
With Own Children <18	12,966	2.5%
Without Own Children <18	29,397	5.7%
Male Householder, No Spouse/Partner	99,486	19.2%
Living Alone	58,017	11.2%
65 Years and over	11,922	2.3%
With Own Children <18	9,416	1.8%
Without Own Children <18, With Relatives	17,557	3.4%
No Relatives Present	14,496	2.8%
Female Householder, No Spouse/Partner	148,486	28.6%
Living Alone	64,347	12.4%
65 Years and over	23,779	4.6%
With Own Children <18	33,083	6.4%
Without Own Children <18, With Relatives	40,239	7.7%
No Relatives Present	10,817	2.1%

Households by Size	2020	
	Number	Percent
Total	519,437	100%
1 Person Household	122,364	23.6%
2 Person Household	162,301	31.2%
3 Person Household	94,638	18.2%
4 Person Household	80,482	15.5%
5 Person Household	36,285	7.0%
6 Person Household	14,605	2.8%
7+ Person Household	8,762	1.7%

Population by Relationship	2020	
	Number	Percent
Total	1,429,908	100%
In Households	1,393,347	97.4%
Householder	519,482	37.3%
Opposite-Sex Spouse	224,647	16.1%
Same-Sex Spouse	4,480	0.3%
Opposite-Sex Unmarried Partner	38,712	2.8%
Same-Sex Unmarried Partner	3,653	0.3%
Biological Child	386,035	27.7%
Adopted Child	6,525	0.5%
Stepchild	16,675	1.2%
Grandchild	33,882	2.4%
Brother or Sister	22,114	1.6%
Parent	27,478	2.0%
Parent-in-law	6,845	0.5%
Son-in-law or Daughter-in-law	6,715	0.5%
Other Relatives	27,035	1.9%
Foster Child	743	0.1%
Other Nonrelatives	68,326	4.9%

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Households by Age of Householder	2020	
	Number	Percent
Total	519,437	100%
Householder Age 15-24	28,087	5.4%
Householder Age 25-34	94,641	18.2%
Householder Age 35-44	104,110	20.0%
Householder Age 45-54	100,096	19.3%
Householder Age 55-59	48,907	9.4%
Householder Age 60-64	43,227	8.3%
Householder Age 65-74	62,519	12.0%
Householder Age 75-84	28,251	5.4%
Householder Age 85+	9,599	1.8%

Family Households by Race of Householder	2020	
	Number	Percent
Total	346,473	100%
Householder is White Alone	157,863	30.4%
Householder is Black Alone	64,331	12.4%
Householder is American Indian Alone	1,545	0.3%
Householder is Asian Alone	19,336	3.7%
Householder is Pacific Islander Alone	268	0.1%
Householder is Some Other Race Alone	40,408	7.8%
Householder is Two or More Races	62,722	12.1%
Households with Hispanic Householder	112,152	21.6%

Nonfamily Households by Race of Householder	2020	
	Number	Percent
Total	172,964	100%
Householder is White Alone	99,024	19.1%
Householder is Black Alone	29,861	5.7%
Householder is American Indian Alone	683	0.1%
Householder is Asian Alone	6,714	1.3%
Householder is Pacific Islander Alone	167	0.0%
Householder is Some Other Race Alone	13,441	2.6%
Householder is Two or More Races	23,074	4.4%
Households with Hispanic Householder	40,142	7.7%

Total Housing Units by Occupancy	2020	
	Number	Percent
Total	561,851	100%
Occupied Housing Units	519,437	92.5%
Vacant Housing Units	42,414	7.5%
For Rent	20,963	49.4%
Rented, not Occupied	1,445	3.4%
For Sale Only	5,006	11.8%
Sold, not Occupied	1,651	3.9%
For Seasonal/Recreational/Occasional Use	7,543	17.8%
For Migrant Workers	27	0.1%
Other Vacant	5,779	13.6%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

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Owner-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	279,246	100%
Householder is White Alone	159,248	57.0%
Householder is Black Alone	38,675	13.8%
Householder is American Indian Alone	961	0.3%
Householder is Asian Alone	17,679	6.3%
Householder is Pacific Islander Alone	187	0.1%
Householder is Some Other Race Alone	21,163	7.6%
Householder is Two or More Races	41,333	14.8%
Hispanic Householder	66,616	23.9%

Renter-Occupied Housing Units by Race of Householder	2020	
	Number	Percent
Total	240,191	100%
Householder is White Alone	97,639	40.7%
Householder is Black Alone	55,517	23.1%
Householder is American Indian Alone	1,267	0.5%
Householder is Asian Alone	8,371	3.5%
Householder is Pacific Islander Alone	248	0.1%
Householder is Some Other Race Alone	32,686	13.6%
Householder is Two or More Races	44,463	18.5%
Hispanic Householder	85,678	35.7%

Data Note: Hispanic population can be of any race. Population density is measured in square miles. Esri's Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	190,855		7,219	
Total Households	57,766		1,847	
Total Housing Units	62,423		1,911	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	37,497	100.0%	1,351	
Housing units with a mortgage/contract to purchase/similar debt	26,705	71.2%	1,234	
No Second Mortgage and No Home Equity Loan	23,754	63.3%	1,195	
Multiple Mortgages	2,452	6.5%	328	
Second mortgage and Home Equity Loan	45	0.1%	41	
Only Home Equity Loan	1,954	5.2%	294	
Only Second Mortgage	454	1.2%	142	
Home Equity Loan without Primary Mortgage	499	1.3%	253	
Housing units without a mortgage	10,793	28.8%	821	
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	N/A		N/A	
Housing units without a mortgage	N/A		N/A	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS				
Total	37,497	100.0%	1,351	
With a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	1,602	4.3%	267	
10.0 to 14.9 percent	3,986	10.6%	537	
15.0 to 19.9 percent	5,090	13.6%	572	
20.0 to 24.9 percent	4,069	10.9%	493	
25.0 to 29.9 percent	2,652	7.1%	380	
30.0 to 34.9 percent	2,003	5.3%	366	
35.0 to 39.9 percent	1,262	3.4%	293	
40.0 to 49.9 percent	1,577	4.2%	341	
50.0 percent or more	4,166	11.1%	672	
Not computed	298	0.8%	96	
Without a mortgage: Monthly owner costs as a percentage of household income in past 12 months				
Less than 10.0 percent	5,260	14.0%	613	
10.0 to 14.9 percent	1,864	5.0%	337	
15.0 to 19.9 percent	1,081	2.9%	270	
20.0 to 24.9 percent	661	1.8%	199	
25.0 to 29.9 percent	473	1.3%	202	
30.0 to 34.9 percent	147	0.4%	100	
35.0 to 39.9 percent	179	0.5%	99	
40.0 to 49.9 percent	445	1.2%	202	
50.0 percent or more	540	1.4%	180	
Not computed	142	0.4%	123	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	20,269	100.0%	1,426	
With cash rent	19,412	95.8%	1,298	
Less than $100	27	0.1%	41	
$100 to $149	120	0.6%	57	
$150 to $199	109	0.5%	65	
$200 to $249	45	0.2%	39	
$250 to $299	19	0.1%	37	
$300 to $349	200	1.0%	120	
$350 to $399	38	0.2%	78	
$400 to $449	90	0.4%	83	
$450 to $499	101	0.5%	79	
$500 to $549	243	1.2%	128	
$550 to $599	266	1.3%	154	
$600 to $649	961	4.7%	349	
$650 to $699	497	2.5%	154	
$700 to $749	796	3.9%	353	
$750 to $799	752	3.7%	236	
$800 to $899	2,122	10.5%	392	
$900 to $999	1,957	9.7%	393	
$1,000 to $1,249	3,473	17.1%	607	
$1,250 to $1,499	3,694	18.2%	647	
$1,500 to $1,999	2,723	13.4%	445	
$2,000 to $2,499	965	4.8%	536	
$2,500 to $2,999	189	0.9%	69	
$3,000 to $3,499	27	0.1%	35	
$3,500 or more	0	0.0%	0	
No cash rent	857	4.2%	623	
Median Contract Rent	$1,098		N/A	
Average Contract Rent	N/A		N/A	
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	20,269	100.0%	1,426	
Pay extra for one or more utilities	19,354	95.5%	1,325	
No extra payment for any utilities	915	4.5%	541	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT				
Total:	20,269	100.0%	1,426	high
With cash rent:	19,412	95.8%	1,298	high
Less than $100	0	0.0%	0	
$100 to $149	0	0.0%	0	
$150 to $199	82	0.4%	56	low
$200 to $249	51	0.3%	40	low
$250 to $299	65	0.3%	59	low
$300 to $349	86	0.4%	73	low
$350 to $399	52	0.3%	45	low
$400 to $449	13	0.1%	32	low
$450 to $499	40	0.2%	27	low
$500 to $549	137	0.7%	77	medium
$550 to $599	62	0.3%	63	low
$600 to $649	226	1.1%	152	low
$650 to $699	351	1.7%	182	medium
$700 to $749	337	1.7%	142	medium
$750 to $799	519	2.6%	200	medium
$800 to $899	1,409	7.0%	486	medium
$900 to $999	1,414	7.0%	312	medium
$1,000 to $1,249	4,220	20.8%	583	high
$1,250 to $1,499	3,868	19.1%	620	high
$1,500 to $1,999	4,491	22.2%	681	high
$2,000 to $2,499	1,334	6.6%	554	medium
$2,500 to $2,999	482	2.4%	194	medium
$3,000 to $3,499	83	0.4%	65	low
$3,500 or more	87	0.4%	63	low
No cash rent	857	4.2%	623	low
Median Gross Rent	$1,291		N/A	low
Average Gross Rent	N/A		N/A	low

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	62,423	100.0%	1,911	
1, detached	45,476	72.9%	1,683	
1, attached	3,312	5.3%	536	
2	754	1.2%	233	
3 or 4	1,861	3.0%	498	
5 to 9	2,779	4.5%	452	
10 to 19	2,471	4.0%	420	
20 to 49	1,647	2.6%	348	
50 or more	1,053	1.7%	287	
Mobile home	2,958	4.7%	645	
Boat, RV, van, etc.	111	0.2%	115	
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	62,423	100.0%	1,911	
Built 2020 or later	120	0.2%	65	
Built 2010 to 2019	6,326	10.1%	626	
Built 2000 to 2009	14,353	23.0%	1,190	
Built 1990 to 1999	13,283	21.3%	967	
Built 1980 to 1989	13,780	22.1%	1,097	
Built 1970 to 1979	7,453	11.9%	704	
Built 1960 to 1969	3,079	4.9%	388	
Built 1950 to 1959	2,776	4.4%	560	
Built 1940 to 1949	645	1.0%	241	
Built 1939 or earlier	607	1.0%	179	
Median Year Structure Built	1992		N/A	
OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT				
Total	57,766	100.0%	1,847	
Owner occupied				
Moved in 2019 or later	2,232	3.9%	415	
Moved in 2015 to 2018	8,848	15.3%	751	
Moved in 2010 to 2014	7,093	12.3%	678	
Moved in 2000 to 2009	11,007	19.1%	952	
Moved in 1990 to 1999	5,021	8.7%	491	
Moved in 1989 or earlier	3,296	5.7%	414	
Renter occupied				
Moved in 2019 or later	3,010	5.2%	687	
Moved in 2015 to 2018	10,147	17.6%	1,021	
Moved in 2010 to 2014	5,491	9.5%	846	
Moved in 2000 to 2009	1,152	2.0%	287	
Moved in 1990 to 1999	312	0.5%	148	
Moved in 1989 or earlier	156	0.3%	123	
Median Year Householder Moved Into Unit	2013		N/A	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL				
Total	57,766	100.0%	1,847	
Utility gas	2,314	4.0%	379	
Bottled, tank, or LP gas	563	1.0%	283	
Electricity	53,318	92.3%	1,729	
Fuel oil, kerosene, etc.	346	0.6%	517	
Coal or coke	0	0.0%	0	
Wood	60	0.1%	160	
Solar energy	323	0.6%	114	
Other fuel	0	0.0%	0	
No fuel used	842	1.5%	241	
OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE				
Total	57,766	100.0%	1,847	
Owner occupied				
No vehicle available	829	1.4%	222	
1 vehicle available	9,056	15.7%	758	
2 vehicles available	17,621	30.5%	1,020	
3 vehicles available	7,037	12.2%	651	
4 vehicles available	2,338	4.0%	510	
5 or more vehicles available	616	1.1%	167	
Renter occupied				
No vehicle available	2,079	3.6%	612	
1 vehicle available	9,058	15.7%	897	
2 vehicles available	6,667	11.5%	843	
3 vehicles available	1,622	2.8%	371	
4 vehicles available	795	1.4%	528	
5 or more vehicles available	47	0.1%	38	
Average Number of Vehicles Available	N/A		N/A	
VACANT HOUSING UNITS				
Total vacant housing units	4,645	100.0%	869	
For rent	1,222	26.3%	541	
Rented, not occupied	181	3.9%	117	
For sale only	493	10.6%	188	
Sold, not occupied	383	8.2%	186	
Seasonal/occasional	937	20.2%	445	
For migrant workers	5	0.1%	34	
Other	1,425	30.7%	463	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Housing Summary

5-Mile_Buffer
Area: 91 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	37,497	100%	1,351	
Less than $10,000	605	1.6%	235	
$10,000 to $14,999	125	0.3%	94	
$15,000 to $19,999	114	0.3%	74	
$20,000 to $24,999	271	0.7%	186	
$25,000 to $29,999	150	0.4%	78	
$30,000 to $34,999	227	0.6%	126	
$35,000 to $39,999	50	0.1%	46	
$40,000 to $49,999	382	1.0%	170	
$50,000 to $59,999	380	1.0%	174	
$60,000 to $69,999	110	0.3%	59	
$70,000 to $79,999	187	0.5%	81	
$80,000 to $89,999	438	1.2%	132	
$90,000 to $99,999	354	0.9%	108	
$100,000 to $124,999	1,261	3.4%	267	
$125,000 to $149,999	1,768	4.7%	289	
$150,000 to $174,999	2,630	7.0%	376	
$175,000 to $199,999	2,797	7.5%	468	
$200,000 to $249,999	6,177	16.5%	667	
$250,000 to $299,999	5,782	15.4%	607	
$300,000 to $399,999	8,124	21.7%	798	
$400,000 to $499,999	1,948	5.2%	323	
$500,000 to $749,999	2,495	6.7%	350	
$750,000 to $999,999	546	1.5%	155	
$1,000,000 to $1,499,999	345	0.9%	151	
$1,500,000 to $1,999,999	140	0.4%	102	
$2,000,000 or more	91	0.2%	67	
Median Home Value	$256,248		N/A	
Average Home Value	N/A		N/A	

Data Note: N/A means not available.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	190,855		7,219	
Total Households	57,766		1,847	
Housing Units	62,423		1,911	
POPULATION 15+ BY MARITAL STATUS				
Total	149,585	100%	5,636	
Never married	53,931	36.1%	2,911	
Married	71,971	48.1%	2,568	
Widowed	6,415	4.3%	677	
Divorced	17,268	11.5%	1,489	
POPULATION 25+ BY EDUCATIONAL ATTAINMENT				
Total	125,006	100%	4,842	
No schooling	3,125	2.5%	676	
Nursery School	39	0.0%	53	
Kindergarden	11	0.0%	21	
1st to 4th Grade	1,157	0.9%	368	
5th to 8th Grade	3,682	2.9%	659	
Some High School	11,609	9.3%	1,454	
High School Diploma	28,682	22.9%	2,420	
GED	4,488	3.6%	662	
Some College	24,342	19.5%	1,629	
Associates degree	13,167	10.5%	1,121	
Bachelors degree	23,254	18.6%	1,598	
Masters degree	8,988	7.2%	1,153	
Professional school degree	1,704	1.4%	367	
Doctorate degree	757	0.6%	267	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN EMPLOYED POPULATION 16+ BY OCCUPATION				
Total	94,233	100%	4,254	
Management	9,480	10.1%	906	
Business and financial operations	3,729	4.0%	540	
Computer and mathematical	1,872	2.0%	339	
Architecture and engineering	1,029	1.1%	273	
Life, physical, and social science	347	0.4%	126	
Community and social services	1,294	1.4%	386	
Legal	811	0.9%	216	
Education, training, and library	5,107	5.4%	903	
Arts, design, entertainment, sports, and media	2,051	2.2%	452	
Healthcare practitioner, technologists, and technicians	5,363	5.7%	691	
Healthcare support	3,042	3.2%	576	
Protective service	2,062	2.2%	536	
Food preparation and serving related	7,679	8.1%	1,199	
Building and grounds cleaning and maintenance	5,094	5.4%	825	
Personal care and service	2,950	3.1%	580	
Sales and related	11,752	12.5%	1,232	
Office and administrative support	11,355	12.0%	921	
Farming, fishing, and forestry	230	0.2%	120	
Construction and extraction	6,947	7.4%	1,293	
Installation, maintenance, and repair	2,037	2.2%	354	
Production	2,173	2.3%	397	
Transportation and material moving	7,829	8.3%	1,039	
CIVILIAN EMPLOYED POPULATION 16+ BY INDUSTRY				
Total	94,233	100%	4,254	
Agriculture, forestry, fishing and hunting	366	0.4%	127	
Mining, quarrying, and oil and gas extraction	34	0.0%	60	
Construction	8,560	9.1%	1,265	
Manufacturing	3,663	3.9%	685	
Wholesale trade	2,377	2.5%	434	
Retail trade	10,661	11.3%	1,069	
Transportation and warehousing	4,481	4.8%	634	
Utilities	455	0.5%	180	
Information	2,169	2.3%	670	
Finance and insurance	2,632	2.8%	404	
Real estate and rental and leasing	2,551	2.7%	457	
Professional, scientific, and technical services	4,722	5.0%	625	
Management of companies and enterprises	70	0.1%	93	
Administrative and support and waste management services	7,122	7.6%	1,067	
Educational services	7,011	7.4%	959	
Health care and social assistance	12,100	12.8%	1,077	
Arts, entertainment, and recreation	6,676	7.1%	808	
Accommodation and food services	11,608	12.3%	1,410	
Other services, except public administration	3,730	4.0%	616	
Public administration	3,244	3.4%	506	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HISPANIC OR LATINO ORIGIN BY RACE				
Total	190,855	100%	7,219	
Not Hispanic or Latino	150,307	78.8%	6,401	
White alone	57,015	29.9%	3,277	
Black or African American alone	73,472	38.5%	4,995	
American Indian and Alaska Native alone	198	0.1%	138	
Asian alone	9,972	5.2%	1,465	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	2,553	1.3%	647	
Two or more races	7,097	3.7%	1,656	
Hispanic or Latino	40,547	21.2%	3,754	
White alone	19,179	10.0%	2,259	
Black or African American alone	2,962	1.6%	1,052	
American Indian and Alaska Native alone	774	0.4%	620	
Asian alone	112	0.1%	148	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	9,719	5.1%	1,969	
Two or more races	7,802	4.1%	1,918	
RACE				
Total	190,855	100%	7,219	
White alone	76,194	39.9%	3,945	
Black or African American alone	76,434	40.0%	5,135	
American Indian and Alaska Native alone	972	0.5%	641	
Asian alone	10,083	5.3%	1,473	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	12,272	6.4%	2,107	
Two or more races	14,899	7.8%	2,551	
TOTAL POPULATION BY AGE				
Total Population	190,855	100%	7,219	
Under 5 years	13,217	6.9%	1,239	
5 to 9 years	14,006	7.3%	1,405	
10 to 14 years	14,047	7.4%	1,311	
15 to 19 years	12,529	6.6%	1,027	
20 to 24 years	12,051	6.3%	1,228	
25 to 29 years	14,389	7.5%	1,536	
30 to 34 years	13,373	7.0%	1,835	
35 to 39 years	12,993	6.8%	1,170	
40 to 44 years	13,920	7.3%	1,298	
45 to 49 years	13,188	6.9%	1,350	
50 to 54 years	12,803	6.7%	1,125	
55 to 59 years	12,337	6.5%	1,020	
60 to 64 years	10,082	5.3%	982	
65 to 69 years	8,552	4.5%	760	
70 to 74 years	5,860	3.1%	695	
75 to 79 years	3,260	1.7%	414	
80 to 85 years	2,482	1.3%	452	
85 years and over	1,767	0.9%	310	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY SEX BY AGE				
Total	190,855	100%	7,219	
Male Population	91,815	48.1%	4,135	
Under 5 years	6,706	3.5%	854	
5 to 9 years	6,746	3.5%	771	
10 to 14 years	7,397	3.9%	1,002	
15 to 19 years	6,272	3.3%	723	
20 to 24 years	5,472	2.9%	784	
25 to 29 years	6,970	3.7%	1,212	
30 to 34 years	6,918	3.6%	1,575	
35 to 39 years	6,091	3.2%	791	
40 to 44 years	6,974	3.7%	1,026	
45 to 49 years	5,562	2.9%	817	
50 to 54 years	6,346	3.3%	820	
55 to 59 years	6,041	3.2%	797	
60 to 64 years	5,078	2.7%	599	
65 to 69 years	3,766	2.0%	490	
70 to 74 years	2,466	1.3%	461	
75 to 79 years	1,505	0.8%	286	
80 to 85 years	972	0.5%	327	
85 years and over	533	0.3%	187	
Female Population	99,039	51.9%	4,240	
Under 5 years	6,510	3.4%	897	
5 to 9 years	7,260	3.8%	1,175	
10 to 14 years	6,650	3.5%	845	
15 to 19 years	6,257	3.3%	721	
20 to 24 years	6,579	3.4%	940	
25 to 29 years	7,419	3.9%	944	
30 to 34 years	6,455	3.4%	942	
35 to 39 years	6,902	3.6%	861	
40 to 44 years	6,947	3.6%	795	
45 to 49 years	7,626	4.0%	1,075	
50 to 54 years	6,457	3.4%	771	
55 to 59 years	6,296	3.3%	636	
60 to 64 years	5,004	2.6%	770	
65 to 69 years	4,786	2.5%	569	
70 to 74 years	3,394	1.8%	520	
75 to 79 years	1,754	0.9%	300	
80 to 85 years	1,510	0.8%	312	
85 years and over	1,234	0.6%	248	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTAL HOUSEHOLDS BY INCOME				
Total	57,766	100%	1,847	
Less than $10,000	3,545	6.1%	692	
$10,000 to $14,999	1,756	3.0%	346	
$15,000 to $19,999	2,016	3.5%	475	
$20,000 to $24,999	2,167	3.8%	468	
$25,000 to $29,999	2,490	4.3%	391	
$30,000 to $34,999	2,199	3.8%	393	
$35,000 to $39,999	2,726	4.7%	511	
$40,000 to $44,999	3,165	5.5%	446	
$45,000 to $49,999	2,517	4.4%	536	
$50,000 to $59,999	4,738	8.2%	638	
$60,000 to $74,999	5,470	9.5%	683	
$75,000 to $99,999	7,908	13.7%	748	
$100,000 to $124,999	5,151	8.9%	576	
$125,000 to $149,999	3,676	6.4%	748	
$150,000 to $199,999	4,700	8.1%	708	
$200,000 or more	3,542	6.1%	414	
Median Household Income	$63,679		N/A	
Average Household Income	$86,428		N/A	
HOUSEHOLDS WITH HOUSEHOLDER AGE <25 YEARS BY INCOME				
Total	1,096	100%	224	
Less than $10,000	229	20.9%	133	
$10,000 to $14,999	72	6.6%	55	
$15,000 to $19,999	36	3.3%	27	
$20,000 to $24,999	17	1.6%	12	
$25,000 to $29,999	11	1.0%	18	
$30,000 to $34,999	66	6.0%	88	
$35,000 to $39,999	114	10.4%	87	
$40,000 to $44,999	6	0.5%	9	
$45,000 to $49,999	58	5.3%	53	
$50,000 to $59,999	283	25.8%	136	
$60,000 to $74,999	110	10.0%	75	
$75,000 to $99,999	30	2.7%	58	
$100,000 to $124,999	26	2.4%	31	
$125,000 to $149,999	26	2.4%	23	
$150,000 to $199,999	0	0.0%	0	
$200,000 or more	13	1.2%	22	
Median Household Income for HHr <25	$42,838		N/A	
Average Household Income for HHr <25	N/A		N/A	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 25-44 YEARS BY INCOME				
Total	21,059	100%	1,367	
Less than $10,000	1,242	5.9%	298	
$10,000 to $14,999	509	2.4%	213	
$15,000 to $19,999	670	3.2%	356	
$20,000 to $24,999	700	3.3%	281	
$25,000 to $29,999	995	4.7%	275	
$30,000 to $34,999	830	3.9%	274	
$35,000 to $39,999	1,072	5.1%	364	
$40,000 to $44,999	743	3.5%	246	
$45,000 to $49,999	796	3.8%	246	
$50,000 to $59,999	1,627	7.7%	455	
$60,000 to $74,999	1,998	9.5%	399	
$75,000 to $99,999	3,141	14.9%	510	
$100,000 to $124,999	2,254	10.7%	395	
$125,000 to $149,999	1,476	7.0%	596	
$150,000 to $199,999	2,035	9.7%	538	
$200,000 or more	972	4.6%	171	
Median Household Income for HHr 25-44	$69,412		N/A	
Average Household Income for HHr 25-44	N/A		N/A	
HOUSEHOLDS WITH HOUSEHOLDER AGE 45-64 YEARS BY INCOME				
Total	24,485	100%	1,358	
Less than $10,000	1,293	5.3%	579	
$10,000 to $14,999	610	2.5%	194	
$15,000 to $19,999	664	2.7%	256	
$20,000 to $24,999	853	3.5%	307	
$25,000 to $29,999	702	2.9%	180	
$30,000 to $34,999	701	2.9%	191	
$35,000 to $39,999	876	3.6%	248	
$40,000 to $44,999	1,841	7.5%	352	
$45,000 to $49,999	1,125	4.6%	447	
$50,000 to $59,999	1,887	7.7%	345	
$60,000 to $74,999	2,227	9.1%	490	
$75,000 to $99,999	3,625	14.8%	517	
$100,000 to $124,999	1,993	8.1%	344	
$125,000 to $149,999	1,810	7.4%	427	
$150,000 to $199,999	2,106	8.6%	377	
$200,000 or more	2,172	8.9%	355	
Median Household Income for HHr 45-64	$70,815		N/A	
Average Household Income for HHr 45-64	N/A		N/A	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Key Population & Household Facts

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 65+ BY INCOME				
Total	11,126	100%	759	
Less than $10,000	782	7.0%	237	
$10,000 to $14,999	564	5.1%	185	
$15,000 to $19,999	645	5.8%	189	
$20,000 to $24,999	596	5.4%	212	
$25,000 to $29,999	782	7.0%	216	
$30,000 to $34,999	602	5.4%	185	
$35,000 to $39,999	663	6.0%	242	
$40,000 to $44,999	576	5.2%	147	
$45,000 to $49,999	539	4.8%	160	
$50,000 to $59,999	941	8.5%	268	
$60,000 to $74,999	1,136	10.2%	268	
$75,000 to $99,999	1,112	10.0%	210	
$100,000 to $124,999	878	7.9%	242	
$125,000 to $149,999	365	3.3%	150	
$150,000 to $199,999	560	5.0%	285	
$200,000 or more	386	3.5%	125	
Median Household Income for HHr 65+	$48,164		N/A	
Average Household Income for HHr 65+	N/A		N/A	

Data Note: N/A means not available.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	14,513		525	
Total Households	4,142		97	
Housing Units	4,376		94	
POPULATION 15+ BY MARITAL STATUS				
Total	11,351	100%	443	
Never married	4,260	37.5%	317	
Married	5,164	45.5%	155	
Widowed	362	3.2%	36	
Divorced	1,565	13.8%	155	
POPULATION 25+ BY EDUCATIONAL ATTAINMENT				
Total	9,340	100%	440	
No schooling	261	2.8%	72	
Nursery School	0	0.0%	0	
Kindergarden	0	0.0%	0	
1st to 4th Grade	249	2.7%	60	
5th to 8th Grade	598	6.4%	117	
Some High School	1,412	15.1%	332	
High School Diploma	2,006	21.5%	233	
GED	591	6.3%	106	
Some College	1,705	18.3%	104	
Associates degree	668	7.2%	64	
Bachelors degree	1,214	13.0%	72	
Masters degree	535	5.7%	91	
Professional school degree	33	0.4%	38	
Doctorate degree	69	0.7%	58	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN EMPLOYED POPULATION 16+ BY OCCUPATION				
Total	7,169	100%	378	
Management	576	8.0%	51	
Business and financial operations	375	5.2%	75	
Computer and mathematical	205	2.9%	47	
Architecture and engineering	62	0.9%	16	
Life, physical, and social science	28	0.4%	19	
Community and social services	44	0.6%	15	
Legal	27	0.4%	57	
Education, training, and library	320	4.5%	120	
Arts, design, entertainment, sports, and media	41	0.6%	16	
Healthcare practitioner, technologists, and technicians	349	4.9%	56	
Healthcare support	63	0.9%	24	
Protective service	282	3.9%	283	
Food preparation and serving related	604	8.4%	152	
Building and grounds cleaning and maintenance	344	4.8%	79	
Personal care and service	191	2.7%	51	
Sales and related	672	9.4%	78	
Office and administrative support	810	11.3%	86	
Farming, fishing, and forestry	93	1.3%	54	
Construction and extraction	1,418	19.8%	265	
Installation, maintenance, and repair	115	1.6%	42	
Production	134	1.9%	40	
Transportation and material moving	417	5.8%	56	
CIVILIAN EMPLOYED POPULATION 16+ BY INDUSTRY				
Total	7,169	100%	378	
Agriculture, forestry, fishing and hunting	70	1.0%	44	
Mining, quarrying, and oil and gas extraction	0	0.0%	0	
Construction	1,301	18.1%	144	
Manufacturing	455	6.3%	327	
Wholesale trade	206	2.9%	43	
Retail trade	671	9.4%	115	
Transportation and warehousing	209	2.9%	62	
Utilities	73	1.0%	58	
Information	88	1.2%	14	
Finance and insurance	165	2.3%	45	
Real estate and rental and leasing	88	1.2%	17	
Professional, scientific, and technical services	329	4.6%	58	
Management of companies and enterprises	23	0.3%	47	
Administrative and support and waste management services	799	11.1%	174	
Educational services	461	6.4%	100	
Health care and social assistance	748	10.4%	67	
Arts, entertainment, and recreation	260	3.6%	33	
Accommodation and food services	783	10.9%	120	
Other services, except public administration	267	3.7%	56	
Public administration	173	2.4%	45	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HISPANIC OR LATINO ORIGIN BY RACE				
Total	14,513	100%	525	
Not Hispanic or Latino	8,975	61.8%	417	
White alone	5,936	40.9%	429	
Black or African American alone	2,011	13.9%	285	
American Indian and Alaska Native alone	93	0.6%	90	
Asian alone	312	2.1%	96	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	192	1.3%	113	
Two or more races	431	3.0%	82	
Hispanic or Latino	5,538	38.2%	443	
White alone	2,280	15.7%	308	
Black or African American alone	200	1.4%	256	
American Indian and Alaska Native alone	310	2.1%	283	
Asian alone	22	0.2%	144	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	2,254	15.5%	433	
Two or more races	472	3.3%	116	
RACE				
Total	14,513	100%	525	
White alone	8,216	56.6%	465	
Black or African American alone	2,211	15.2%	285	
American Indian and Alaska Native alone	403	2.8%	261	
Asian alone	335	2.3%	98	
Native Hawaiian and Other Pacific Islander alone	0	0.0%	0	
Some other race alone	2,445	16.8%	416	
Two or more races	903	6.2%	116	
TOTAL POPULATION BY AGE				
Total Population	14,513	100%	525	
Under 5 years	868	6.0%	84	
5 to 9 years	931	6.4%	125	
10 to 14 years	1,362	9.4%	109	
15 to 19 years	1,001	6.9%	88	
20 to 24 years	1,010	7.0%	96	
25 to 29 years	1,375	9.5%	366	
30 to 34 years	797	5.5%	104	
35 to 39 years	1,083	7.5%	133	
40 to 44 years	987	6.8%	86	
45 to 49 years	963	6.6%	83	
50 to 54 years	1,147	7.9%	159	
55 to 59 years	889	6.1%	76	
60 to 64 years	676	4.7%	103	
65 to 69 years	496	3.4%	66	
70 to 74 years	491	3.4%	86	
75 to 79 years	172	1.2%	31	
80 to 85 years	138	1.0%	46	
85 years and over	126	0.9%	34	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY SEX BY AGE				
Total	14,513	100%	525	
Male Population	7,611	52.4%	471	
Under 5 years	305	2.1%	60	
5 to 9 years	524	3.6%	116	
10 to 14 years	649	4.5%	84	
15 to 19 years	603	4.2%	86	
20 to 24 years	493	3.4%	67	
25 to 29 years	893	6.2%	498	
30 to 34 years	360	2.5%	66	
35 to 39 years	646	4.5%	136	
40 to 44 years	559	3.9%	69	
45 to 49 years	382	2.6%	49	
50 to 54 years	735	5.1%	176	
55 to 59 years	500	3.4%	69	
60 to 64 years	316	2.2%	118	
65 to 69 years	240	1.7%	62	
70 to 74 years	215	1.5%	70	
75 to 79 years	82	0.6%	25	
80 to 85 years	31	0.2%	11	
85 years and over	77	0.5%	36	
Female Population	6,902	47.6%	205	
Under 5 years	563	3.9%	75	
5 to 9 years	408	2.8%	55	
10 to 14 years	713	4.9%	99	
15 to 19 years	398	2.7%	41	
20 to 24 years	516	3.6%	81	
25 to 29 years	482	3.3%	69	
30 to 34 years	437	3.0%	83	
35 to 39 years	437	3.0%	45	
40 to 44 years	428	2.9%	55	
45 to 49 years	582	4.0%	84	
50 to 54 years	412	2.8%	48	
55 to 59 years	389	2.7%	46	
60 to 64 years	360	2.5%	69	
65 to 69 years	256	1.8%	28	
70 to 74 years	276	1.9%	55	
75 to 79 years	90	0.6%	19	
80 to 85 years	107	0.7%	46	
85 years and over	49	0.3%	17	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTAL HOUSEHOLDS BY INCOME				
Total	4,142	100%	97	
Less than $10,000	81	2.0%	28	
$10,000 to $14,999	118	2.8%	32	
$15,000 to $19,999	201	4.9%	43	
$20,000 to $24,999	186	4.5%	38	
$25,000 to $29,999	97	2.3%	35	
$30,000 to $34,999	135	3.3%	55	
$35,000 to $39,999	283	6.8%	73	
$40,000 to $44,999	193	4.7%	42	
$45,000 to $49,999	134	3.2%	29	
$50,000 to $59,999	229	5.5%	36	
$60,000 to $74,999	436	10.5%	84	
$75,000 to $99,999	792	19.1%	57	
$100,000 to $124,999	300	7.2%	43	
$125,000 to $149,999	260	6.3%	40	
$150,000 to $199,999	485	11.7%	123	
$200,000 or more	213	5.1%	41	
Median Household Income	$74,121		N/A	
Average Household Income	$92,337		$5,324	
HOUSEHOLDS WITH HOUSEHOLDER AGE <25 YEARS BY INCOME				
Total	21	100%	13	
Less than $10,000	0	0.0%	0	
$10,000 to $14,999	0	0.0%	0	
$15,000 to $19,999	0	0.0%	0	
$20,000 to $24,999	7	33.3%	10	
$25,000 to $29,999	4	19.0%	17	
$30,000 to $34,999	0	0.0%	0	
$35,000 to $39,999	2	9.5%	19	
$40,000 to $44,999	0	0.0%	0	
$45,000 to $49,999	0	0.0%	0	
$50,000 to $59,999	0	0.0%	0	
$60,000 to $74,999	8	38.1%	19	
$75,000 to $99,999	0	0.0%	0	
$100,000 to $124,999	0	0.0%	0	
$125,000 to $149,999	0	0.0%	0	
$150,000 to $199,999	0	0.0%	0	
$200,000 or more	0	0.0%	0	
Median Household Income for HHr <25	$29,217		N/A	
Average Household Income for HHr <25	N/A		N/A	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 25-44 YEARS BY INCOME				
Total	1,524	100%	113	
Less than $10,000	27	1.8%	30	
$10,000 to $14,999	38	2.5%	30	
$15,000 to $19,999	41	2.7%	30	
$20,000 to $24,999	31	2.0%	25	
$25,000 to $29,999	39	2.6%	57	
$30,000 to $34,999	101	6.6%	62	
$35,000 to $39,999	71	4.7%	49	
$40,000 to $44,999	22	1.4%	15	
$45,000 to $49,999	37	2.4%	35	
$50,000 to $59,999	20	1.3%	19	
$60,000 to $74,999	172	11.3%	44	
$75,000 to $99,999	348	22.8%	46	
$100,000 to $124,999	121	7.9%	34	
$125,000 to $149,999	65	4.3%	31	
$150,000 to $199,999	308	20.2%	177	
$200,000 or more	83	5.4%	34	
Median Household Income for HHr 25-44	$84,407		N/A	
Average Household Income for HHr 25-44	N/A		N/A	
HOUSEHOLDS WITH HOUSEHOLDER AGE 45-64 YEARS BY INCOME				
Total	1,820	100%	72	
Less than $10,000	22	1.2%	16	
$10,000 to $14,999	27	1.5%	9	
$15,000 to $19,999	117	6.4%	54	
$20,000 to $24,999	41	2.3%	29	
$25,000 to $29,999	40	2.2%	23	
$30,000 to $34,999	19	1.0%	13	
$35,000 to $39,999	110	6.0%	37	
$40,000 to $44,999	109	6.0%	31	
$45,000 to $49,999	51	2.8%	26	
$50,000 to $59,999	118	6.5%	36	
$60,000 to $74,999	220	12.1%	136	
$75,000 to $99,999	387	21.3%	49	
$100,000 to $124,999	143	7.9%	29	
$125,000 to $149,999	163	9.0%	47	
$150,000 to $199,999	145	8.0%	64	
$200,000 or more	109	6.0%	38	
Median Household Income for HHr 45-64	$76,632		N/A	
Average Household Income for HHr 45-64	N/A		N/A	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Key Population & Household Facts

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS WITH HOUSEHOLDER AGE 65+ BY INCOME				
Total	777	100%	62	
Less than $10,000	32	4.1%	21	
$10,000 to $14,999	53	6.8%	28	
$15,000 to $19,999	43	5.5%	22	
$20,000 to $24,999	107	13.8%	38	
$25,000 to $29,999	14	1.8%	16	
$30,000 to $34,999	15	1.9%	11	
$35,000 to $39,999	100	12.9%	118	
$40,000 to $44,999	62	8.0%	28	
$45,000 to $49,999	46	5.9%	16	
$50,000 to $59,999	91	11.7%	32	
$60,000 to $74,999	36	4.6%	19	
$75,000 to $99,999	58	7.5%	27	
$100,000 to $124,999	36	4.6%	14	
$125,000 to $149,999	32	4.1%	23	
$150,000 to $199,999	32	4.1%	23	
$200,000 or more	21	2.7%	18	
Median Household Income for HHr 65+	$41,850		N/A	
Average Household Income for HHr 65+	N/A		N/A	

Data Note: N/A means not available.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	190,855		7,219	
Total Households	57,766		1,847	
Total Housing Units	62,423		1,911	
POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT				
Total	183,454	100.0%	6,988	
Enrolled in school	52,990	28.9%	2,904	
Enrolled in nursery school, preschool	4,021	2.2%	935	
Public school	1,987	1.1%	537	
Private school	2,034	1.1%	762	
Enrolled in kindergarten	2,994	1.6%	624	
Public school	2,147	1.2%	557	
Private school	847	0.5%	281	
Enrolled in grade 1 to grade 4	10,859	5.9%	1,114	
Public school	8,707	4.7%	930	
Private school	2,152	1.2%	568	
Enrolled in grade 5 to grade 8	11,228	6.1%	1,161	
Public school	9,627	5.2%	1,075	
Private school	1,601	0.9%	453	
Enrolled in grade 9 to grade 12	11,278	6.1%	1,029	
Public school	10,349	5.6%	984	
Private school	929	0.5%	305	
Enrolled in college undergraduate years	9,772	5.3%	1,048	
Public school	7,999	4.4%	987	
Private school	1,773	1.0%	369	
Enrolled in graduate or professional school	2,838	1.5%	680	
Public school	1,503	0.8%	493	
Private school	1,334	0.7%	471	
Not enrolled in school	130,464	71.1%	4,214	
POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE				
Total	21,920	100.0%	1,330	
Living in Households	21,346	97.4%	1,324	
Living in Family Households	17,283	78.8%	1,279	
Householder	7,385	33.7%	645	
Spouse	4,863	22.2%	531	
Parent	3,192	14.6%	597	
Parent-in-law	765	3.5%	302	
Other Relative	670	3.1%	221	
Nonrelative	407	1.9%	209	
Living in Nonfamily Households	4,063	18.5%	502	
Householder	3,776	17.2%	477	
Nonrelative	287	1.3%	115	
Living in Group Quarters	574	2.6%	149	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY TYPE AND SIZE				
Family Households	44,297	76.7%	1,685	
2-Person	14,721	25.5%	947	
3-Person	12,254	21.2%	1,156	
4-Person	8,663	15.0%	794	
5-Person	5,232	9.1%	713	
6-Person	2,046	3.5%	355	
7+ Person	1,381	2.4%	327	
Nonfamily Households	13,469	23.3%	1,070	
1-Person	10,785	18.7%	994	
2-Person	2,247	3.9%	413	
3-Person	259	0.4%	110	
4-Person	71	0.1%	64	
5-Person	8	0.0%	15	
6-Person	99	0.2%	149	
7+ Person	0	0.0%	0	
HOUSEHOLDS BY PRESENCE OF PEOPLE UNDER 18 YEARS BY HOUSEHOLD TYPE				
Households with one or more people under 18 years	23,393	40.5%	1,369	
Family households	23,298	40.3%	1,368	
Married-couple family	13,872	24.0%	1,008	
Male householder, no wife present	2,473	4.3%	575	
Female householder, no husband present	6,954	12.0%	817	
Nonfamily households	95	0.2%	64	
Households with no people under 18 years	34,373	59.5%	1,519	
Married-couple family	15,472	26.8%	1,028	
Other family	5,527	9.6%	662	
Nonfamily households	13,374	23.2%	1,068	
HOUSEHOLDS BY PRESENCE OF PEOPLE 65 YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE				
Households with Pop 65+	14,779	25.6%	858	
1-Person	3,358	5.8%	446	
2+ Person Family	10,971	19.0%	769	
2+ Person Nonfamily	449	0.8%	181	
Households with No Pop 65+	42,987	74.4%	1,784	
1-Person	7,427	12.9%	906	
2+ Person Family	33,326	57.7%	1,588	
2+ Person Nonfamily	2,234	3.9%	421	
HOUSEHOLD TYPE BY RELATIVES AND NONRELATIVES FOR POPULATION IN HOUSEHOLDS				
Total	190,069	100.0%	7,218	
In Family Households	171,571	90.3%	7,172	
In Married-Couple Family	110,439	58.1%	5,936	
Relatives	108,652	57.2%	5,805	
Nonrelatives	1,786	0.9%	658	
In Male Householder-No Spouse Present-Family	15,735	8.3%	2,786	
Relatives	13,395	7.0%	2,363	
Nonrelatives	2,339	1.2%	739	
In Female Householder-No Spouse Present-Family	45,398	23.9%	4,026	
Relatives	41,912	22.1%	3,744	
Nonrelatives	3,486	1.8%	735	
In Nonfamily Households	18,498	9.7%	2,017	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION AGE 5+ YEARS BY LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Total	177,638	100.0%	6,764	high
5 to 17 years				
Speak only English	24,847	14.0%	1,922	high
Speak Spanish	5,671	3.2%	1,020	high
Speak English "very well" or "well"	5,060	2.8%	927	high
Speak English "not well"	449	0.3%	273	medium
Speak English "not at all"	162	0.1%	140	low
Speak other Indo-European languages	4,790	2.7%	1,158	medium
Speak English "very well" or "well"	4,702	2.6%	1,095	medium
Speak English "not well"	88	0.0%	72	low
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	555	0.3%	258	medium
Speak English "very well" or "well"	544	0.3%	257	medium
Speak English "not well"	11	0.0%	17	low
Speak English "not at all"	0	0.0%	0	
Speak other languages	316	0.2%	218	low
Speak English "very well" or "well"	316	0.2%	218	low
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
18 to 64 years				
Speak only English	79,218	44.6%	3,909	high
Speak Spanish	20,799	11.7%	2,503	high
Speak English "very well" or "well"	14,716	8.3%	1,328	high
Speak English "not well"	2,548	1.4%	486	high
Speak English "not at all"	3,535	2.0%	1,865	medium
Speak other Indo-European languages	15,539	8.7%	2,622	high
Speak English "very well" or "well"	12,829	7.2%	1,743	high
Speak English "not well"	2,424	1.4%	829	medium
Speak English "not at all"	286	0.2%	127	medium
Speak Asian and Pacific Island languages	3,153	1.8%	814	medium
Speak English "very well" or "well"	2,362	1.3%	491	medium
Speak English "not well"	679	0.4%	340	medium
Speak English "not at all"	112	0.1%	108	low
Speak other languages	831	0.5%	438	medium
Speak English "very well" or "well"	818	0.5%	437	medium
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	13	0.0%	21	low
65 years and over				
Speak only English	15,695	8.8%	1,144	high
Speak Spanish	2,726	1.5%	449	high
Speak English "very well" or "well"	1,681	0.9%	350	medium
Speak English "not well"	584	0.3%	177	medium
Speak English "not at all"	461	0.3%	197	medium
Speak other Indo-European languages	2,333	1.3%	487	medium
Speak English "very well" or "well"	1,583	0.9%	413	medium
Speak English "not well"	424	0.2%	174	medium
Speak English "not at all"	327	0.2%	181	medium
Speak Asian and Pacific Island languages	1,069	0.6%	268	medium
Speak English "very well" or "well"	603	0.3%	222	medium
Speak English "not well"	422	0.2%	153	medium
Speak English "not at all"	44	0.0%	40	low
Speak other languages	96	0.1%	60	medium
Speak English "very well" or "well"	85	0.0%	47	medium
Speak English "not well"	11	0.0%	17	low
Speak English "not at all"	0	0.0%	0	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY PLACE OF WORK				
Total	92,582	100.0%	4,240	
Worked in state and in county of residence	82,039	88.6%	3,860	
Worked in state and outside county of residence	9,645	10.4%	1,028	
Worked outside state of residence	899	1.0%	274	
SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER				
Total:	94,233	100.0%	4,254	
Male:	49,050	52.1%	2,854	
Employee of private company	35,802	38.0%	2,326	
Self-employed in own incorporated business	3,456	3.7%	578	
Private not-for-profit wage and salary workers	2,582	2.7%	488	
Local government workers	3,080	3.3%	620	
State government workers	361	0.4%	128	
Federal government workers	681	0.7%	211	
Self-employed in own not incorporated business workers	3,007	3.2%	738	
Unpaid family workers	82	0.1%	67	
Female:	45,183	47.9%	2,442	
Employee of private company	32,127	34.1%	2,088	
Self-employed in own incorporated business	1,032	1.1%	224	
Private not-for-profit wage and salary workers	3,566	3.8%	603	
Local government workers	4,489	4.8%	768	
State government workers	1,556	1.7%	380	
Federal government workers	485	0.5%	253	
Self-employed in own not incorporated business workers	1,776	1.9%	437	
Unpaid family workers	153	0.2%	102	
POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER				
Total	190,069	100.0%	7,218	
Population <18 in Households	49,352	26.0%	3,048	
Have a Computer	48,759	25.7%	3,037	
Have NO Computer	594	0.3%	363	
Population 18-64 in Households	119,371	62.8%	5,178	
Have a Computer	117,105	61.6%	5,169	
Have NO Computer	2,266	1.2%	630	
Population 65+ in Households	21,346	11.2%	1,324	
Have a Computer	19,858	10.4%	1,317	
Have NO Computer	1,488	0.8%	311	
HOUSEHOLDS AND INTERNET SUBSCRIPTIONS				
Total	57,766	100.0%	1,847	
With an Internet Subscription	51,337	88.9%	1,802	
Dial-Up Alone	27	0.0%	27	
Broadband	45,281	78.4%	1,667	
Satellite Service	4,060	7.0%	617	
Other Service	688	1.2%	200	
Internet Access with no Subscription	1,524	2.6%	358	
With No Internet Access	4,905	8.5%	603	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK				
Total	92,582	100.0%	4,240	
Drove alone	68,556	74.0%	3,102	
Carpooled	9,846	10.6%	1,432	
Public transportation (excluding taxicab)	1,975	2.1%	460	
Bus or trolley bus	1,904	2.1%	441	
Light rail, streetcar or trolley	0	0.0%	0	
Subway or elevated	55	0.1%	88	
Long-distance/Commuter Train	16	0.0%	25	
Ferryboat	0	0.0%	0	
Taxicab	333	0.4%	194	
Motorcycle	75	0.1%	53	
Bicycle	342	0.4%	311	
Walked	668	0.7%	228	
Other means	2,756	3.0%	814	
Worked at home	8,030	8.7%	1,334	
WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK				
Total	84,552	100.0%	3,894	
Less than 5 minutes	1,288	1.5%	431	
5 to 9 minutes	3,099	3.7%	576	
10 to 14 minutes	7,006	8.3%	798	
15 to 19 minutes	10,377	12.3%	1,189	
20 to 24 minutes	11,334	13.4%	1,124	
25 to 29 minutes	6,997	8.3%	830	
30 to 34 minutes	18,311	21.7%	1,590	
35 to 39 minutes	4,802	5.7%	685	
40 to 44 minutes	4,407	5.2%	675	
45 to 59 minutes	11,433	13.5%	1,574	
60 to 89 minutes	3,242	3.8%	642	
90 or more minutes	2,255	2.7%	422	
Average Travel Time to Work (in minutes)	N/A		N/A	
FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS				
Total	59,620	100.0%	2,947	
Own children under 6 years only	4,873	8.2%	814	
In labor force	3,431	5.8%	566	
Not in labor force	1,442	2.4%	562	
Own children under 6 years and 6 to 17 years	4,982	8.4%	635	
In labor force	3,356	5.6%	525	
Not in labor force	1,626	2.7%	368	
Own children 6 to 17 years only	12,041	20.2%	1,079	
In labor force	9,694	16.3%	995	
Not in labor force	2,347	3.9%	450	
No own children under 18 years	37,723	63.3%	2,496	
In labor force	28,664	48.1%	2,022	
Not in labor force	9,060	15.2%	1,351	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN NONINSTITUTIONALIZED POPULATION BY AGE & TYPES OF HEALTH INSURANCE COVERAGE				
Total	190,123	100.0%	7,218	
Under 19 years:	51,688	27.2%	3,170	
One Type of Health Insurance:	43,996	23.1%	2,902	
Employer-Based Health Ins Only	19,354	10.2%	1,874	
Direct-Purchase Health Ins Only	3,253	1.7%	663	
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	21,125	11.1%	2,166	
TRICARE/Military Hlth Cov Only	210	0.1%	248	
VA Health Care Only	54	0.0%	84	
2+ Types of Health Insurance	3,294	1.7%	818	
No Health Insurance Coverage	4,398	2.3%	881	
19 to 34 years:	41,864	22.0%	2,975	
One Type of Health Insurance:	29,486	15.5%	2,437	
Employer-Based Health Ins Only	20,007	10.5%	2,140	
Direct-Purchase Health Ins Only	4,991	2.6%	788	
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	4,200	2.2%	882	
TRICARE/Military Hlth Cov Only	132	0.1%	87	
VA Health Care Only	155	0.1%	136	
2+ Types of Health Insurance	1,937	1.0%	491	
No Health Insurance Coverage	10,442	5.5%	1,482	
35 to 64 years:	75,218	39.6%	3,507	
One Type of Health Insurance:	54,643	28.7%	2,608	
Employer-Based Health Ins Only	40,180	21.1%	2,204	
Direct-Purchase Health Ins Only	8,401	4.4%	1,060	
Medicare Coverage Only	920	0.5%	280	
Medicaid Coverage Only	4,473	2.4%	866	
TRICARE/Military Hlth Cov Only	355	0.2%	205	
VA Health Care Only	314	0.2%	143	
2+ Types of Health Insurance	6,335	3.3%	843	
No Health Insurance Coverage	14,240	7.5%	2,029	
65+ years:	21,353	11.2%	1,324	
One Type of Health Insurance:	10,090	5.3%	902	
Employer-Based Health Ins Only	765	0.4%	233	
Direct-Purchase Health Ins Only	112	0.1%	90	
Medicare Coverage Only	9,175	4.8%	870	
TRICARE/Military Hlth Cov Only	0	0.0%	0	
VA Health Care Only	37	0.0%	42	
2+ Types of Health Insurance:	10,595	5.6%	981	
Employer-Based & Direct-Purchase Health Insurance	10	0.0%	15	
Employer-Based Health & Medicare Insurance	2,673	1.4%	435	
Direct-Purchase Health & Medicare Insurance	2,442	1.3%	616	
Medicare & Medicaid Coverage	2,701	1.4%	528	
Other Private Health Insurance Combos	0	0.0%	0	
Other Public Health Insurance Combos	272	0.1%	137	
Other Health Insurance Combinations	2,497	1.3%	402	
No Health Insurance Coverage	668	0.4%	308	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY RATIO OF INCOME TO POVERTY LEVEL				
Total	189,428	100.0%	7,194	
Under .50	12,483	6.6%	1,896	
.50 to .99	16,034	8.5%	2,377	
1.00 to 1.24	10,114	5.3%	2,054	
1.25 to 1.49	11,687	6.2%	2,731	
1.50 to 1.84	13,434	7.1%	2,023	
1.85 to 1.99	4,920	2.6%	1,488	
2.00 and over	120,755	63.7%	5,713	
CIVILIAN POPULATION AGE 18 OR OLDER BY VETERAN STATUS				
Total	141,445	100.0%	5,433	
Veteran	7,335	5.2%	835	
Nonveteran	134,110	94.8%	5,300	
Male	66,920	47.3%	3,244	
Veteran	6,541	4.6%	799	
Nonveteran	60,379	42.7%	3,139	
Female	74,525	52.7%	3,212	
Veteran	794	0.6%	217	
Nonveteran	73,731	52.1%	3,206	
CIVILIAN VETERANS AGE 18 OR OLDER BY PERIOD OF MILITARY SERVICE				
Total	7,335	100.0%	835	
Gulf War (9/01 or later), no Gulf War (8/90 to 8/01), no Vietnam Era	1,481	20.2%	512	
Gulf War (9/01 or later) and Gulf War (8/90 to 8/01), no Vietnam Era	603	8.2%	185	
Gulf War (9/01 or later), and Gulf War (8/90 to 8/01), and Vietnam Era	15	0.2%	25	
Gulf War (8/90 to 8/01), no Vietnam Era	1,013	13.8%	276	
Gulf War (8/90 to 8/01) and Vietnam Era	78	1.1%	49	
Vietnam Era, no Korean War, no World War II	2,170	29.6%	440	
Vietnam Era and Korean War, no World War II	100	1.4%	84	
Vietnam Era and Korean War and World War II	7	0.1%	12	
Korean War, no Vietnam Era, no World War II	243	3.3%	109	
Korean War and World War II, no Vietnam Era	0	0.0%	0	
World War II, no Korean War, no Vietnam Era	14	0.2%	18	
Between Gulf War and Vietnam Era only	1,395	19.0%	312	
Between Vietnam Era and Korean War only	182	2.5%	91	
Between Korean War and World War II only	33	0.4%	38	
Pre-World War II only	0	0.0%	0	
HOUSEHOLDS BY POVERTY STATUS				
Total	57,766	100.0%	1,847	
Income in the past 12 months below poverty level	8,184	14.2%	883	
Married-couple family	1,997	3.5%	405	
Other family - male householder (no wife present)	425	0.7%	184	
Other family - female householder (no husband present)	2,550	4.4%	393	
Nonfamily household - male householder	1,158	2.0%	317	
Nonfamily household - female householder	2,054	3.6%	603	
Income in the past 12 months at or above poverty level	49,582	85.8%	1,751	
Married-couple family	27,346	47.3%	1,361	
Other family - male householder (no wife present)	3,641	6.3%	701	
Other family - female householder (no husband present)	8,338	14.4%	875	
Nonfamily household - male householder	5,331	9.2%	640	
Nonfamily household - female householder	4,926	8.5%	579	
Poverty Index	114			

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY OTHER INCOME				
Social Security Income	14,364	24.9%	880	
No Social Security Income	43,402	75.1%	1,782	
Retirement Income	9,113	15.8%	731	
No Retirement Income	48,654	84.2%	1,820	
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
<10% of Income	597	2.9%	333	
10-14.9% of Income	1,617	8.0%	549	
15-19.9% of Income	1,968	9.7%	436	
20-24.9% of Income	2,062	10.2%	576	
25-29.9% of Income	2,184	10.8%	480	
30-34.9% of Income	1,641	8.1%	343	
35-39.9% of Income	1,537	7.6%	351	
40-49.9% of Income	1,875	9.3%	339	
50+% of Income	5,261	26.0%	713	
Gross Rent % Inc Not Computed	1,527	7.5%	655	
HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS				
Total	57,766	100.0%	1,847	
With public assistance income	1,658	2.9%	318	
No public assistance income	56,108	97.1%	1,836	
HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS				
Total	57,766	100.0%	1,847	
With Food Stamps/SNAP	10,984	19.0%	964	
With No Food Stamps/SNAP	46,782	81.0%	1,715	
HOUSEHOLDS BY DISABILITY STATUS				
Total	57,766	100.0%	1,847	
With 1+ Persons w/Disability	15,784	27.3%	1,208	
With No Person w/Disability	41,983	72.7%	1,688	

Data Note: N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2021, adjusted for inflation.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 04, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	14,513		525	
Total Households	4,142		97	
Total Housing Units	4,376		94	
POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT				
Total	13,968	100.0%	520	
Enrolled in school	3,624	25.9%	174	
Enrolled in nursery school, preschool	142	1.0%	60	
Public school	82	0.6%	72	
Private school	59	0.4%	23	
Enrolled in kindergarten	183	1.3%	34	
Public school	167	1.2%	34	
Private school	16	0.1%	10	
Enrolled in grade 1 to grade 4	809	5.8%	96	
Public school	647	4.6%	96	
Private school	161	1.2%	105	
Enrolled in grade 5 to grade 8	1,115	8.0%	100	
Public school	986	7.1%	98	
Private school	129	0.9%	44	
Enrolled in grade 9 to grade 12	857	6.1%	83	
Public school	827	5.9%	82	
Private school	31	0.2%	21	
Enrolled in college undergraduate years	424	3.0%	62	
Public school	356	2.5%	67	
Private school	68	0.5%	36	
Enrolled in graduate or professional school	94	0.7%	34	
Public school	12	0.1%	17	
Private school	82	0.6%	35	
Not enrolled in school	10,344	74.1%	412	
POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE				
Total	1,423	100.0%	111	
Living in Households	1,423	100.0%	111	
Living in Family Households	1,203	84.5%	109	
Householder	572	40.2%	59	
Spouse	391	27.5%	54	
Parent	77	5.4%	50	
Parent-in-law	53	3.7%	73	
Other Relative	16	1.1%	32	
Nonrelative	94	6.6%	105	
Living in Nonfamily Households	220	15.5%	32	
Householder	203	14.3%	28	
Nonrelative	17	1.2%	38	
Living in Group Quarters	0	0.0%	0	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY TYPE AND SIZE				
Family Households	3,336	80.5%	101	
2-Person	981	23.7%	50	
3-Person	868	21.0%	150	
4-Person	593	14.3%	72	
5-Person	499	12.0%	67	
6-Person	208	5.0%	41	
7+ Person	187	4.5%	66	
Nonfamily Households	807	19.5%	43	
1-Person	675	16.3%	45	
2-Person	71	1.7%	32	
3-Person	38	0.9%	22	
4-Person	23	0.6%	59	
5-Person	0	0.0%	0	
6-Person	0	0.0%	0	
7+ Person	0	0.0%	0	
HOUSEHOLDS BY PRESENCE OF PEOPLE UNDER 18 YEARS BY HOUSEHOLD TYPE				
Households with one or more people under 18 years	1,914	46.2%	77	
Family households	1,898	45.8%	77	
Married-couple family	1,125	27.2%	66	
Male householder, no wife present	213	5.1%	59	
Female householder, no husband present	559	13.5%	82	
Nonfamily households	17	0.4%	20	
Households with no people under 18 years	2,228	53.8%	101	
Married-couple family	983	23.7%	67	
Other family	454	11.0%	141	
Nonfamily households	790	19.1%	43	
HOUSEHOLDS BY PRESENCE OF PEOPLE 65 YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE				
Households with Pop 65+	1,002	24.2%	70	
1-Person	199	4.8%	28	
2+ Person Family	791	19.1%	68	
2+ Person Nonfamily	12	0.3%	17	
Households with No Pop 65+	3,140	75.8%	103	
1-Person	476	11.5%	48	
2+ Person Family	2,545	61.4%	108	
2+ Person Nonfamily	119	2.9%	31	
HOUSEHOLD TYPE BY RELATIVES AND NONRELATIVES FOR POPULATION IN HOUSEHOLDS				
Total	14,513	100.0%	525	
In Family Households	13,427	92.5%	536	
In Married-Couple Family	7,966	54.9%	362	
Relatives	7,747	53.4%	350	
Nonrelatives	219	1.5%	220	
In Male Householder-No Spouse Present-Family	2,237	15.4%	771	
Relatives	1,880	13.0%	707	
Nonrelatives	358	2.5%	202	
In Female Householder-No Spouse Present-Family	3,224	22.2%	422	
Relatives	2,738	18.9%	317	
Nonrelatives	486	3.3%	151	
In Nonfamily Households	1,085	7.5%	98	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION AGE 5+ YEARS BY LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Total	13,644	100.0%	516	
5 to 17 years				
Speak only English	2,009	14.7%	141	
Speak Spanish	865	6.3%	177	
Speak English "very well" or "well"	771	5.7%	155	
Speak English "not well"	15	0.1%	24	
Speak English "not at all"	78	0.6%	75	
Speak other Indo-European languages	51	0.4%	34	
Speak English "very well" or "well"	51	0.4%	34	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	23	0.2%	18	
Speak English "very well" or "well"	23	0.2%	18	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak other languages	27	0.2%	36	
Speak English "very well" or "well"	27	0.2%	36	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
18 to 64 years				
Speak only English	5,940	43.5%	404	
Speak Spanish	2,868	21.0%	267	
Speak English "very well" or "well"	1,808	13.3%	157	
Speak English "not well"	545	4.0%	114	
Speak English "not at all"	515	3.8%	165	
Speak other Indo-European languages	245	1.8%	76	
Speak English "very well" or "well"	222	1.6%	55	
Speak English "not well"	23	0.2%	32	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	166	1.2%	54	
Speak English "very well" or "well"	145	1.1%	59	
Speak English "not well"	21	0.2%	40	
Speak English "not at all"	0	0.0%	0	
Speak other languages	28	0.2%	53	
Speak English "very well" or "well"	15	0.1%	88	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	13	0.1%	21	
65 years and over				
Speak only English	1,213	8.9%	108	
Speak Spanish	180	1.3%	41	
Speak English "very well" or "well"	132	1.0%	40	
Speak English "not well"	34	0.2%	21	
Speak English "not at all"	14	0.1%	23	
Speak other Indo-European languages	16	0.1%	24	
Speak English "very well" or "well"	16	0.1%	24	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	
Speak Asian and Pacific Island languages	14	0.1%	29	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	14	0.1%	29	
Speak English "not at all"	0	0.0%	0	
Speak other languages	0	0.0%	0	
Speak English "very well" or "well"	0	0.0%	0	
Speak English "not well"	0	0.0%	0	
Speak English "not at all"	0	0.0%	0	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY PLACE OF WORK				
Total	7,097	100.0%	381	
Worked in state and in county of residence	6,139	86.5%	300	
Worked in state and outside county of residence	923	13.0%	185	
Worked outside state of residence	35	0.5%	23	
SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER				
Total:	7,169	100.0%	378	
Male:	4,254	59.3%	393	
Employee of private company	3,278	45.7%	320	
Self-employed in own incorporated business	318	4.4%	181	
Private not-for-profit wage and salary workers	200	2.8%	45	
Local government workers	182	2.5%	33	
State government workers	43	0.6%	61	
Federal government workers	100	1.4%	32	
Self-employed in own not incorporated business workers	133	1.9%	25	
Unpaid family workers	0	0.0%	0	
Female:	2,914	40.6%	167	
Employee of private company	2,246	31.3%	168	
Self-employed in own incorporated business	60	0.8%	47	
Private not-for-profit wage and salary workers	183	2.6%	39	
Local government workers	308	4.3%	112	
State government workers	46	0.6%	35	
Federal government workers	23	0.3%	80	
Self-employed in own not incorporated business workers	49	0.7%	25	
Unpaid family workers	0	0.0%	4	
POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER				
Total	14,513	100.0%	525	
Population <18 in Households	3,843	26.5%	215	
Have a Computer	3,702	25.5%	201	
Have NO Computer	140	1.0%	100	
Population 18-64 in Households	9,248	63.7%	417	
Have a Computer	9,021	62.2%	406	
Have NO Computer	227	1.6%	81	
Population 65+ in Households	1,423	9.8%	111	
Have a Computer	1,284	8.8%	113	
Have NO Computer	139	1.0%	28	
HOUSEHOLDS AND INTERNET SUBSCRIPTIONS				
Total	4,142	100.0%	97	
With an Internet Subscription	3,537	85.4%	102	
Dial-Up Alone	0	0.0%	0	
Broadband	3,275	79.1%	103	
Satellite Service	198	4.8%	33	
Other Service	62	1.5%	29	
Internet Access with no Subscription	138	3.3%	29	
With No Internet Access	467	11.3%	55	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK				
Total	7,097	100.0%	381	
Drove alone	5,094	71.8%	210	
Carpooled	677	9.5%	124	
Public transportation (excluding taxicab)	35	0.5%	24	
Bus or trolley bus	35	0.5%	24	
Light rail, streetcar or trolley	0	0.0%	0	
Subway or elevated	0	0.0%	0	
Long-distance/Commuter Train	0	0.0%	0	
Ferryboat	0	0.0%	0	
Taxicab	0	0.0%	0	
Motorcycle	1	0.0%	16	
Bicycle	176	2.5%	301	
Walked	47	0.7%	36	
Other means	636	9.0%	336	
Worked at home	430	6.1%	90	
WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK				
Total	6,667	100.0%	376	
Less than 5 minutes	37	0.6%	29	
5 to 9 minutes	206	3.1%	63	
10 to 14 minutes	477	7.2%	74	
15 to 19 minutes	635	9.5%	69	
20 to 24 minutes	655	9.8%	86	
25 to 29 minutes	450	6.7%	42	
30 to 34 minutes	1,582	23.7%	146	
35 to 39 minutes	294	4.4%	62	
40 to 44 minutes	545	8.2%	83	
45 to 59 minutes	1,255	18.8%	393	
60 to 89 minutes	317	4.8%	293	
90 or more minutes	214	3.2%	75	
Average Travel Time to Work (in minutes)	N/A		N/A	
FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS				
Total	4,042	100.0%	161	
Own children under 6 years only	263	6.5%	35	
In labor force	187	4.6%	32	
Not in labor force	76	1.9%	26	
Own children under 6 years and 6 to 17 years	347	8.6%	56	
In labor force	250	6.2%	51	
Not in labor force	96	2.4%	42	
Own children 6 to 17 years only	1,168	28.9%	100	
In labor force	734	18.2%	84	
Not in labor force	434	10.7%	78	
No own children under 18 years	2,265	56.0%	161	
In labor force	1,656	41.0%	161	
Not in labor force	609	15.1%	74	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN NONINSTITUTIONALIZED POPULATION BY AGE & TYPES OF HEALTH INSURANCE COVERAGE				
Total	14,513	100.0%	525	high
Under 19 years:	3,986	27.5%	216	high
One Type of Health Insurance:	3,440	23.7%	156	high
Employer-Based Health Ins Only	1,594	11.0%	168	high
Direct-Purchase Health Ins Only	189	1.3%	35	high
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	1,617	11.1%	158	high
TRICARE/Military Hlth Cov Only	1	0.0%	48	low
VA Health Care Only	39	0.3%	83	low
2+ Types of Health Insurance	97	0.7%	31	medium
No Health Insurance Coverage	449	3.1%	166	medium
19 to 34 years:	3,359	23.1%	283	high
One Type of Health Insurance:	1,980	13.6%	133	high
Employer-Based Health Ins Only	1,394	9.6%	111	high
Direct-Purchase Health Ins Only	312	2.1%	69	medium
Medicare Coverage Only	0	0.0%	0	
Medicaid Coverage Only	176	1.2%	61	medium
TRICARE/Military Hlth Cov Only	23	0.2%	32	low
VA Health Care Only	75	0.5%	121	low
2+ Types of Health Insurance	74	0.5%	45	medium
No Health Insurance Coverage	1,305	9.0%	454	medium
35 to 64 years:	5,745	39.6%	253	high
One Type of Health Insurance:	3,607	24.9%	145	high
Employer-Based Health Ins Only	2,708	18.7%	138	high
Direct-Purchase Health Ins Only	588	4.1%	121	medium
Medicare Coverage Only	60	0.4%	25	medium
Medicaid Coverage Only	238	1.6%	64	medium
TRICARE/Military Hlth Cov Only	13	0.1%	17	low
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance	558	3.8%	122	medium
No Health Insurance Coverage	1,580	10.9%	217	high
65+ years:	1,423	9.8%	111	high
One Type of Health Insurance:	620	4.3%	64	high
Employer-Based Health Ins Only	27	0.2%	20	low
Direct-Purchase Health Ins Only	3	0.0%	17	low
Medicare Coverage Only	591	4.1%	64	high
TRICARE/Military Hlth Cov Only	0	0.0%	0	
VA Health Care Only	0	0.0%	0	
2+ Types of Health Insurance:	784	5.4%	97	high
Employer-Based & Direct-Purchase Health Insurance	0	0.0%	0	
Employer-Based Health & Medicare Insurance	179	1.2%	32	high
Direct-Purchase Health & Medicare Insurance	153	1.1%	30	high
Medicare & Medicaid Coverage	252	1.7%	135	medium
Other Private Health Insurance Combos	0	0.0%	0	
Other Public Health Insurance Combos	12	0.1%	11	low
Other Health Insurance Combinations	188	1.3%	36	high
No Health Insurance Coverage	18	0.1%	26	low

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY RATIO OF INCOME TO POVERTY LEVEL				
Total	14,477	100.0%	526	
Under .50	961	6.6%	322	
.50 to .99	1,153	8.0%	234	
1.00 to 1.24	600	4.1%	178	
1.25 to 1.49	745	5.1%	165	
1.50 to 1.84	1,234	8.5%	246	
1.85 to 1.99	211	1.5%	151	
2.00 and over	9,573	66.1%	382	
CIVILIAN POPULATION AGE 18 OR OLDER BY VETERAN STATUS				
Total	10,670	100.0%	430	
Veteran	563	5.3%	57	
Nonveteran	10,107	94.7%	423	
Male	5,746	53.9%	410	
Veteran	446	4.2%	33	
Nonveteran	5,300	49.7%	423	
Female	4,924	46.1%	174	
Veteran	117	1.1%	92	
Nonveteran	4,807	45.1%	160	
CIVILIAN VETERANS AGE 18 OR OLDER BY PERIOD OF MILITARY SERVICE				
Total	563	100.0%	57	
Gulf War (9/01 or later), no Gulf War (8/90 to 8/01), no Vietnam Era	90	16.0%	100	
Gulf War (9/01 or later) and Gulf War (8/90 to 8/01), no Vietnam Era	53	9.4%	25	
Gulf War (9/01 or later), and Gulf War (8/90 to 8/01), and Vietnam Era	0	0.0%	0	
Gulf War (8/90 to 8/01), no Vietnam Era	89	15.8%	34	
Gulf War (8/90 to 8/01) and Vietnam Era	0	0.0%	6	
Vietnam Era, no Korean War, no World War II	135	24.0%	38	
Vietnam Era and Korean War, no World War II	52	9.2%	48	
Vietnam Era and Korean War and World War II	0	0.0%	0	
Korean War, no Vietnam Era, no World War II	33	5.9%	12	
Korean War and World War II, no Vietnam Era	0	0.0%	0	
World War II, no Korean War, no Vietnam Era	0	0.0%	0	
Between Gulf War and Vietnam Era only	99	17.6%	43	
Between Vietnam Era and Korean War only	12	2.1%	11	
Between Korean War and World War II only	0	0.0%	5	
Pre-World War II only	0	0.0%	0	
HOUSEHOLDS BY POVERTY STATUS				
Total	4,142	100.0%	97	
Income in the past 12 months below poverty level	419	10.1%	61	
Married-couple family	162	3.9%	42	
Other family - male householder (no wife present)	97	2.3%	72	
Other family - female householder (no husband present)	91	2.2%	40	
Nonfamily household - male householder	11	0.3%	28	
Nonfamily household - female householder	58	1.4%	12	
Income in the past 12 months at or above poverty level	3,723	89.9%	100	
Married-couple family	1,947	47.0%	80	
Other family - male householder (no wife present)	408	9.9%	160	
Other family - female householder (no husband present)	631	15.2%	82	
Nonfamily household - male householder	437	10.6%	44	
Nonfamily household - female householder	301	7.3%	26	
Poverty Index	82			

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

One_Mile_Buffer 1
Area: 5.89 square miles

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY OTHER INCOME				
Social Security Income	1,095	26.4%	71	
No Social Security Income	3,048	73.6%	98	
Retirement Income	478	11.5%	48	
No Retirement Income	3,665	88.5%	101	
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
<10% of Income	168	14.6%	293	
10-14.9% of Income	65	5.6%	24	
15-19.9% of Income	132	11.4%	31	
20-24.9% of Income	97	8.4%	29	
25-29.9% of Income	72	6.2%	45	
30-34.9% of Income	109	9.5%	33	
35-39.9% of Income	29	2.5%	20	
40-49.9% of Income	96	8.3%	23	
50+% of Income	289	25.1%	53	
Gross Rent % Inc Not Computed	95	8.2%	242	
HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS				
Total	4,142	100.0%	97	
With public assistance income	36	0.9%	18	
No public assistance income	4,106	99.1%	97	
HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS				
Total	4,142	100.0%	97	
With Food Stamps/SNAP	774	18.7%	99	
With No Food Stamps/SNAP	3,368	81.3%	101	
HOUSEHOLDS BY DISABILITY STATUS				
Total	4,142	100.0%	97	
With 1+ Persons w/Disability	1,261	30.4%	126	
With No Person w/Disability	2,881	69.6%	103	

Data Note: N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2021, adjusted for inflation.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 07, 2024

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ACS Population Summary

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
TOTALS				
Total Population	1,409,949		0	
Total Households	475,292		2,844	
Total Housing Units	554,517		859	
POPULATION AGE 3+ YEARS BY SCHOOL ENROLLMENT				
Total	1,362,713	100.0%	1,580	
Enrolled in school	374,387	27.5%	3,685	
Enrolled in nursery school, preschool	23,691	1.7%	1,792	
Public school	11,945	0.9%	1,141	
Private school	11,746	0.9%	1,535	
Enrolled in kindergarten	18,331	1.3%	1,363	
Public school	15,029	1.1%	1,271	
Private school	3,302	0.2%	643	
Enrolled in grade 1 to grade 4	66,816	4.9%	2,562	
Public school	56,403	4.1%	2,320	
Private school	10,413	0.8%	1,349	
Enrolled in grade 5 to grade 8	70,690	5.2%	2,672	
Public school	60,949	4.5%	2,475	
Private school	9,741	0.7%	1,118	
Enrolled in grade 9 to grade 12	71,446	5.2%	1,643	
Public school	62,970	4.6%	1,774	
Private school	8,476	0.6%	1,045	
Enrolled in college undergraduate years	99,051	7.3%	2,567	
Public school	81,487	6.0%	2,730	
Private school	17,564	1.3%	1,552	
Enrolled in graduate or professional school	24,362	1.8%	2,047	
Public school	15,714	1.2%	1,797	
Private school	8,648	0.6%	1,122	
Not enrolled in school	988,326	72.5%	3,598	
POPULATION AGE 65+ BY RELATIONSHIP AND HOUSEHOLD TYPE				
Total	169,351	100.0%	130	
Living in Households	165,982	98.0%	576	
Living in Family Households	127,065	75.0%	1,590	
Householder	55,639	32.9%	1,387	
Spouse	37,266	22.0%	1,267	
Parent	20,278	12.0%	1,693	
Parent-in-law	5,378	3.2%	921	
Other Relative	6,462	3.8%	819	
Nonrelative	2,042	1.2%	450	
Living in Nonfamily Households	38,917	23.0%	1,574	
Householder	34,996	20.7%	1,495	
Nonrelative	3,921	2.3%	527	
Living in Group Quarters	3,369	2.0%	569	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY TYPE AND SIZE				
Family Households	316,908	66.7%	3,449	
2-Person	122,656	25.8%	3,084	
3-Person	79,329	16.7%	2,738	
4-Person	64,587	13.6%	2,312	
5-Person	32,822	6.9%	1,699	
6-Person	10,722	2.3%	1,150	
7+ Person	6,792	1.4%	725	
Nonfamily Households	158,384	33.3%	2,959	
1-Person	114,872	24.2%	2,644	
2-Person	35,168	7.4%	1,619	
3-Person	5,639	1.2%	773	
4-Person	2,115	0.4%	369	
5-Person	422	0.1%	245	
6-Person	148	0.0%	152	
7+ Person	20	0.0%	32	
HOUSEHOLDS BY PRESENCE OF PEOPLE UNDER 18 YEARS BY HOUSEHOLD TYPE				
Households with one or more people under 18 years	157,798	33.2%	2,960	
Family households	156,531	32.9%	2,933	
Married-couple family	100,412	21.1%	2,683	
Male householder, no wife present	12,577	2.6%	1,117	
Female householder, no husband present	43,542	9.2%	1,900	
Nonfamily households	1,267	0.3%	381	
Households with no people under 18 years	317,494	66.8%	3,208	
Married-couple family	120,249	25.3%	2,795	
Other family	40,128	8.4%	1,944	
Nonfamily households	157,117	33.1%	2,947	
HOUSEHOLDS BY PRESENCE OF PEOPLE 65 YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE				
Households with Pop 65+	114,824	24.2%	1,579	
1-Person	31,769	6.7%	1,493	
2+ Person Family	78,903	16.6%	1,495	
2+ Person Nonfamily	4,152	0.9%	462	
Households with No Pop 65+	360,468	75.8%	2,752	
1-Person	83,103	17.5%	2,390	
2+ Person Family	238,005	50.1%	3,420	
2+ Person Nonfamily	39,360	8.3%	1,640	
HOUSEHOLD TYPE BY RELATIVES AND NONRELATIVES FOR POPULATION IN HOUSEHOLDS				
Total	1,379,273	100.0%	2,498	
In Family Households	1,144,577	83.0%	5,810	
In Married-Couple Family	772,348	56.0%	10,425	
Relatives	761,206	55.2%	10,342	
Nonrelatives	11,142	0.8%	1,771	
In Male Householder-No Spouse Present-Family	97,764	7.1%	7,099	
Relatives	86,805	6.3%	6,234	
Nonrelatives	10,959	0.8%	1,363	
In Female Householder-No Spouse Present-Family	274,465	19.9%	8,113	
Relatives	253,012	18.3%	7,158	
Nonrelatives	21,453	1.6%	2,113	
In Nonfamily Households	234,696	17.0%	5,772	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

Orange County, FL
Orange County, FL (12095)
Geography: County

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION AGE 5+ YEARS BY LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH				
Total	1,326,558	100.0%	115	
5 to 17 years				
Speak only English	147,891	11.1%	2,917	
Speak Spanish	56,310	4.2%	2,061	
Speak English "very well" or "well"	52,430	4.0%	2,552	
Speak English "not well"	2,919	0.2%	588	
Speak English "not at all"	961	0.1%	293	
Speak other Indo-European languages	18,453	1.4%	2,002	
Speak English "very well" or "well"	17,090	1.3%	1,910	
Speak English "not well"	1,363	0.1%	489	
Speak English "not at all"	0	0.0%	34	
Speak Asian and Pacific Island languages	4,170	0.3%	575	
Speak English "very well" or "well"	3,857	0.3%	560	
Speak English "not well"	313	0.0%	240	
Speak English "not at all"	0	0.0%	34	
Speak other languages	1,625	0.1%	428	
Speak English "very well" or "well"	1,564	0.1%	433	
Speak English "not well"	61	0.0%	68	
Speak English "not at all"	0	0.0%	34	
18 to 64 years				
Speak only English	567,171	42.8%	5,122	
Speak Spanish	254,317	19.2%	3,256	
Speak English "very well" or "well"	198,747	15.0%	4,903	
Speak English "not well"	36,567	2.8%	2,869	
Speak English "not at all"	19,003	1.4%	2,857	
Speak other Indo-European languages	69,740	5.3%	3,790	
Speak English "very well" or "well"	59,244	4.5%	3,102	
Speak English "not well"	8,723	0.7%	1,213	
Speak English "not at all"	1,773	0.1%	505	
Speak Asian and Pacific Island languages	27,737	2.1%	1,625	
Speak English "very well" or "well"	22,735	1.7%	1,476	
Speak English "not well"	4,285	0.3%	628	
Speak English "not at all"	717	0.1%	261	
Speak other languages	9,793	0.7%	1,744	
Speak English "very well" or "well"	9,176	0.7%	1,547	
Speak English "not well"	500	0.0%	206	
Speak English "not at all"	117	0.0%	114	
65 years and over				
Speak only English	114,229	8.6%	1,268	
Speak Spanish	38,500	2.9%	872	
Speak English "very well" or "well"	23,945	1.8%	1,305	
Speak English "not well"	9,713	0.7%	1,041	
Speak English "not at all"	4,842	0.4%	739	
Speak other Indo-European languages	8,635	0.7%	828	
Speak English "very well" or "well"	5,824	0.4%	602	
Speak English "not well"	1,918	0.1%	421	
Speak English "not at all"	893	0.1%	268	
Speak Asian and Pacific Island languages	6,992	0.5%	701	
Speak English "very well" or "well"	4,271	0.3%	548	
Speak English "not well"	1,576	0.1%	336	
Speak English "not at all"	1,145	0.1%	502	
Speak other languages	995	0.1%	279	
Speak English "very well" or "well"	724	0.1%	184	
Speak English "not well"	182	0.0%	127	
Speak English "not at all"	89	0.0%	82	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY PLACE OF WORK				
Total	704,814	100.0%	5,317	
Worked in state and in county of residence	605,513	85.9%	6,055	
Worked in state and outside county of residence	91,040	12.9%	3,575	
Worked outside state of residence	8,261	1.2%	1,111	
SEX BY CLASS OF WORKER FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER				
Total:	716,749	100.0%	5,194	
Male:	376,337	52.5%	3,489	
Employee of private company	284,749	39.7%	3,935	
Self-employed in own incorporated business	23,783	3.3%	1,573	
Private not-for-profit wage and salary workers	17,756	2.5%	1,291	
Local government workers	15,209	2.1%	1,227	
State government workers	6,333	0.9%	941	
Federal government workers	6,582	0.9%	980	
Self-employed in own not incorporated business workers	21,036	2.9%	1,687	
Unpaid family workers	889	0.1%	293	
Female:	340,412	47.5%	3,279	
Employee of private company	242,393	33.8%	3,815	
Self-employed in own incorporated business	11,294	1.6%	1,039	
Private not-for-profit wage and salary workers	29,704	4.1%	2,022	
Local government workers	23,228	3.2%	1,482	
State government workers	10,292	1.4%	903	
Federal government workers	6,921	1.0%	1,002	
Self-employed in own not incorporated business workers	15,857	2.2%	1,697	
Unpaid family workers	723	0.1%	233	
POPULATION IN HOUSEHOLDS AND PRESENCE OF A COMPUTER				
Total	1,379,273	100.0%	2,498	
Population <18 in Households	310,962	22.5%	316	
Have a Computer	308,064	22.3%	882	
Have NO Computer	2,898	0.2%	851	
Population 18-64 in Households	902,329	65.4%	2,260	
Have a Computer	888,142	64.4%	2,697	
Have NO Computer	14,187	1.0%	1,608	
Population 65+ in Households	165,982	12.0%	576	
Have a Computer	153,514	11.1%	1,327	
Have NO Computer	12,468	0.9%	1,172	
HOUSEHOLDS AND INTERNET SUBSCRIPTIONS				
Total	475,292	100.0%	2,844	
With an Internet Subscription	431,934	90.9%	3,307	
Dial-Up Alone	543	0.1%	199	
Broadband	370,374	77.9%	3,902	
Satellite Service	25,117	5.3%	1,453	
Other Service	4,625	1.0%	754	
Internet Access with no Subscription	9,625	2.0%	1,060	
With No Internet Access	33,733	7.1%	1,614	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

Orange County, FL
Orange County, FL (12095)
Geography: County

Prepared by Esri

	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
WORKERS AGE 16+ YEARS BY MEANS OF TRANSPORTATION TO WORK				
Total	704,814	100.0%	5,317	
Drove alone	528,882	75.0%	6,012	
Carpooled	65,365	9.3%	2,918	
Public transportation (excluding taxicab)	11,891	1.7%	1,235	
Bus or trolley bus	11,398	1.6%	1,211	
Light rail, streetcar or trolley	41	0.0%	40	
Subway or elevated	291	0.0%	163	
Long-distance/Commuter Train	161	0.0%	122	
Ferryboat	0	0.0%	34	
Taxicab	2,556	0.4%	526	
Motorcycle	1,164	0.2%	354	
Bicycle	3,058	0.4%	573	
Walked	8,595	1.2%	1,156	
Other means	10,970	1.6%	1,723	
Worked at home	72,333	10.3%	3,366	
WORKERS AGE 16+ YEARS (WHO DID NOT WORK FROM HOME) BY TRAVEL TIME TO WORK				
Total	632,481	100.0%	6,119	
Less than 5 minutes	7,689	1.2%	957	
5 to 9 minutes	31,002	4.9%	1,874	
10 to 14 minutes	57,522	9.1%	2,381	
15 to 19 minutes	87,744	13.9%	3,323	
20 to 24 minutes	103,357	16.3%	3,565	
25 to 29 minutes	52,834	8.4%	2,253	
30 to 34 minutes	125,117	19.8%	3,749	
35 to 39 minutes	27,133	4.3%	1,870	
40 to 44 minutes	33,244	5.3%	1,921	
45 to 59 minutes	63,559	10.0%	3,215	
60 to 89 minutes	29,601	4.7%	1,938	
90 or more minutes	13,679	2.2%	1,634	
Average Travel Time to Work (in minutes)	28.7		0.5	
FEMALES AGE 20-64 YEARS BY AGE OF OWN CHILDREN AND EMPLOYMENT STATUS				
Total	445,126	100.0%	443	
Own children under 6 years only	33,743	7.6%	2,053	
In labor force	23,823	5.4%	1,502	
Not in labor force	9,920	2.2%	1,277	
Own children under 6 years and 6 to 17 years	29,828	6.7%	1,951	
In labor force	19,982	4.5%	1,890	
Not in labor force	9,846	2.2%	975	
Own children 6 to 17 years only	84,926	19.1%	2,376	
In labor force	66,684	15.0%	2,479	
Not in labor force	18,242	4.1%	1,422	
No own children under 18 years	296,629	66.6%	2,891	
In labor force	225,677	50.7%	3,291	
Not in labor force	70,952	15.9%	2,520	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

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Orange County, FL (12095)
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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
CIVILIAN NONINSTITUTIONALIZED POPULATION BY AGE & TYPES OF HEALTH INSURANCE COVERAGE				
Total	1,399,076	100.0%	935	
Under 19 years:	332,240	23.7%	959	
One Type of Health Insurance:	292,737	20.9%	3,075	
Employer-Based Health Ins Only	140,882	10.1%	4,375	
Direct-Purchase Health Ins Only	28,538	2.0%	2,406	
Medicare Coverage Only	409	0.0%	260	
Medicaid Coverage Only	120,551	8.6%	4,262	
TRICARE/Military Hlth Cov Only	2,085	0.1%	593	
VA Health Care Only	272	0.0%	191	
2+ Types of Health Insurance	16,065	1.1%	1,752	
No Health Insurance Coverage	23,438	1.7%	2,372	
19 to 34 years:	352,428	25.2%	1,175	
One Type of Health Insurance:	263,133	18.8%	3,710	
Employer-Based Health Ins Only	188,724	13.5%	3,404	
Direct-Purchase Health Ins Only	43,459	3.1%	2,840	
Medicare Coverage Only	922	0.1%	388	
Medicaid Coverage Only	26,387	1.9%	1,882	
TRICARE/Military Hlth Cov Only	1,967	0.1%	576	
VA Health Care Only	1,674	0.1%	473	
2+ Types of Health Insurance	17,308	1.2%	1,590	
No Health Insurance Coverage	71,987	5.1%	3,268	
35 to 64 years:	547,823	39.2%	622	
One Type of Health Insurance:	418,166	29.9%	4,162	
Employer-Based Health Ins Only	297,719	21.3%	4,956	
Direct-Purchase Health Ins Only	72,741	5.2%	3,414	
Medicare Coverage Only	7,799	0.6%	814	
Medicaid Coverage Only	33,027	2.4%	2,087	
TRICARE/Military Hlth Cov Only	4,064	0.3%	892	
VA Health Care Only	2,816	0.2%	557	
2+ Types of Health Insurance	43,028	3.1%	2,251	
No Health Insurance Coverage	86,629	6.2%	3,809	
65+ years:	166,585	11.9%	385	
One Type of Health Insurance:	73,981	5.3%	2,542	
Employer-Based Health Ins Only	4,518	0.3%	652	
Direct-Purchase Health Ins Only	2,432	0.2%	545	
Medicare Coverage Only	66,788	4.8%	2,462	
TRICARE/Military Hlth Cov Only	61	0.0%	68	
VA Health Care Only	182	0.0%	106	
2+ Types of Health Insurance:	88,749	6.3%	2,577	
Employer-Based & Direct-Purchase Health Insurance	491	0.0%	276	
Employer-Based Health & Medicare Insurance	18,423	1.3%	1,324	
Direct-Purchase Health & Medicare Insurance	20,728	1.5%	1,776	
Medicare & Medicaid Coverage	19,817	1.4%	1,376	
Other Private Health Insurance Combos	49	0.0%	51	
Other Public Health Insurance Combos	3,649	0.3%	582	
Other Health Insurance Combinations	25,592	1.8%	1,289	
No Health Insurance Coverage	3,855	0.3%	948	

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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ACS Population Summary

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Orange County, FL (12095)
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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
POPULATION BY RATIO OF INCOME TO POVERTY LEVEL				
Total	1,377,713	100.0%	2,532	
Under .50	83,249	6.0%	5,111	
.50 to .99	108,236	7.9%	5,891	
1.00 to 1.24	71,112	5.2%	5,165	
1.25 to 1.49	67,243	4.9%	5,514	
1.50 to 1.84	107,889	7.8%	6,834	
1.85 to 1.99	38,279	2.8%	4,437	
2.00 and over	901,705	65.4%	9,746	
CIVILIAN POPULATION AGE 18 OR OLDER BY VETERAN STATUS				
Total	1,096,754	100.0%	481	
Veteran	61,700	5.6%	2,501	
Nonveteran	1,035,054	94.4%	2,629	
Male	534,300	48.7%	390	
Veteran	53,675	4.9%	2,179	
Nonveteran	480,625	43.8%	2,291	
Female	562,454	51.3%	236	
Veteran	8,025	0.7%	990	
Nonveteran	554,429	50.6%	1,038	
CIVILIAN VETERANS AGE 18 OR OLDER BY PERIOD OF MILITARY SERVICE				
Total	61,700	100.0%	2,501	
Gulf War (9/01 or later), no Gulf War (8/90 to 8/01), no Vietnam Era	11,377	18.4%	1,275	
Gulf War (9/01 or later) and Gulf War (8/90 to 8/01), no Vietnam Era	4,968	8.1%	804	
Gulf War (9/01 or later), and Gulf War (8/90 to 8/01), and Vietnam Era	358	0.6%	150	
Gulf War (8/90 to 8/01), no Vietnam Era	9,524	15.4%	1,124	
Gulf War (8/90 to 8/01) and Vietnam Era	1,721	2.8%	480	
Vietnam Era, no Korean War, no World War II	16,379	26.5%	938	
Vietnam Era and Korean War, no World War II	402	0.7%	161	
Vietnam Era and Korean War and World War II	88	0.1%	66	
Korean War, no Vietnam Era, no World War II	2,765	4.5%	497	
Korean War and World War II, no Vietnam Era	48	0.1%	47	
World War II, no Korean War, no Vietnam Era	595	1.0%	169	
Between Gulf War and Vietnam Era only	10,589	17.2%	1,053	
Between Vietnam Era and Korean War only	2,680	4.3%	395	
Between Korean War and World War II only	206	0.3%	102	
Pre-World War II only	0	0.0%	34	
HOUSEHOLDS BY POVERTY STATUS				
Total	475,292	100.0%	2,844	
Income in the past 12 months below poverty level	62,710	13.2%	2,168	
Married-couple family	14,187	3.0%	1,064	
Other family - male householder (no wife present)	3,291	0.7%	523	
Other family - female householder (no husband present)	16,128	3.4%	1,143	
Nonfamily household - male householder	11,746	2.5%	1,043	
Nonfamily household - female householder	17,358	3.7%	1,056	
Income in the past 12 months at or above poverty level	412,582	86.8%	3,000	
Married-couple family	206,474	43.4%	3,437	
Other family - male householder (no wife present)	23,129	4.9%	1,775	
Other family - female householder (no husband present)	53,699	11.3%	1,830	
Nonfamily household - male householder	65,983	13.9%	2,461	
Nonfamily household - female householder	63,297	13.3%	2,130	
Poverty Index	106			

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

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ACS Population Summary

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	2017-2021 ACS Estimate	Percent	MOE(±)	Reliability
HOUSEHOLDS BY OTHER INCOME				
Social Security Income	114,709	24.1%	2,232	
No Social Security Income	360,583	75.9%	3,016	
Retirement Income	73,400	15.4%	2,117	
No Retirement Income	401,892	84.6%	3,104	
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN THE PAST 12 MONTHS				
<10% of Income	4,606	2.2%	555	
10-14.9% of Income	12,565	6.1%	1,394	
15-19.9% of Income	19,984	9.7%	1,506	
20-24.9% of Income	25,411	12.3%	1,733	
25-29.9% of Income	23,789	11.5%	1,703	
30-34.9% of Income	18,251	8.8%	1,271	
35-39.9% of Income	13,986	6.8%	1,223	
40-49.9% of Income	23,126	11.2%	1,543	
50+% of Income	54,152	26.2%	2,568	
Gross Rent % Inc Not Computed	10,661	5.2%	1,171	
HOUSEHOLDS BY PUBLIC ASSISTANCE INCOME IN THE PAST 12 MONTHS				
Total	475,292	100.0%	2,844	
With public assistance income	14,045	3.0%	1,156	
No public assistance income	461,247	97.0%	2,940	
HOUSEHOLDS BY FOOD STAMPS/SNAP STATUS				
Total	475,292	100.0%	2,844	
With Food Stamps/SNAP	70,520	14.8%	2,592	
With No Food Stamps/SNAP	404,772	85.2%	3,687	
HOUSEHOLDS BY DISABILITY STATUS				
Total	475,292	100.0%	2,844	
With 1+ Persons w/Disability	110,131	23.2%	2,964	
With No Person w/Disability	365,161	76.8%	4,182	

Data Note: N/A means not available. Population by Ratio of Income to Poverty Level represents persons for whom poverty status is determined. Household income represents income in 2021, adjusted for inflation.

2017-2021 ACS Estimate: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2017-2021 ACS estimates, five-year period data collected monthly from January 1, 2017 through December 31, 2021. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

- High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.
- Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow-use with caution.
- Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2017-2021 American Community Survey

Reliability: high medium low

April 23, 2024

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Business Summary

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Data for all businesses in area	
Total Businesses:	5,547
Total Employees:	49,212
Total Residential Population:	178,854
Employee/Residential Population Ratio (per 100 Residents)	28

	Businesses		Employees	
by SIC Codes	**Number**	**Percent**	**Number**	**Percent**
Agriculture & Mining	127	2.3%	885	1.8%
Construction	427	7.7%	3,578	7.3%
Manufacturing	72	1.3%	924	1.9%
Transportation	157	2.8%	1,684	3.4%
Communication	51	0.9%	294	0.6%
Utility	9	0.2%	257	0.5%
Wholesale Trade	123	2.2%	2,801	5.7%
Retail Trade Summary	1,104	19.9%	11,865	24.1%
Home Improvement	62	1.1%	1,082	2.2%
General Merchandise Stores	66	1.2%	1,290	2.6%
Food Stores	137	2.5%	1,582	3.2%
Auto Dealers & Gas Stations	111	2.0%	507	1.0%
Apparel & Accessory Stores	68	1.2%	427	0.9%
Furniture & Home Furnishings	78	1.4%	806	1.6%
Eating & Drinking Places	343	6.2%	4,729	9.6%
Miscellaneous Retail	238	4.3%	1,440	2.9%
Finance, Insurance, Real Estate Summary	469	8.5%	2,211	4.5%
Banks, Savings & Lending Institutions	72	1.3%	474	1.0%
Securities Brokers	72	1.3%	219	0.4%
Insurance Carriers & Agents	70	1.3%	386	0.8%
Real Estate, Holding, Other Investment Offices	255	4.6%	1,132	2.3%
Services Summary	2,084	37.6%	22,786	46.3%
Hotels & Lodging	17	0.3%	2,352	4.8%
Automotive Services	121	2.2%	480	1.0%
Movies & Amusements	150	2.7%	922	1.9%
Health Services	355	6.4%	5,062	10.3%
Legal Services	74	1.3%	322	0.7%
Education Institutions & Libraries	106	1.9%	6,409	13.0%
Other Services	1,262	22.8%	7,239	14.7%
Government	79	1.4%	1,652	3.4%
Unclassified Establishments	845	15.2%	275	0.6%
Totals	5,547	100.0%	49,212	100.0%

Source: Copyright 2023 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2023.
Date Note: Data on the Business Summary report is calculated using **Esri's Data allocation method** which uses census block groups to allocate business summary data to custom areas.

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by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	19	0.3%	198	0.4%
Mining	0	0.0%	0	0.0%
Utilities	3	0.1%	165	0.3%
Construction	462	8.3%	3,830	7.8%
Manufacturing	94	1.7%	980	2.0%
Wholesale Trade	119	2.1%	2,791	5.7%
Retail Trade	714	12.9%	6,804	13.8%
Motor Vehicle & Parts Dealers	96	1.7%	443	0.9%
Furniture & Home Furnishings Stores	50	0.9%	469	1.0%
Electronics & Appliance Stores	24	0.4%	322	0.7%
Building Material & Garden Equipment & Supplies Dealers	62	1.1%	1,082	2.2%
Food & Beverage Stores	103	1.9%	1,360	2.8%
Health & Personal Care Stores	75	1.4%	535	1.1%
Gasoline Stations & Fuel Dealers	15	0.3%	67	0.1%
Clothing, Clothing Accessories, Shoe and Jewelry Stores	89	1.6%	507	1.0%
Sporting Goods, Hobby, Book, & Music Stores	101	1.8%	543	1.1%
General Merchandise Stores	98	1.8%	1,475	3.0%
Transportation & Warehousing	117	2.1%	1,578	3.2%
Information	96	1.7%	685	1.4%
Finance & Insurance	220	4.0%	1,095	2.2%
Central Bank/Credit Intermediation & Related Activities	74	1.3%	481	1.0%
Securities & Commodity Contracts	76	1.4%	227	0.5%
Funds, Trusts & Other Financial Vehicles	70	1.3%	386	0.8%
Real Estate, Rental & Leasing	250	4.5%	1,190	2.4%
Professional, Scientific & Tech Services	444	8.0%	2,380	4.8%
Legal Services	85	1.5%	351	0.7%
Management of Companies & Enterprises	38	0.7%	77	0.2%
Administrative, Support & Waste Management Services	220	4.0%	1,083	2.2%
Educational Services	137	2.5%	6,568	13.3%
Health Care & Social Assistance	472	8.5%	6,646	13.5%
Arts, Entertainment & Recreation	138	2.5%	760	1.5%
Accommodation & Food Services	374	6.7%	7,205	14.6%
Accommodation	17	0.3%	2,352	4.8%
Food Services & Drinking Places	357	6.4%	4,853	9.9%
Other Services (except Public Administration)	706	12.7%	3,250	6.6%
Automotive Repair & Maintenance	102	1.8%	383	0.8%
Public Administration	79	1.4%	1,652	3.4%
Unclassified Establishments	845	15.2%	275	0.6%
Total	5,547	100.0%	49,212	100.0%

Source: Copyright 2023 Data Axle, Inc. All rights reserved. Esri Total Residential Population forecasts for 2023.
Date Note: Data on the Business Summary report is calculated using **Esri's Data allocation method** which uses census block groups to allocate business summary data to custom areas.

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Community Profile

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Area: 91 square miles

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Population Summary	
2010 Total Population	145,853
2020 Total Population	173,630
2020 Group Quarters	1,090
2023 Total Population	178,854
2023 Group Quarters	1,090
2028 Total Population	182,536
2023-2028 Annual Rate	0.41%
2023 Total Daytime Population	145,271
Workers	60,054
Residents	85,217
Household Summary	
2010 Households	49,434
2010 Average Household Size	2.93
2020 Total Households	58,909
2020 Average Household Size	2.93
2023 Households	60,959
2023 Average Household Size	2.92
2028 Households	62,818
2028 Average Household Size	2.89
2023-2028 Annual Rate	0.60%
2010 Families	37,030
2010 Average Family Size	3.35
2023 Families	45,013
2023 Average Family Size	3.36
2028 Families	46,099
2028 Average Family Size	3.34
2023-2028 Annual Rate	0.48%
Housing Unit Summary	
2000 Housing Units	39,855
Owner Occupied Housing Units	71.2%
Renter Occupied Housing Units	23.4%
Vacant Housing Units	5.4%
2010 Housing Units	54,886
Owner Occupied Housing Units	61.7%
Renter Occupied Housing Units	28.3%
Vacant Housing Units	9.9%
2020 Housing Units	62,076
Owner Occupied Housing Units	62.8%
Renter Occupied Housing Units	32.1%
Vacant Housing Units	5.1%
2023 Housing Units	63,714
Owner Occupied Housing Units	65.2%
Renter Occupied Housing Units	30.5%
Vacant Housing Units	4.3%
2028 Housing Units	65,835
Owner Occupied Housing Units	64.6%
Renter Occupied Housing Units	30.8%
Vacant Housing Units	4.6%

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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2023 Households by Income	
Household Income Base	60,959
<$15,000	9.8%
$15,000 - $24,999	6.8%
$25,000 - $34,999	8.4%
$35,000 - $49,999	12.2%
$50,000 - $74,999	15.2%
$75,000 - $99,999	14.4%
$100,000 - $149,999	15.8%
$150,000 - $199,999	8.6%
$200,000+	8.9%
Average Household Income	$98,787
2028 Households by Income	
Household Income Base	62,818
<$15,000	8.1%
$15,000 - $24,999	5.2%
$25,000 - $34,999	7.0%
$35,000 - $49,999	10.3%
$50,000 - $74,999	14.8%
$75,000 - $99,999	14.8%
$100,000 - $149,999	17.3%
$150,000 - $199,999	11.5%
$200,000+	11.0%
Average Household Income	$115,662
2023 Owner Occupied Housing Units by Value	
Total	41,528
<$50,000	4.3%
$50,000 - $99,999	1.5%
$100,000 - $149,999	2.5%
$150,000 - $199,999	5.4%
$200,000 - $249,999	9.3%
$250,000 - $299,999	12.3%
$300,000 - $399,999	32.6%
$400,000 - $499,999	11.4%
$500,000 - $749,999	15.2%
$750,000 - $999,999	3.1%
$1,000,000 - $1,499,999	1.6%
$1,500,000 - $1,999,999	0.3%
$2,000,000 +	0.6%
Average Home Value	$395,334
2028 Owner Occupied Housing Units by Value	
Total	42,528
<$50,000	4.0%
$50,000 - $99,999	2.3%
$100,000 - $149,999	0.9%
$150,000 - $199,999	4.9%
$200,000 - $249,999	8.7%
$250,000 - $299,999	11.0%
$300,000 - $399,999	31.8%
$400,000 - $499,999	12.5%
$500,000 - $749,999	17.0%
$750,000 - $999,999	3.7%
$1,000,000 - $1,499,999	2.1%
$1,500,000 - $1,999,999	0.4%
$2,000,000 +	0.8%
Average Home Value	$419,273

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Median Household Income	
2023	$69,983
2028	$81,210
Median Home Value	
2023	$345,290
2028	$357,463
Per Capita Income	
2023	$33,807
2028	$39,970
Median Age	
2010	35.0
2020	37.5
2023	36.6
2028	37.1
2020 Population by Age	
Total	173,630
0 - 4	5.9%
5 - 9	6.6%
10 - 14	7.3%
15 - 24	13.6%
25 - 34	13.2%
35 - 44	13.9%
45 - 54	13.7%
55 - 64	12.7%
65 - 74	8.1%
75 - 84	3.6%
85 +	1.3%
18 +	75.7%
2023 Population by Age	
Total	178,853
0 - 4	6.3%
5 - 9	6.7%
10 - 14	6.9%
15 - 24	12.6%
25 - 34	15.3%
35 - 44	13.3%
45 - 54	12.7%
55 - 64	12.4%
65 - 74	8.7%
75 - 84	3.9%
85 +	1.2%
18 +	76.0%
2028 Population by Age	
Total	182,536
0 - 4	6.4%
5 - 9	6.6%
10 - 14	6.9%
15 - 24	11.8%
25 - 34	14.7%
35 - 44	14.8%
45 - 54	11.9%
55 - 64	11.4%
65 - 74	9.2%
75 - 84	4.8%
85 +	1.4%
18 +	76.2%
2020 Population by Sex	

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Males	83,609
Females	90,021
2023 Population by Sex	
Males	86,679
Females	92,175
2028 Population by Sex	
Males	88,224
Females	94,312
2010 Population by Race/Ethnicity	
Total	145,853
White Alone	51.8%
Black Alone	33.7%
American Indian Alone	0.4%
Asian Alone	4.8%
Pacific Islander Alone	0.1%
Some Other Race Alone	5.8%
Two or More Races	3.4%
Hispanic Origin	18.4%
Diversity Index	72.8
2020 Population by Race/Ethnicity	
Total	173,630
White Alone	37.1%
Black Alone	34.6%
American Indian Alone	0.4%
Asian Alone	5.2%
Pacific Islander Alone	0.1%
Some Other Race Alone	9.4%
Two or More Races	13.1%
Hispanic Origin	21.7%
Diversity Index	81.1
2023 Population by Race/Ethnicity	
Total	178,854
White Alone	36.3%
Black Alone	34.8%
American Indian Alone	0.4%
Asian Alone	5.4%
Pacific Islander Alone	0.1%
Some Other Race Alone	9.7%
Two or More Races	13.3%
Hispanic Origin	22.4%
Diversity Index	81.6
2028 Population by Race/Ethnicity	
Total	182,537
White Alone	34.7%
Black Alone	34.8%
American Indian Alone	0.5%
Asian Alone	5.6%
Pacific Islander Alone	0.1%
Some Other Race Alone	10.8%
Two or More Races	13.6%
Hispanic Origin	23.5%
Diversity Index	82.4

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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2020 Population by Relationship and Household Type	
Total	173,630
In Households	99.4%
Householder	34.0%
Opposite-Sex Spouse	16.5%
Same-Sex Spouse	0.2%
Opposite-Sex Unmarried Partner	2.0%
Same-Sex Unmarried Partner	0.1%
Biological Child	30.4%
Adopted Child	0.5%
Stepchild	1.3%
Grandchild	3.2%
Brother or Sister	1.7%
Parent	2.0%
Parent-in-law	0.5%
Son-in-law or Daughter-in-law	0.6%
Other Relatives	2.4%
Foster Child	0.1%
Other Nonrelatives	3.8%
In Group Quaters	0.6%
Institutionalized	0.5%
Noninstitutionalized	0.1%
2023 Population 25+ by Educational Attainment	
Total	120,636
Less than 9th Grade	5.5%
9th - 12th Grade, No Diploma	7.5%
High School Graduate	22.6%
GED/Alternative Credential	3.7%
Some College, No Degree	17.4%
Associate Degree	11.6%
Bachelor's Degree	20.8%
Graduate/Professional Degree	10.8%
2023 Population 15+ by Marital Status	
Total	143,206
Never Married	35.6%
Married	49.2%
Widowed	4.3%
Divorced	10.9%
2023 Civilian Population 16+ in Labor Force	
Civilian Population 16+	99,069
Population 16+ Employed	96.1%
Population 16+ Unemployment rate	3.9%
Population 16-24 Employed	11.5%
Population 16-24 Unemployment rate	10.6%
Population 25-54 Employed	65.9%
Population 25-54 Unemployment rate	3.3%
Population 55-64 Employed	16.4%
Population 55-64 Unemployment rate	2.6%
Population 65+ Employed	6.2%
Population 65+ Unemployment rate	0.8%

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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2023 Employed Population 16+ by Industry	
Total	95,190
Agriculture/Mining	0.4%
Construction	8.2%
Manufacturing	4.4%
Wholesale Trade	2.1%
Retail Trade	11.1%
Transportation/Utilities	5.9%
Information	2.4%
Finance/Insurance/Real Estate	6.2%
Services	55.5%
Public Administration	3.9%
2023 Employed Population 16+ by Occupation	
Total	95,191
White Collar	60.6%
Management/Business/Financial	17.0%
Professional	20.6%
Sales	11.1%
Administrative Support	11.9%
Services	19.5%
Blue Collar	19.9%
Farming/Forestry/Fishing	0.2%
Construction/Extraction	6.2%
Installation/Maintenance/Repair	2.3%
Production	2.6%
Transportation/Material Moving	8.5%
2020 Households by Type	
Total	58,909
Married Couple Households	49.1%
With Own Children <18	20.6%
Without Own Children <18	28.5%
Cohabitating Couple Households	6.5%
With Own Children <18	2.5%
Without Own Children <18	4.0%
Male Householder, No Spouse/Partner	15.8%
Living Alone	8.3%
65 Years and over	2.2%
With Own Children <18	2.1%
Without Own Children <18, With Relatives	3.6%
No Relatives Present	1.8%
Female Householder, No Spouse/Partner	28.6%
Living Alone	10.6%
65 Years and over	4.6%
With Own Children <18	7.3%
Without Own Children <18, With Relatives	9.2%
No Relatives Present	1.4%
2020 Households by Size	
Total	58,909
1 Person Household	19.0%
2 Person Household	29.3%
3 Person Household	19.3%
4 Person Household	16.9%
5 Person Household	8.8%
6 Person Household	4.1%
7 + Person Household	2.7%

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Community Profile

5-Mile_Buffer
Area: 91 square miles

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2020 Households by Tenure and Mortgage Status	
Total	58,909
Owner Occupied	66.2%
Owned with a Mortgage/Loan	51.3%
Owned Free and Clear	14.9%
Renter Occupied	33.8%
2023 Affordability, Mortgage and Wealth	
Housing Affordability Index	83
Percent of Income for Mortgage	29.7%
Wealth Index	87
2020 Housing Units By Urban/ Rural Status	
Total	62,076
Urban Housing Units	99.9%
Rural Housing Units	0.1%
2020 Population By Urban/ Rural Status	
Total	173,630
Urban Population	99.8%
Rural Population	0.2%

Data Note: Households with children include any households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

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Top 3 Tapestry Segments	
1.	Urban Edge Families (7C)
2.	Boomburbs (1C)
3.	Workday Drive (4A)
2023 Consumer Spending	
Apparel & Services: Total $	$124,036,052
Average Spent	$2,034.75
Spending Potential Index	93
Education: Total $	$94,644,309
Average Spent	$1,552.59
Spending Potential Index	87
Entertainment/Recreation: Total $	$210,547,295
Average Spent	$3,453.92
Spending Potential Index	91
Food at Home: Total $	$376,689,716
Average Spent	$6,179.39
Spending Potential Index	91
Food Away from Home: Total $	$214,089,623
Average Spent	$3,512.03
Spending Potential Index	94
Health Care: Total $	$409,979,532
Average Spent	$6,725.50
Spending Potential Index	91
HH Furnishings & Equipment: Total $	$167,325,788
Average Spent	$2,744.89
Spending Potential Index	93
Personal Care Products & Services: Total $	$54,338,706
Average Spent	$891.40
Spending Potential Index	93
Shelter: Total $	$1,390,813,224
Average Spent	$22,815.55
Spending Potential Index	92
Support Payments/Cash Contributions/Gifts in Kind: Total $	$176,704,720
Average Spent	$2,898.75
Spending Potential Index	93
Travel: Total $	$128,476,290
Average Spent	$2,107.59
Spending Potential Index	94
Vehicle Maintenance & Repairs: Total $	$74,764,978
Average Spent	$1,226.48
Spending Potential Index	94

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2019 and 2020 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

April 04, 2024

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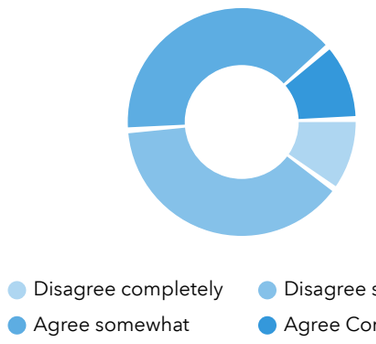
Customer purchasing behaviors

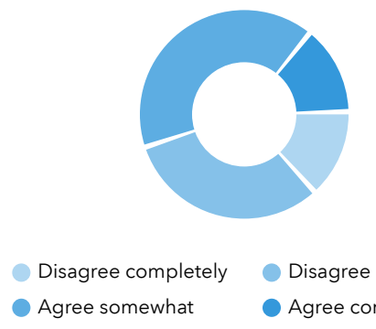
5-Mile_Buffer

Area: 91 square miles

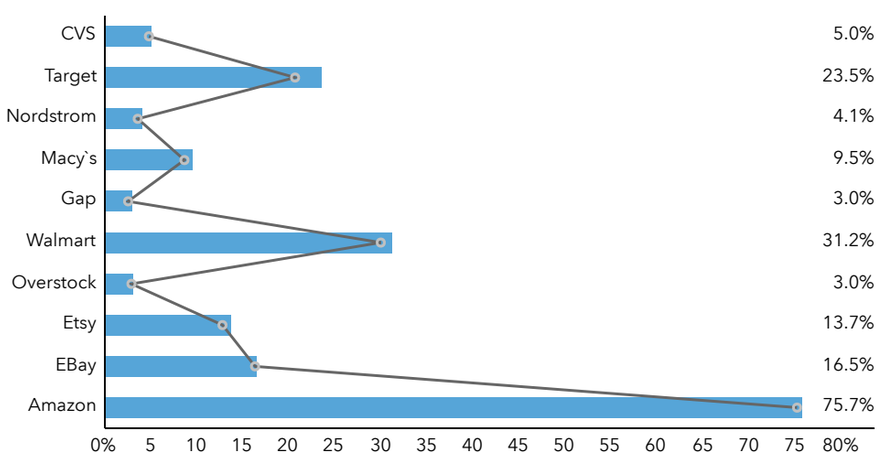
Prefer Local vs National Stores



Economy Directly Impacts Spending Habits

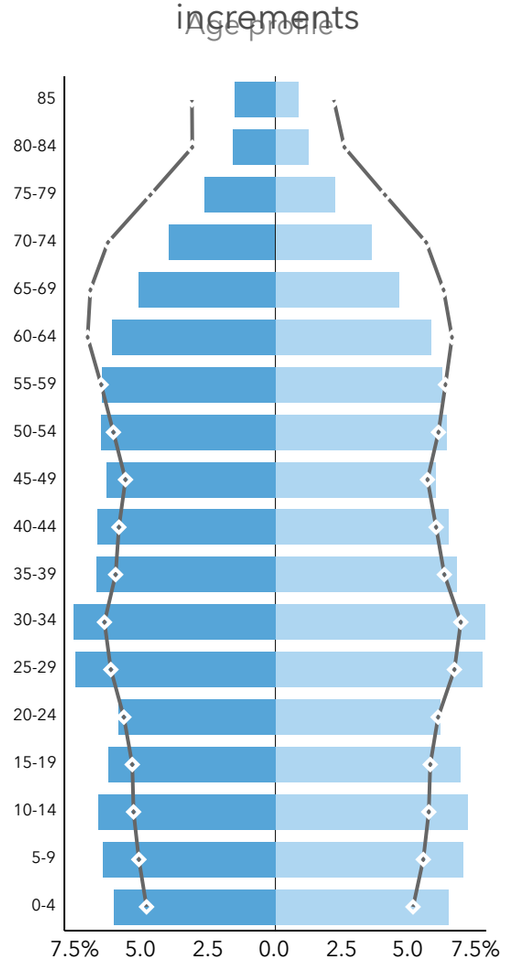


Online Shopping by Store for the Last 6 Months

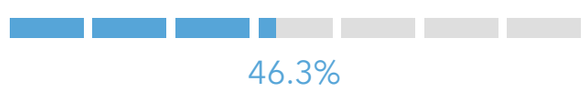


Dots show comparison to Florida

Age profile: 5 year increments



Dots show comparison to Florida

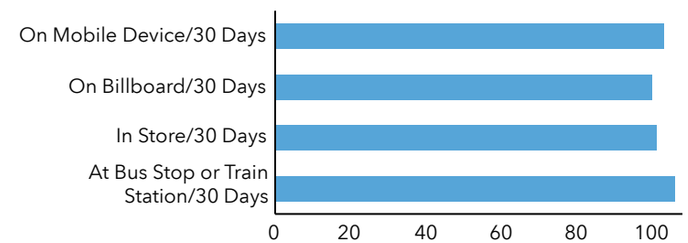


46.3%

Spent $500+ on Internet Orders in the last 6 Months

Online spending market potential	Index value
HH Purchased Pet Food Internet/Online Last 12 Mo	99
Bought Clothing Online Last 6 Mo	100
Purchased Groceries Online Last 30 Days	101
Bought Shoes Online Last 6 Mo	102
Ordered Any Item Online Last 6 Mo	100
Filled Prescription Online Last 12 Mos	94
Purchased Music Through Other Online Site Last 6 Mo	85
Ordered Fitness Apparel/Equipment Online Last 6 Mo	103

Advertising Market Potential - Have seen ad last 30 days" (index)



Key facts

$69,983

Median Household Income

$57,206

Median Disposable Income

178,854

Total Population

Dominant Tapestry Segment

Urban Edge Families

Source: Esri-MRI-Simmons, Esri. The vintage of the data is 2020 and 2024. ©2024 Esri

Demographic and Income Profile

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Summary	Census 2010	Census 2020	2023	2028
Population	145,853	173,630	178,854	182,536
Households	49,434	58,909	60,959	62,818
Families	37,030	43,949	45,013	46,099
Average Household Size	2.93	2.93	2.92	2.89
Owner Occupied Housing Units	33,879	38,987	41,528	42,528
Renter Occupied Housing Units	15,557	19,922	19,431	20,289
Median Age	35.0	37.5	36.6	37.1

Trends: 2023-2028 Annual Rate	Area	State	National
Population	0.41%	0.63%	0.30%
Households	0.60%	0.77%	0.49%
Families	0.48%	0.74%	0.44%
Owner HHs	0.48%	0.93%	0.66%
Median Household Income	3.02%	3.34%	2.57%

	2023		2028	
Households by Income	Number	Percent	Number	Percent
<$15,000	5,947	9.8%	5,092	8.1%
$15,000 - $24,999	4,117	6.8%	3,285	5.2%
$25,000 - $34,999	5,143	8.4%	4,402	7.0%
$35,000 - $49,999	7,416	12.2%	6,490	10.3%
$50,000 - $74,999	9,263	15.2%	9,277	14.8%
$75,000 - $99,999	8,802	14.4%	9,273	14.8%
$100,000 - $149,999	9,621	15.8%	10,877	17.3%
$150,000 - $199,999	5,236	8.6%	7,199	11.5%
$200,000+	5,415	8.9%	6,923	11.0%
Median Household Income	$69,983		$81,210	
Average Household Income	$98,787		$115,662	
Per Capita Income	$33,807		$39,970	

	Census 2010		Census 2020		2023		2028	
Population by Age	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0 - 4	10,486	7.2%	10,328	5.9%	11,205	6.3%	11,745	6.4%
5 - 9	11,264	7.7%	11,397	6.6%	12,061	6.7%	12,019	6.6%
10 - 14	11,465	7.9%	12,639	7.3%	12,382	6.9%	12,594	6.9%
15 - 19	11,307	7.8%	12,594	7.3%	11,787	6.6%	11,339	6.2%
20 - 24	9,270	6.4%	10,947	6.3%	10,781	6.0%	10,282	5.6%
25 - 34	19,230	13.2%	22,932	13.2%	27,415	15.3%	26,876	14.7%
35 - 44	21,985	15.1%	24,107	13.9%	23,808	13.3%	27,073	14.8%
45 - 54	21,974	15.1%	23,815	13.7%	22,626	12.7%	21,705	11.9%
55 - 64	15,035	10.3%	22,113	12.7%	22,114	12.4%	20,732	11.4%
65 - 74	8,065	5.5%	14,149	8.1%	15,556	8.7%	16,774	9.2%
75 - 84	4,263	2.9%	6,317	3.6%	6,957	3.9%	8,811	4.8%
85+	1,507	1.0%	2,293	1.3%	2,161	1.2%	2,586	1.4%

	Census 2010		Census 2020		2023		2028	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White Alone	75,567	51.8%	64,500	37.1%	64,959	36.3%	63,394	34.7%
Black Alone	49,183	33.7%	60,131	34.6%	62,166	34.8%	63,499	34.8%
American Indian Alone	608	0.4%	743	0.4%	795	0.4%	846	0.5%
Asian Alone	6,950	4.8%	9,026	5.2%	9,571	5.4%	10,240	5.6%
Pacific Islander Alone	144	0.1%	144	0.1%	147	0.1%	144	0.1%
Some Other Race Alone	8,481	5.8%	16,355	9.4%	17,437	9.7%	19,678	10.8%
Two or More Races	4,920	3.4%	22,731	13.1%	23,779	13.3%	24,736	13.6%
Hispanic Origin (Any Race)	26,856	18.4%	37,720	21.7%	40,093	22.4%	42,894	23.5%

Data Note: Income is expressed in current dollars.

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2020 decennial Census in 2020 geographies.

April 04, 2024

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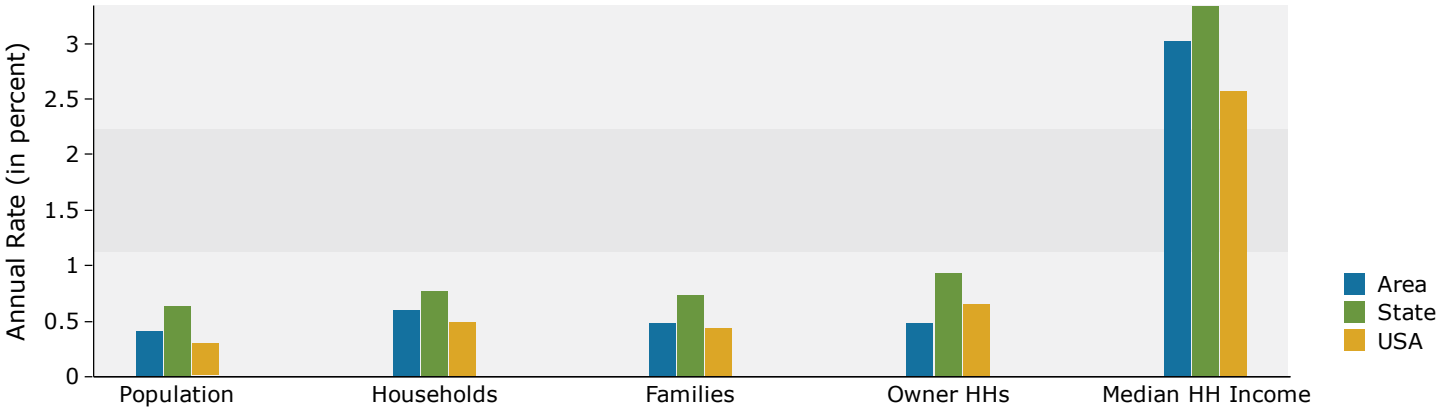
Demographic and Income Profile

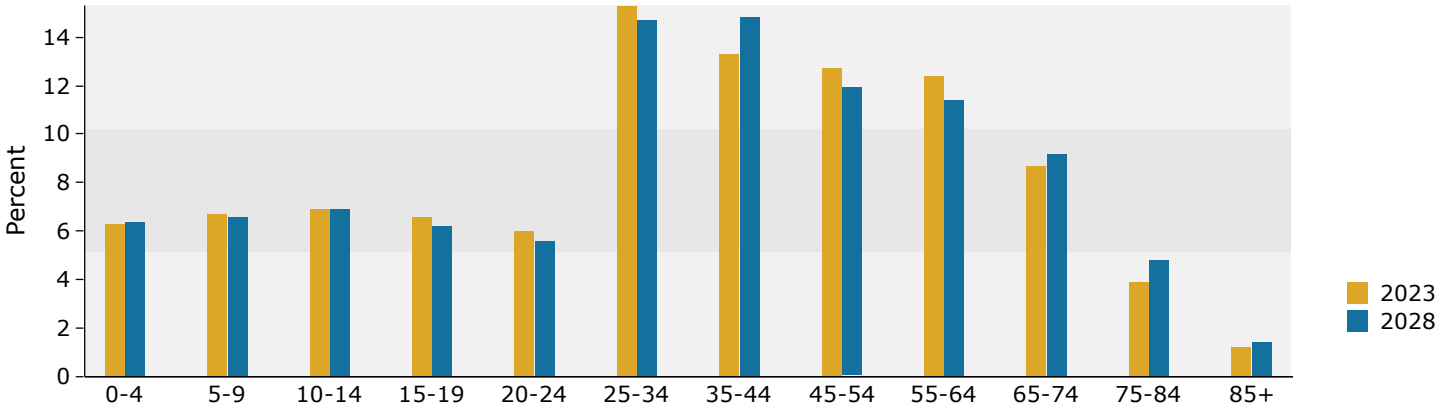
5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

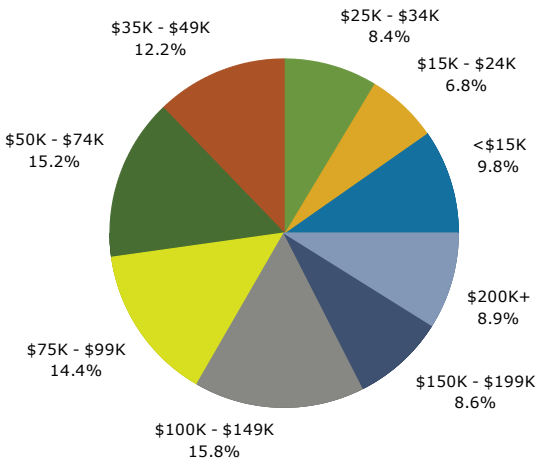
Trends 2023-2028



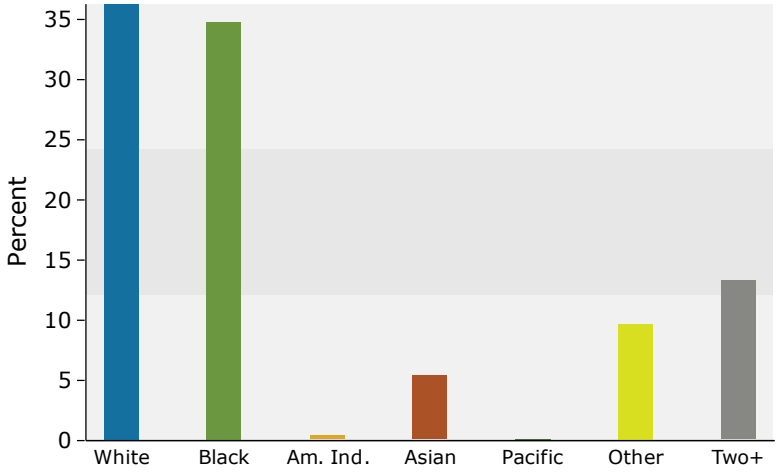
Population by Age



2023 Household Income



2023 Population by Race



2023 Percent Hispanic Origin:22.4%

Source: Esri forecasts for 2023 and 2028. U.S. Census Bureau 2020 decennial Census in 2020 geographies.

April 04, 2024

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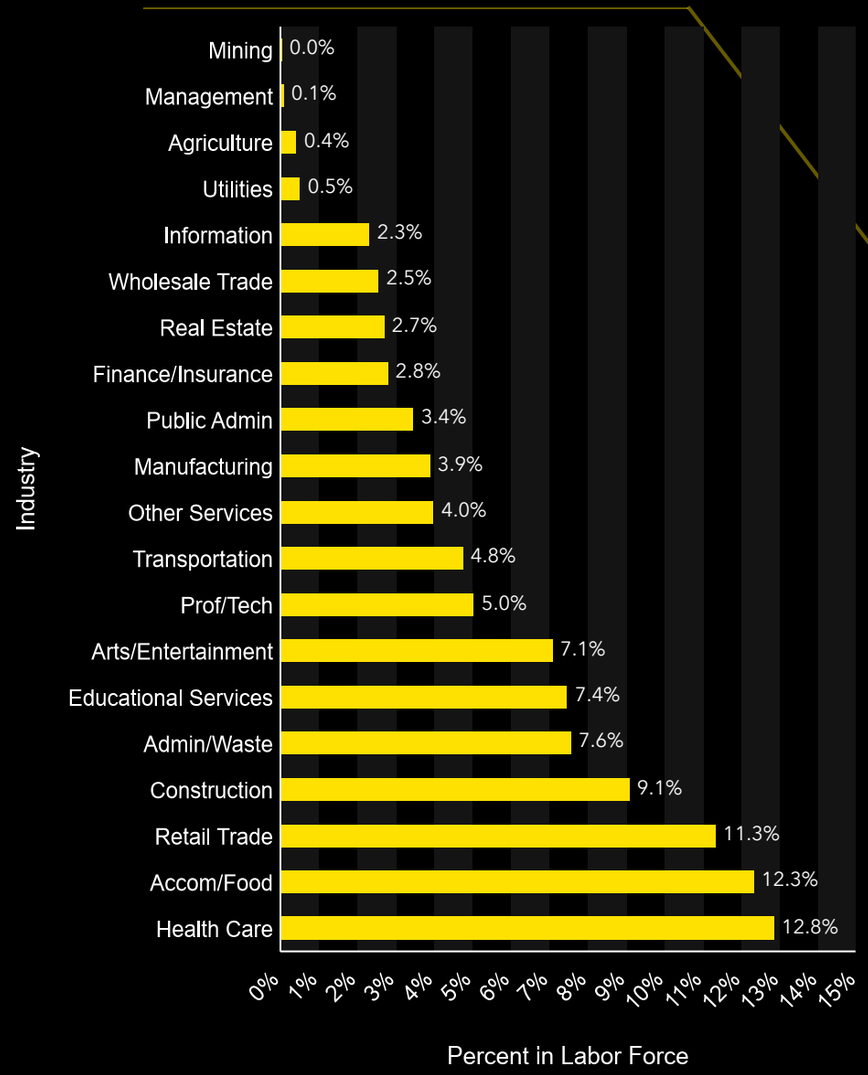
Economic Development Profile

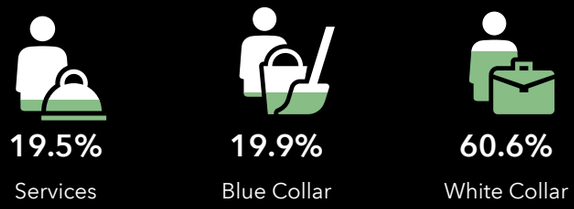
5-Mile_Buffer

Area: 91 square miles

Labor Force by Industry

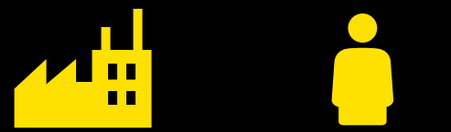


Employment

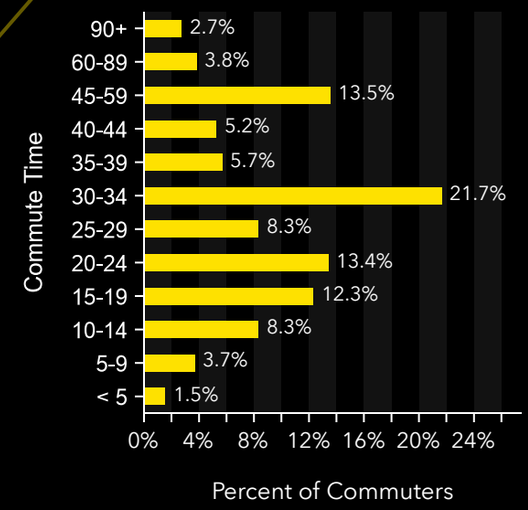


WorkforceOverview

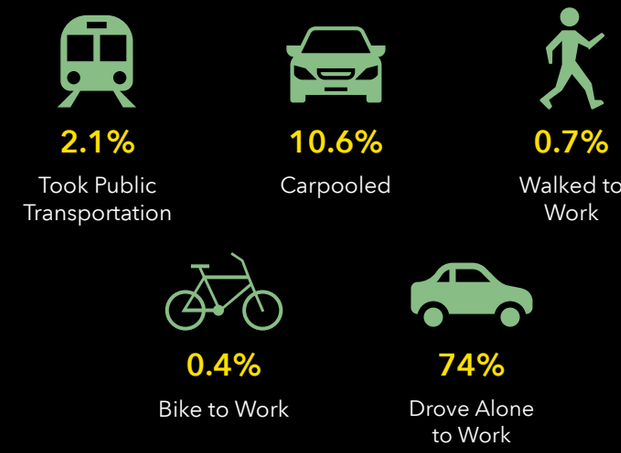
Businesses



Commute Time: Minutes



Transportation to Work



Source: This infographic contains data provided by Esri (2023), Esri-Data Axle (2023), ACS (2017-2021), Esri-U.S. BLS (2023), AGS (2023).

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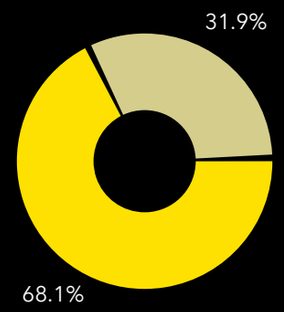
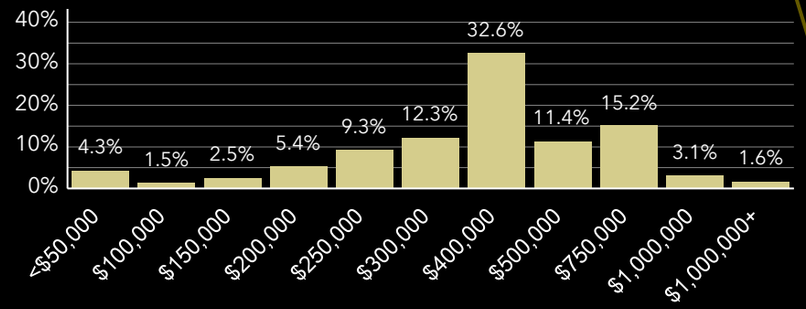
Community Overview

Home Ownership

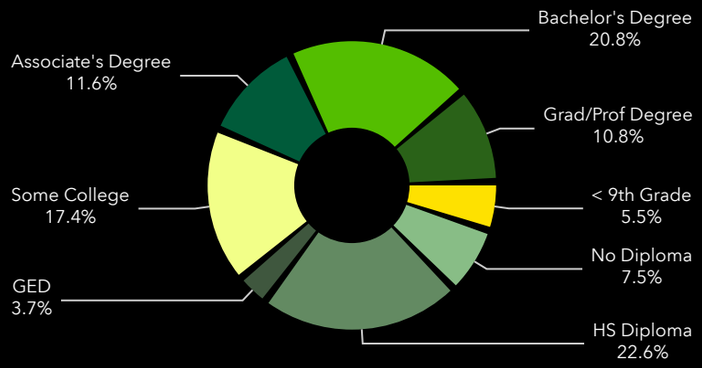


Home Value



Household Income

Educational Attainment



Tapestry segments

7C	**Urban Edge Families** 10,861 households	**17.8%** of Households
1C	**Boomburbs** 7,697 households	**12.6%** of Households
4A	**Workday Drive** 7,299 households	**12.0%** of Households

Key Facts

63,714 Total Housing Units	**83** Housing Affordability Index	**8,184** Households Below the Poverty Level
36.6 Median Age	**$57,206** Median Disposable Income	**178,854** Total Population
87 Wealth Index	**82** Diversity Index	**110** Total Crime Index

Source: This infographic contains data provided by Esri (2023), Esri-Data Axle (2023), ACS (2017-2021), Esri-U.S. BLS (2023), AGS (2023).

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Employment Overview

5-Mile_Buffer

Area: 91 square miles

INCOME

$69,983
Median Household Income

$33,807
Per Capita Income

$142,837
Median Net Worth

EDUCATION

13.0%
No High School Diploma

22.6%
High School Diploma

29.0%
Some College/Associate's Degree

31.6%
Bachelor's/Grad/Prof Degree

BUSINESS

5,547
Total Businesses

49,212
Total Employees

KEY FACTS

178,854
Population

36.6
Median Age

60,959
Households

$57,206
Median Disposable Income

COMMUTERS

15.2%
Spend 7+ hours commuting to and from work per week

74.0%
Drive Alone to Work

EMPLOYMENT

60.6%
White Collar

19.9%
Blue Collar

19.5%
Services

3.9%
Unemployment Rate

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Source: This infographic contains data provided by Esri (2023, 2028), Esri-Data Axle (2023), Esri-MRI-Simmons (2023), ACS (2017-2021).

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Restaurant Market Potential

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Demographic Summary	2023	2028
Population	178,854	182,536
Population 18+	135,933	139,143
Households	60,959	62,818
Median Household Income	$69,983	$81,210

Product/Consumer Behavior	Expected Number of Adults	Percent	MPI
Went to Family Restaurant/Steak House/6 Mo	93,022	68.4%	104
Went to Family Restaurant/Steak House 4+ Times/30 Days	30,549	22.5%	109
Spent $1-30 at Family Restaurant/Steak House/30 Days	8,288	6.1%	91
Spent $31-50 at Family Restaurant/Steak House/30 Days	12,062	8.9%	104
Spent $51-100 at Family Restaurant/Steak House/30 Days	21,834	16.1%	108
Spent $101-200 at Family Restaurant/Steak House/30 Days	13,839	10.2%	104
Spent $201+ at Family Restaurant/Steak House/30 Days	6,811	5.0%	102
Spent $1-100 at Fine Dining Restaurants/30 Days	4,065	3.0%	99
Spent $101-200 at Fine Dining Restaurants/30 Days	2,394	1.8%	76
Spent $201+ at Fine Dining Restaurants/30 Days	2,463	1.8%	90
Went for Breakfast at Family Restaurant/Steak House/6 Mo	13,641	10.0%	98
Went for Lunch at Family Restaurant/Steak House/6 Mo	22,349	16.4%	101
Went for Dinner at Family Restaurant/Steak House/6 Mo	60,840	44.8%	103
Went for Snacks at Family Restaurant/Steak House/6 Mo	2,005	1.5%	105
Went on Workday to Family Restaurant/Steak House/6 Mo	39,953	29.4%	99
Went on Weekend to Family Restaurant/Steak House/6 Mo	52,693	38.8%	106
Went to Applebee`s/6 Mo	17,203	12.7%	95
Went to Bob Evans/6 Mo	2,004	1.5%	66
Went to Buffalo Wild Wings/6 Mo	12,113	8.9%	110
Went to California Pizza Kitchen/6 Mo	2,101	1.5%	110
Went to Carrabba`s/6 Mo	2,903	2.1%	109
Went to The Cheesecake Factory/6 Mo	9,820	7.2%	117
Went to Chili`s Grill & Bar/6 Mo	15,410	11.3%	126
Went to Cracker Barrel/6 Mo	13,312	9.8%	100
Went to Denny`s/6 Mo	8,279	6.1%	107
Went to Golden Corral/6 Mo	4,553	3.3%	114
Went to IHOP/6 Mo	10,879	8.0%	112
Went to Logan`s Roadhouse/6 Mo	2,378	1.7%	101
Went to Longhorn Steakhouse/6 Mo	8,165	6.0%	109
Went to Olive Garden/6 Mo	20,223	14.9%	109
Went to Outback Steakhouse/6 Mo	10,699	7.9%	112
Went to Red Lobster/6 Mo	8,955	6.6%	106
Went to Red Robin/6 Mo	7,408	5.4%	108
Went to Ruby Tuesday/6 Mo	2,114	1.6%	94
Went to Texas Roadhouse/6 Mo	16,095	11.8%	111
Went to T.G.I. Friday`s/6 Mo	3,505	2.6%	118
Went to Waffle House/6 Mo	7,432	5.5%	125
Went to Fast Food/Drive-In Restaurant/6 Mo	125,905	92.6%	102
Went to Fast Food/Drive-In Rest 9+ Times/30 Days	59,234	43.6%	112
Spent $1-10 at Fast Food Restaurant/30 Days	5,061	3.7%	90
Spent $11-20 at Fast Food Restaurant/30 Days	10,645	7.8%	93
Spent $21-40 at Fast Food Restaurant/30 Days	22,738	16.7%	101
Spent $41-50 at Fast Food Restaurant/30 Days	12,307	9.1%	98
Spent $51-100 at Fast Food Restaurant/30 Days	28,834	21.2%	103
Spent $101-200 at Fast Food Restaurant/30 Days	18,696	13.8%	111
Spent $201+ at Fast Food Restaurant/30 Days	8,475	6.2%	120
Ordered Eat-In Fast Food/6 Mo	28,856	21.2%	104

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

April 04, 2024

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Restaurant Market Potential

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Product/Consumer Behavior	Expected Number of Adults	Percent	MPI
Ordered Home Delivery Fast Food/6 Mo	20,544	15.1%	113
Take-Out/Drive-Thru/Curbside Fast Food/6 Mo	81,470	59.9%	103
Ordered Take-Out/Walk-In Fast Food/6 Mo	31,421	23.1%	104
Bought Breakfast at Fast Food Restaurant/6 Mo	50,302	37.0%	106
Bought Lunch at Fast Food Restaurant/6 Mo	74,560	54.9%	102
Bought Dinner at Fast Food Restaurant/6 Mo	77,224	56.8%	105
Bought Snack at Fast Food Restaurant/6 Mo	18,615	13.7%	103
Bought from Fast Food Restaurant on Weekday/6 Mo	90,602	66.7%	102
Bought from Fast Food Restaurant on Weekend/6 Mo	76,271	56.1%	107
Bought A&W/6 Mo	2,570	1.9%	92
Bought Arby`s/6 Mo	22,804	16.8%	94
Bought Baskin-Robbins/6 Mo	5,153	3.8%	121
Bought Boston Market/6 Mo	2,865	2.1%	109
Bought Burger King/6 Mo	38,925	28.6%	103
Bought Captain D`s/6 Mo	4,392	3.2%	115
Bought Carl`s Jr./6 Mo	7,293	5.4%	114
Bought Checkers/6 Mo	4,492	3.3%	133
Bought Chick-Fil-A/6 Mo	53,478	39.3%	120
Bought Chipotle Mexican Grill/6 Mo	25,605	18.8%	117
Bought Chuck E. Cheese`s/6 Mo	1,834	1.3%	129
Bought Church`s Fried Chicken/6 Mo	6,483	4.8%	147
Bought Cold Stone Creamery/6 Mo	3,780	2.8%	99
Bought Dairy Queen/6 Mo	20,134	14.8%	98
Bought Del Taco/6 Mo	5,301	3.9%	119
Bought Domino`s Pizza/6 Mo	23,514	17.3%	107
Bought Dunkin` Donuts/6 Mo	18,199	13.4%	90
Bought Five Guys/6 Mo	14,126	10.4%	107
Bought Hardee`s/6 Mo	5,623	4.1%	81
Bought Jack in the Box/6 Mo	11,939	8.8%	130
Bought Jersey Mike`s/6 Mo	11,178	8.2%	114
Bought Jimmy John`s/6 Mo	8,446	6.2%	106
Bought KFC/6 Mo	25,092	18.5%	107
Bought Krispy Kreme Doughnuts/6 Mo	11,754	8.6%	126
Bought Little Caesars/6 Mo	18,604	13.7%	117
Bought Long John Silver`s/6 Mo	3,179	2.3%	99
Bought McDonald`s/6 Mo	70,403	51.8%	103
Bought Panda Express/6 Mo	20,410	15.0%	124
Bought Panera Bread/6 Mo	17,181	12.6%	98
Bought Papa John`s/6 Mo	13,100	9.6%	119
Bought Papa Murphy`s/6 Mo	5,407	4.0%	111
Bought Pizza Hut/6 Mo	18,862	13.9%	113
Bought Popeyes Chicken/6 Mo	23,215	17.1%	123
Bought Sonic Drive-In/6 Mo	18,517	13.6%	115
Bought Starbucks/6 Mo	29,289	21.5%	105
Bought Steak `N Shake/6 Mo	4,421	3.3%	111
Bought Subway/6 Mo	29,500	21.7%	100
Bought Taco Bell/6 Mo	38,263	28.1%	103
Bought Wendy`s/6 Mo	37,639	27.7%	106
Bought Whataburger/6 Mo	13,065	9.6%	162
Bought White Castle/6 Mo	3,399	2.5%	101
Bought Wing-Stop/6 Mo	6,812	5.0%	149

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

April 04, 2024

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Went to Fine Dining Restaurant/6 Mo	15,187	11.2%	92
Went to Fine Dining Restaurant/30 Days	11,370	8.4%	92
Went to Fine Dining Restaurant 2+ Times/30 Days	4,785	3.5%	85
Used DoorDash Site/App for Take-Out/Del/30 Days	18,299	13.5%	116
Used Grubhub Site/App for Take-Out/Del/30 Days	7,918	5.8%	107
Used Postmates Site/App for Take-Out/Del/30 Days	2,479	1.8%	107
Used Restrnt Site/App for Take-Out/Del/30 Days	31,547	23.2%	105
Used Uber Eats Site/App for Take-Out/Del/30 Days	10,298	7.6%	117
Used Yelp Site/App for Take-Out/Del/30 Days	2,784	2.0%	123

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

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Restaurant Market Potential

Florida
Florida (12)
Geography: State

Prepared by Esri

Demographic Summary	2023	2028
Population	22,381,338	23,091,949
Population 18+	18,121,037	18,733,674
Households	8,909,543	9,259,577
Median Household Income	$65,081	$76,713

Product/Consumer Behavior	Expected Number of Adults	Percent	MPI
Went to Family Restaurant/Steak House/6 Mo	12,107,755	66.8%	101
Went to Family Restaurant/Steak House 4+ Times/30 Days	3,894,495	21.5%	105
Spent $1-30 at Family Restaurant/Steak House/30 Days	1,223,454	6.8%	101
Spent $31-50 at Family Restaurant/Steak House/30 Days	1,624,550	9.0%	105
Spent $51-100 at Family Restaurant/Steak House/30 Days	2,763,475	15.3%	103
Spent $101-200 at Family Restaurant/Steak House/30 Days	1,748,376	9.6%	99
Spent $201+ at Family Restaurant/Steak House/30 Days	854,181	4.7%	96
Spent $1-100 at Fine Dining Restaurants/30 Days	553,571	3.1%	102
Spent $101-200 at Fine Dining Restaurants/30 Days	412,973	2.3%	98
Spent $201+ at Fine Dining Restaurants/30 Days	359,541	2.0%	99
Went for Breakfast at Family Restaurant/Steak House/6 Mo	1,909,206	10.5%	103
Went for Lunch at Family Restaurant/Steak House/6 Mo	3,041,478	16.8%	103
Went for Dinner at Family Restaurant/Steak House/6 Mo	7,787,493	43.0%	99
Went for Snacks at Family Restaurant/Steak House/6 Mo	252,032	1.4%	99
Went on Workday to Family Restaurant/Steak House/6 Mo	5,500,826	30.4%	102
Went on Weekend to Family Restaurant/Steak House/6 Mo	6,470,575	35.7%	97
Went to Applebee`s/6 Mo	2,360,090	13.0%	98
Went to Bob Evans/6 Mo	381,136	2.1%	94
Went to Buffalo Wild Wings/6 Mo	1,394,854	7.7%	95
Went to California Pizza Kitchen/6 Mo	226,778	1.3%	89
Went to Carrabba`s/6 Mo	428,579	2.4%	121
Went to The Cheesecake Factory/6 Mo	1,079,528	6.0%	96
Went to Chili`s Grill & Bar/6 Mo	1,724,222	9.5%	105
Went to Cracker Barrel/6 Mo	1,872,247	10.3%	105
Went to Denny`s/6 Mo	1,089,802	6.0%	106
Went to Golden Corral/6 Mo	588,548	3.2%	111
Went to IHOP/6 Mo	1,292,265	7.1%	100
Went to Logan`s Roadhouse/6 Mo	307,135	1.7%	98
Went to Longhorn Steakhouse/6 Mo	1,106,385	6.1%	110
Went to Olive Garden/6 Mo	2,575,106	14.2%	105
Went to Outback Steakhouse/6 Mo	1,341,425	7.4%	105
Went to Red Lobster/6 Mo	1,135,146	6.3%	101
Went to Red Robin/6 Mo	892,696	4.9%	98
Went to Ruby Tuesday/6 Mo	298,375	1.6%	99
Went to Texas Roadhouse/6 Mo	1,994,264	11.0%	103
Went to T.G.I. Friday`s/6 Mo	389,415	2.1%	98
Went to Waffle House/6 Mo	844,762	4.7%	106
Went to Fast Food/Drive-In Restaurant/6 Mo	16,472,594	90.9%	100
Went to Fast Food/Drive-In Rest 9+ Times/30 Days	7,115,172	39.3%	101
Spent $1-10 at Fast Food Restaurant/30 Days	776,884	4.3%	104
Spent $11-20 at Fast Food Restaurant/30 Days	1,546,594	8.5%	101
Spent $21-40 at Fast Food Restaurant/30 Days	3,051,654	16.8%	101
Spent $41-50 at Fast Food Restaurant/30 Days	1,675,088	9.2%	100
Spent $51-100 at Fast Food Restaurant/30 Days	3,677,531	20.3%	99
Spent $101-200 at Fast Food Restaurant/30 Days	2,209,899	12.2%	99
Spent $201+ at Fast Food Restaurant/30 Days	926,176	5.1%	98
Ordered Eat-In Fast Food/6 Mo	3,818,899	21.1%	103

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

April 04, 2024

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Restaurant Market Potential

Florida
Florida (12)
Geography: State

Prepared by Esri

Product/Consumer Behavior	Expected Number of Adults	Percent	MPI
Ordered Home Delivery Fast Food/6 Mo	2,360,655	13.0%	97
Take-Out/Drive-Thru/Curbside Fast Food/6 Mo	10,590,134	58.4%	100
Ordered Take-Out/Walk-In Fast Food/6 Mo	3,838,754	21.2%	95
Bought Breakfast at Fast Food Restaurant/6 Mo	6,301,123	34.8%	100
Bought Lunch at Fast Food Restaurant/6 Mo	9,708,880	53.6%	100
Bought Dinner at Fast Food Restaurant/6 Mo	9,600,126	53.0%	98
Bought Snack at Fast Food Restaurant/6 Mo	2,307,600	12.7%	95
Bought from Fast Food Restaurant on Weekday/6 Mo	11,876,406	65.5%	100
Bought from Fast Food Restaurant on Weekend/6 Mo	9,294,733	51.3%	98
Bought A&W/6 Mo	369,695	2.0%	99
Bought Arby`s/6 Mo	3,239,291	17.9%	100
Bought Baskin-Robbins/6 Mo	547,089	3.0%	97
Bought Boston Market/6 Mo	341,941	1.9%	97
Bought Burger King/6 Mo	5,108,206	28.2%	101
Bought Captain D`s/6 Mo	527,719	2.9%	104
Bought Carl`s Jr./6 Mo	880,486	4.9%	103
Bought Checkers/6 Mo	510,867	2.8%	114
Bought Chick-Fil-A/6 Mo	6,060,938	33.4%	102
Bought Chipotle Mexican Grill/6 Mo	2,735,262	15.1%	94
Bought Chuck E. Cheese`s/6 Mo	197,679	1.1%	105
Bought Church`s Fried Chicken/6 Mo	698,301	3.9%	119
Bought Cold Stone Creamery/6 Mo	469,688	2.6%	92
Bought Dairy Queen/6 Mo	2,783,724	15.4%	101
Bought Del Taco/6 Mo	585,683	3.2%	98
Bought Domino`s Pizza/6 Mo	2,847,311	15.7%	97
Bought Dunkin` Donuts/6 Mo	2,474,778	13.7%	92
Bought Five Guys/6 Mo	1,691,894	9.3%	96
Bought Hardee`s/6 Mo	911,730	5.0%	98
Bought Jack in the Box/6 Mo	1,277,083	7.0%	104
Bought Jersey Mike`s/6 Mo	1,320,546	7.3%	101
Bought Jimmy John`s/6 Mo	1,023,150	5.6%	96
Bought KFC/6 Mo	3,149,384	17.4%	100
Bought Krispy Kreme Doughnuts/6 Mo	1,261,607	7.0%	101
Bought Little Caesars/6 Mo	2,197,703	12.1%	104
Bought Long John Silver`s/6 Mo	423,322	2.3%	99
Bought McDonald`s/6 Mo	9,124,059	50.4%	100
Bought Panda Express/6 Mo	2,245,620	12.4%	102
Bought Panera Bread/6 Mo	2,240,292	12.4%	96
Bought Papa John`s/6 Mo	1,478,820	8.2%	101
Bought Papa Murphy`s/6 Mo	724,794	4.0%	112
Bought Pizza Hut/6 Mo	2,268,756	12.5%	102
Bought Popeyes Chicken/6 Mo	2,492,750	13.8%	99
Bought Sonic Drive-In/6 Mo	2,201,553	12.1%	103
Bought Starbucks/6 Mo	3,488,436	19.3%	94
Bought Steak `N Shake/6 Mo	546,189	3.0%	103
Bought Subway/6 Mo	3,928,517	21.7%	100
Bought Taco Bell/6 Mo	4,923,495	27.2%	100
Bought Wendy`s/6 Mo	4,790,158	26.4%	101
Bought Whataburger/6 Mo	1,251,456	6.9%	117
Bought White Castle/6 Mo	420,935	2.3%	94
Bought Wing-Stop/6 Mo	646,150	3.6%	106

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

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Went to Fine Dining Restaurant/6 Mo	2,136,588	11.8%	97
Went to Fine Dining Restaurant/30 Days	1,619,345	8.9%	99
Went to Fine Dining Restaurant 2+ Times/30 Days	723,335	4.0%	97
Used DoorDash Site/App for Take-Out/Del/30 Days	1,984,875	11.0%	95
Used Grubhub Site/App for Take-Out/Del/30 Days	886,196	4.9%	90
Used Postmates Site/App for Take-Out/Del/30 Days	290,716	1.6%	94
Used Restrnt Site/App for Take-Out/Del/30 Days	3,906,959	21.6%	97
Used Uber Eats Site/App for Take-Out/Del/30 Days	1,054,181	5.8%	90
Used Yelp Site/App for Take-Out/Del/30 Days	275,043	1.5%	92

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
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Retail Demand by Industry

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

NAICS Code	Industry Summary	Spending Potential Index	Average Amount Spent	Total
44-45, 722	Retail Trade, Food Services & Drinking Places	92	$25,253.06	$1,539,401,083
44-45	Retail Trade	92	$21,486.62	$1,309,803,073
722	Food Services & Drinking Places	94	$3,766.43	$229,598,010
NAICS Code	**Industry Subsector & Group**			
441	Motor Vehicle & Parts Dealers	93	$2,643.07	$161,118,674
4411	Automobile Dealers	92	$2,240.77	$136,594,819
4412	Other Motor Vehicle Dealers	98	$186.87	$11,391,324
4413	Auto Parts, Accessories & Tire Stores	95	$215.43	$13,132,531
442	Furniture and Home Furnishings Stores	95	$925.44	$56,413,703
4421	Furniture Stores	94	$579.06	$35,299,059
4422	Home Furnishings Stores	96	$346.37	$21,114,645
443, 4431	Electronics and Appliance Stores	94	$281.20	$17,141,823
444	Bldg Material & Garden Equipment & Supplies Dealers	95	$1,354.75	$82,584,329
4441	Building Material and Supplies Dealers	95	$1,236.53	$75,377,936
4442	Lawn and Garden Equipment and Supplies Stores	89	$118.22	$7,206,393
445	Food and Beverage Stores	90	$4,828.00	$294,310,128
4451	Grocery Stores	90	$4,494.38	$273,972,631
4452	Specialty Food Stores	90	$150.60	$9,180,343
4453	Beer, Wine, and Liquor Stores	89	$183.03	$11,157,154
446, 4461	Health and Personal Care Stores	90	$665.96	$40,596,196
447, 4471	Gasoline Stations	93	$2,681.85	$163,483,048
448	Clothing and Clothing Accessories Stores	93	$1,067.53	$65,075,320
4481	Clothing Stores	94	$847.65	$51,671,919
4482	Shoe Stores	92	$206.05	$12,560,418
4483	Jewelry, Luggage, and Leather Goods Stores	93	$13.83	$842,984
451	Sporting Goods, Hobby, Musical Instrument, and Book	97	$404.46	$24,655,644
4511	Sporting Goods, Hobby, and Musical Instrument Stores	98	$335.00	$20,421,436
4512	Book Stores and News Dealers	94	$69.46	$4,234,208
452	General Merchandise Stores	91	$3,803.91	$231,882,374
4522	Department Stores	93	$336.99	$20,542,583
4523	Gen. Merch. Stores, incl. Warehouse Clubs,	91	$3,466.92	$211,339,791
453	Miscellaneous Store Retailers	89	$508.15	$30,976,198
4531	Florists	90	$26.17	$1,595,292
4532	Office Supplies, Stationery, and Gift Stores	93	$84.79	$5,168,812
4533	Used Merchandise Stores	92	$72.56	$4,422,908
4539	Other Miscellaneous Store Retailers	87	$324.63	$19,789,185
454	Nonstore Retailers	90	$2,322.31	$141,565,635
4541	Electronic Shopping and Mail-Order Houses	92	$2,065.06	$125,884,250
4542	Vending Machine Operators	92	$32.88	$2,004,209
4543	Direct Selling Establishments	75	$224.37	$13,677,177
722	Food Services & Drinking Places	94	$3,766.43	$229,598,010
7223	Special Food Services	93	$13.34	$813,307
7224	Drinking Places (Alcoholic Beverages)	90	$84.42	$5,146,041
7225	Restaurants and Other Eating Places	94	$3,668.67	$223,638,662

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100.
Source: Esri 2023/2028 Consumer Spending databases are derived from the 2019, 2020 and 2021 Consumer Expenditure Surveys, Bureau of Labor Statistics and industry estimates derived from 2017 Economic Census, U.S. Census Bureau.

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Retail Demand Outlook

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Top Tapestry Segments	Percent
Urban Edge Families (7C)	17.8%
Boomburbs (1C)	12.6%
Workday Drive (4A)	12.0%
Bright Young Professionals (8C)	11.6%
Home Improvement (4B)	10.3%

Demographic Summary	2023	2028
Population	178,854	182,536
Households	60,959	62,818
Families	45,013	46,099
Median Age	36.6	37.1
Median Household Income	$69,983	$81,210

	2023 Consumer Spending	2028 Forecasted Demand	Projected Spending Growth
Apparel and Services	$124,036,052	$149,612,498	$25,576,446
Men's	$23,379,764	$28,201,072	$4,821,308
Women's	$42,020,823	$50,683,903	$8,663,080
Children's	$19,814,764	$23,912,295	$4,097,531
Footwear	$27,788,043	$33,508,544	$5,720,501
Watches & Jewelry	$8,688,565	$10,480,557	$1,791,992
Apparel Products and Services (1)	$2,344,093	$2,826,126	$482,033
Computer			
Computers and Hardware for Home Use	$14,685,875	$17,716,486	$3,030,611
Portable Memory	$252,990	$305,180	$52,190
Computer Software	$780,756	$941,709	$160,953
Computer Accessories	$1,403,323	$1,692,442	$289,119
Entertainment & Recreation	$210,547,295	$254,075,027	$43,527,732
Fees and Admissions	$40,747,883	$49,167,628	$8,419,745
Membership Fees for Clubs (2)	$15,672,785	$18,913,122	$3,240,337
Fees for Participant Sports, excl. Trips	$7,073,803	$8,535,592	$1,461,789
Tickets to Theatre/Operas/Concerts	$2,963,055	$3,572,649	$609,594
Tickets to Movies	$1,675,807	$2,021,393	$345,586
Tickets to Parks or Museums	$1,728,828	$2,087,982	$359,154
Admission to Sporting Events, excl. Trips	$3,159,216	$3,810,787	$651,571
Fees for Recreational Lessons	$8,420,500	$10,161,120	$1,740,620
Dating Services	$53,888	$64,982	$11,094
TV/Video/Audio	$75,522,079	$91,111,286	$15,589,207
Cable and Satellite Television Services	$46,675,876	$56,304,309	$9,628,433
Televisions	$8,461,435	$10,208,496	$1,747,061
Satellite Dishes	$101,644	$122,685	$21,041
VCRs, Video Cameras, and DVD Players	$283,415	$341,974	$58,559
Miscellaneous Video Equipment	$714,811	$861,894	$147,083
Video Cassettes and DVDs	$391,238	$472,014	$80,776
Video Game Hardware/Accessories	$2,323,927	$2,803,718	$479,791
Video Game Software	$1,108,911	$1,337,905	$228,994
Rental/Streaming/Downloaded Video	$7,425,454	$8,961,587	$1,536,133
Installation of Televisions	$90,372	$108,992	$18,620
Audio (3)	$7,799,596	$9,412,114	$1,612,518
Rental and Repair of TV/Radio/Sound Equipment	$145,400	$175,596	$30,196
Pets	$48,742,627	$58,827,719	$10,085,092
Toys/Games/Crafts/Hobbies (4)	$9,120,908	$11,006,937	$1,886,029
Recreational Vehicles and Fees (5)	$7,885,186	$9,517,835	$1,632,649
Sports/Recreation/Exercise Equipment (6)	$17,423,364	$21,047,662	$3,624,298
Photo Equipment and Supplies (7)	$2,623,434	$3,165,465	$542,031
Reading (8)	$6,748,001	$8,138,110	$1,390,109
Catered Affairs (9)	$1,733,813	$2,092,385	$358,572
Food	$590,779,340	$712,657,691	$121,878,351
Food at Home	$376,689,716	$454,366,460	$77,676,744
Bakery and Cereal Products	$48,206,090	$58,144,225	$9,938,135
Meats, Poultry, Fish, and Eggs	$81,624,454	$98,449,592	$16,825,138
Dairy Products	$36,005,883	$43,428,897	$7,423,014
Fruits and Vegetables	$73,865,079	$89,086,305	$15,221,226
Snacks and Other Food at Home (10)	$136,988,210	$165,257,441	$28,269,231
Food Away from Home	$214,089,623	$258,291,231	$44,201,608
Alcoholic Beverages	$36,773,596	$44,352,933	$7,579,337

Data Note: The Consumer Spending data is household-based and represents the amount spent for a product or service by all households in an area. Detail may not sum to totals due to rounding. This report is not a comprehensive list of all consumer spending variables therefore the variables in each section may not sum to totals.
Source: Esri forecasts for 2023 and 2028; Consumer Spending data are derived from the 2019 and 2020 Consumer Expenditure Surveys, Bureau of Labor Statistics.

April 04, 2024

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Retail Demand Outlook

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

	2023 Consumer Spending	2028 Forecasted Demand	Projected Spending Growth
Financial			
Value of Stocks/Bonds/Mutual Funds	$1,998,170,971	$2,409,768,176	$411,597,205
Value of Retirement Plans	$7,638,101,823	$9,214,077,065	$1,575,975,242
Value of Other Financial Assets	$430,488,440	$519,038,599	$88,550,159
Vehicle Loan Amount excluding Interest	$226,479,441	$273,489,981	$47,010,540
Value of Credit Card Debt	$175,483,906	$211,693,226	$36,209,320
Health			
Nonprescription Drugs	$9,719,219	$11,732,876	$2,013,657
Prescription Drugs	$20,030,307	$24,173,985	$4,143,678
Eyeglasses and Contact Lenses	$5,943,158	$7,169,172	$1,226,014
Home			
Mortgage Payment and Basics (11)	$753,928,306	$909,782,319	$155,854,013
Maintenance and Remodeling Services	$221,179,501	$266,973,143	$45,793,642
Maintenance and Remodeling Materials (12)	$45,867,697	$55,395,989	$9,528,292
Utilities, Fuel, and Public Services	$327,578,754	$395,183,671	$67,604,917
Household Furnishings and Equipment			
Household Textiles (13)	$6,899,883	$8,323,367	$1,423,484
Furniture	$47,862,105	$57,758,651	$9,896,546
Rugs	$2,225,850	$2,685,668	$459,818
Major Appliances (14)	$30,483,560	$36,788,830	$6,305,270
Housewares (15)	$6,181,910	$7,458,081	$1,276,171
Small Appliances	$4,071,643	$4,910,766	$839,123
Luggage	$837,787	$1,010,924	$173,137
Telephones and Accessories	$5,785,502	$6,977,834	$1,192,332
Household Operations			
Child Care	$30,563,763	$36,909,219	$6,345,456
Lawn and Garden (16)	$36,910,607	$44,550,855	$7,640,248
Moving/Storage/Freight Express	$5,086,973	$6,136,535	$1,049,562
Housekeeping Supplies (17)	$52,245,135	$63,024,897	$10,779,762
Insurance			
Owners and Renters Insurance	$45,014,155	$54,337,743	$9,323,588
Vehicle Insurance	$126,963,007	$153,186,822	$26,223,815
Life/Other Insurance	$38,580,137	$46,560,536	$7,980,399
Health Insurance	$275,663,280	$332,640,917	$56,977,637
Personal Care Products (18)	$31,220,560	$37,658,557	$6,437,997
School Books and Supplies (19)	$7,800,540	$9,414,236	$1,613,696
Smoking Products	$22,842,777	$27,560,858	$4,718,081
Transportation			
Payments on Vehicles excluding Leases	$180,868,699	$218,354,132	$37,485,433
Gasoline and Motor Oil	$146,048,280	$176,231,198	$30,182,918
Vehicle Maintenance and Repairs	$74,764,978	$90,200,506	$15,435,528
Travel			
Airline Fares	$26,704,730	$32,222,922	$5,518,192
Lodging on Trips	$41,012,706	$49,506,451	$8,493,745
Auto/Truck Rental on Trips	$4,573,546	$5,518,820	$945,274
Food and Drink on Trips	$31,757,161	$38,323,321	$6,566,160

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(1) Apparel Products and Services includes shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and health clubs.

(3) Audio includes satellite radio service, radios, stereos, sound components, equipment and accessories, digital audio players, records, CDs, audio tapes, streaming/ downloaded audio, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, online entertainment and games, and stamp and coin collecting.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, payments on boats, trailers, campers and RVs, rental of boats, trailers, campers and RVs, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fats and oils, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips and other snacks, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent on owned dwellings.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers and decorative pillows.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes flatware, dishes, cups glasses, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, other miscellaneous care products and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, vocational/technical school, preschool and other schools.

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Retail Demand Outlook

Florida
Florida (12)
Geography: State

Prepared by Esri

Top Tapestry Segments	Percent
The Elders (9C)	5.5%
Urban Edge Families (7C)	4.9%
Senior Escapes (9D)	4.9%
Silver & Gold (9A)	4.3%
Up and Coming Families (7A)	3.5%

Demographic Summary	2023	2028
Population	22,381,338	23,091,949
Households	8,909,543	9,259,577
Families	5,732,103	5,946,148
Median Age	42.9	43.4
Median Household Income	$65,081	$76,713

	2023 Consumer Spending	2028 Forecasted Demand	Projected Spending Growth
Apparel and Services	$17,714,511,327	$21,318,009,614	$3,603,498,287
Men's	$3,375,096,772	$4,061,036,482	$685,939,710
Women's	$6,073,393,840	$7,307,180,986	$1,233,787,146
Children's	$2,651,945,393	$3,194,483,855	$542,538,462
Footwear	$3,972,415,424	$4,780,286,171	$807,870,747
Watches & Jewelry	$1,283,759,522	$1,544,649,950	$260,890,428
Apparel Products and Services (1)	$357,900,375	$430,372,170	$72,471,795
Computer			
Computers and Hardware for Home Use	$2,087,693,528	$2,512,590,206	$424,896,678
Portable Memory	$36,964,572	$44,491,297	$7,526,725
Computer Software	$117,071,994	$140,871,628	$23,799,634
Computer Accessories	$207,353,682	$249,469,738	$42,116,056
Entertainment & Recreation	$30,759,572,787	$37,010,869,241	$6,251,296,454
Fees and Admissions	$5,644,841,563	$6,795,671,254	$1,150,829,691
Membership Fees for Clubs (2)	$2,207,688,441	$2,657,165,200	$449,476,759
Fees for Participant Sports, excl. Trips	$1,001,868,438	$1,205,643,784	$203,775,346
Tickets to Theatre/Operas/Concerts	$436,617,877	$525,236,573	$88,618,696
Tickets to Movies	$229,103,990	$275,942,477	$46,838,487
Tickets to Parks or Museums	$227,889,471	$274,703,854	$46,814,383
Admission to Sporting Events, excl. Trips	$443,699,623	$533,949,555	$90,249,932
Fees for Recreational Lessons	$1,089,837,321	$1,313,239,671	$223,402,350
Dating Services	$8,136,403	$9,790,139	$1,653,736
TV/Video/Audio	$11,267,781,033	$13,551,766,666	$2,283,985,633
Cable and Satellite Television Services	$7,181,437,997	$8,633,205,536	$1,451,767,539
Televisions	$1,216,523,180	$1,463,714,598	$247,191,418
Satellite Dishes	$13,957,471	$16,801,279	$2,843,808
VCRs, Video Cameras, and DVD Players	$39,782,364	$47,875,027	$8,092,663
Miscellaneous Video Equipment	$103,058,609	$123,998,423	$20,939,814
Video Cassettes and DVDs	$56,285,742	$67,770,123	$11,484,381
Video Game Hardware/Accessories	$330,193,671	$397,503,991	$67,310,320
Video Game Software	$160,401,013	$193,091,066	$32,690,053
Rental/Streaming/Downloaded Video	$1,029,183,439	$1,239,332,829	$210,149,390
Installation of Televisions	$12,741,886	$15,326,145	$2,584,259
Audio (3)	$1,100,523,724	$1,324,689,241	$224,165,517
Rental and Repair of TV/Radio/Sound Equipment	$23,691,938	$28,458,408	$4,766,470
Pets	$7,421,902,673	$8,926,595,894	$1,504,693,221
Toys/Games/Crafts/Hobbies (4)	$1,295,740,809	$1,559,966,687	$264,225,878
Recreational Vehicles and Fees (5)	$1,148,683,854	$1,382,422,762	$233,738,908
Sports/Recreation/Exercise Equipment (6)	$2,332,758,868	$2,811,724,306	$478,965,438
Photo Equipment and Supplies (7)	$372,964,371	$449,118,376	$76,154,005
Reading (8)	$1,042,159,688	$1,253,158,531	$210,998,843
Catered Affairs (9)	$232,739,928	$280,444,765	$47,704,837
Food	$86,146,191,865	$103,646,308,103	$17,500,116,238
Food at Home	$55,695,813,843	$66,997,630,978	$11,301,817,135
Bakery and Cereal Products	$7,171,301,025	$8,626,108,431	$1,454,807,406
Meats, Poultry, Fish, and Eggs	$12,060,377,256	$14,506,161,046	$2,445,783,790
Dairy Products	$5,380,169,682	$6,471,831,301	$1,091,661,619
Fruits and Vegetables	$10,947,760,401	$13,168,662,958	$2,220,902,557
Snacks and Other Food at Home (10)	$20,136,205,479	$24,224,867,243	$4,088,661,764
Food Away from Home	$30,450,378,022	$36,648,677,125	$6,198,299,103
Alcoholic Beverages	$5,444,589,491	$6,549,289,738	$1,104,700,247

Data Note: The Consumer Spending data is household-based and represents the amount spent for a product or service by all households in an area. Detail may not sum to totals due to rounding. This report is not a comprehensive list of all consumer spending variables therefore the variables in each section may not sum to totals.
Source: Esri forecasts for 2023 and 2028; Consumer Spending data are derived from the 2019 and 2020 Consumer Expenditure Surveys, Bureau of Labor Statistics.

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	2023 Consumer Spending	2028 Forecasted Demand	Projected Spending Growth
Financial			
Value of Stocks/Bonds/Mutual Funds	$305,916,759,621	$367,695,770,954	$61,779,011,333
Value of Retirement Plans	$1,119,188,443,883	$1,345,910,902,735	$226,722,458,852
Value of Other Financial Assets	$67,516,858,503	$81,116,522,806	$13,599,664,303
Vehicle Loan Amount excluding Interest	$30,797,502,810	$37,085,486,825	$6,287,984,015
Value of Credit Card Debt	$25,483,249,348	$30,658,183,419	$5,174,934,071
Health			
Nonprescription Drugs	$1,452,659,330	$1,747,318,278	$294,658,948
Prescription Drugs	$3,126,104,684	$3,757,960,461	$631,855,777
Eyeglasses and Contact Lenses	$898,191,243	$1,080,284,342	$182,093,099
Home			
Mortgage Payment and Basics (11)	$103,050,258,164	$124,025,211,573	$20,974,953,409
Maintenance and Remodeling Services	$31,158,783,874	$37,492,923,602	$6,334,139,728
Maintenance and Remodeling Materials (12)	$6,488,934,936	$7,811,309,927	$1,322,374,991
Utilities, Fuel, and Public Services	$48,159,602,904	$57,925,625,654	$9,766,022,750
Household Furnishings and Equipment			
Household Textiles (13)	$1,003,316,386	$1,207,231,519	$203,915,133
Furniture	$6,817,246,407	$8,204,444,414	$1,387,198,007
Rugs	$330,608,991	$397,700,774	$67,091,783
Major Appliances (14)	$4,373,744,321	$5,262,796,969	$889,052,648
Housewares (15)	$888,431,300	$1,069,157,921	$180,726,621
Small Appliances	$597,833,339	$719,359,101	$121,525,762
Luggage	$118,183,759	$142,268,662	$24,084,903
Telephones and Accessories	$876,325,567	$1,054,013,809	$177,688,242
Household Operations			
Child Care	$3,919,854,644	$4,724,805,123	$804,950,479
Lawn and Garden (16)	$5,443,508,449	$6,546,769,831	$1,103,261,382
Moving/Storage/Freight Express	$759,803,663	$914,247,567	$154,443,904
Housekeeping Supplies (17)	$7,752,307,516	$9,324,815,709	$1,572,508,193
Insurance			
Owners and Renters Insurance	$6,481,862,212	$7,797,057,752	$1,315,195,540
Vehicle Insurance	$18,267,059,758	$21,978,893,122	$3,711,833,364
Life/Other Insurance	$5,581,220,055	$6,713,991,814	$1,132,771,759
Health Insurance	$41,225,310,432	$49,579,215,935	$8,353,905,503
Personal Care Products (18)	$4,541,403,545	$5,463,957,915	$922,554,370
School Books and Supplies (19)	$1,103,271,139	$1,328,119,875	$224,848,736
Smoking Products	$3,621,836,584	$4,354,185,185	$732,348,601
Transportation			
Payments on Vehicles excluding Leases	$25,195,772,935	$30,331,348,489	$5,135,575,554
Gasoline and Motor Oil	$21,057,029,114	$25,335,812,594	$4,278,783,480
Vehicle Maintenance and Repairs	$10,925,853,644	$13,145,774,459	$2,219,920,815
Travel			
Airline Fares	$3,758,987,551	$4,524,625,063	$765,637,512
Lodging on Trips	$5,790,920,322	$6,969,621,973	$1,178,701,651
Auto/Truck Rental on Trips	$645,065,458	$776,457,300	$131,391,842
Food and Drink on Trips	$4,525,170,199	$5,446,113,838	$920,943,639

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(1) Apparel Products and Services includes shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and health clubs.

(3) Audio includes satellite radio service, radios, stereos, sound components, equipment and accessories, digital audio players, records, CDs, audio tapes, streaming/ downloaded audio, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, online entertainment and games, and stamp and coin collecting.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, payments on boats, trailers, campers and RVs, rental of boats, trailers, campers and RVs, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fats and oils, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips and other snacks, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent on owned dwellings.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers and decorative pillows.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes flatware, dishes, cups glasses, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, other miscellaneous care products and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, vocational/technical school, preschool and other schools.

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Demographic Summary	2023	2028
Population	178,854	182,536
Population 18+	135,933	139,143
Households	60,959	62,818
Median Household Income	$69,983	$81,210

Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought Men`s Clothing/12 Mo	83,369	61.3%	100
Bought Women`s Clothing/12 Mo	72,893	53.6%	103
Bought Shoes/12 Mo	103,012	75.8%	102
Bought Fine Jewelry/12 Mo	29,565	21.7%	106
Bought Watch/12 Mo	20,178	14.8%	107
Automobiles (Households)			
HH Owns or Leases Any Vehicle	56,570	92.8%	102
HH Bought or Leased New Vehicle/12 Mo	6,352	10.4%	103
Automotive Aftermarket (Adults)			
Bought Gasoline/6 Mo	124,960	91.9%	102
Bought or Changed Motor Oil/12 Mo	72,191	53.1%	103
Had Vehicle Tune-Up/12 Mo	34,813	25.6%	103
Beverages (Adults)			
Drank Non-Diet (Regular) Cola/6 Mo	53,767	39.6%	107
Drank Beer or Ale/6 Mo	53,720	39.5%	100
Cameras (Adults)			
Own Digital Point and Shoot Camera/Camcorder	13,399	9.9%	90
Own Digital SLR Camera or Camcorder	13,813	10.2%	94
Printed Digital Photos/12 Mo	36,771	27.1%	100
Cell Phones (Adults/Households)			
Bought Cell Phone/12 Mo	48,011	35.3%	101
Have a Smartphone	129,331	95.1%	102
Have Android Phone (Any Brand) Smartphone	54,943	40.4%	105
Have Apple iPhone Smartphone	76,489	56.3%	100
HH Owns 1 Cell Phone	16,301	26.7%	88
HH Owns 2 Cell Phones	22,641	37.1%	95
HH Owns 3+ Cell Phones	21,185	34.8%	121
HH Has Cell Phone Only (No Landline Telephone)	42,165	69.2%	101
Computers (Households)			
HH Owns Computer	52,259	85.7%	100
HH Owns Desktop Computer	24,715	40.5%	101
HH Owns Laptop or Notebook	43,578	71.5%	102
HH Owns Apple/Mac Brand Computer	14,352	23.5%	97
HH Owns PC/Non-Apple Brand Computer	43,988	72.2%	102
HH Purchased Most Recent Home Computer at Store	23,044	37.8%	97
HH Purchased Most Recent Home Computer Online	16,619	27.3%	99
HH Spent $1-499 on Most Recent Home Computer	9,212	15.1%	95
HH Spent $500-999 on Most Recent Home Computer	12,464	20.4%	101
HH Spent $1K-1499 on Most Recent Home Computer	7,007	11.5%	95
HH Spent $1500-1999 on Most Recent Home Computer	2,554	4.2%	91
HH Spent $2K+ on Most Recent Home Computer	3,171	5.2%	96

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.**Source:** These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

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Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at C-Store/6 Mo	88,426	65.1%	102
Bought Brewed Coffee at C-Store/30 Days	15,778	11.6%	96
Bought Cigarettes at C-Store/30 Days	8,170	6.0%	98
Bought Gas at C-Store/30 Days	54,302	39.9%	101
Spent $1-19 at C-Store/30 Days	9,674	7.1%	96
Spent $20-39 at C-Store/30 Days	14,154	10.4%	106
Spent $40-50 at C-Store/30 Days	10,111	7.4%	96
Spent $51-99 at C-Store/30 Days	8,941	6.6%	107
Spent $100+ at C-Store/30 Days	28,622	21.1%	101
Entertainment (Adults)			
Attended Movie/6 Mo	52,465	38.6%	104
Went to Live Theater/12 Mo	8,112	6.0%	87
Went to Bar or Night Club/12 Mo	21,839	16.1%	99
Dined Out/12 Mo	68,729	50.6%	97
Gambled at Casino/12 Mo	14,862	10.9%	102
Visited Theme Park/12 Mo	17,463	12.8%	110
Viewed Movie (Video-on-Demand)/30 Days	16,254	12.0%	108
Viewed TV Show (Video-on-Demand)/30 Days	11,287	8.3%	110
Used Internet to Download Movie/30 Days	8,972	6.6%	110
Downloaded Individual Song/6 Mo	28,102	20.7%	103
Used Internet to Watch Movie/30 Days	47,848	35.2%	103
Used Internet to Watch TV Program/30 Days	30,056	22.1%	100
Played (Console) Video or Electronic Game/12 Mo	18,504	13.6%	106
Played (Portable) Video or Electronic Game/12 Mo	8,865	6.5%	98
Financial (Adults)			
Have 1st Home Mortgage	56,253	41.4%	109
Used ATM or Cash Machine/12 Mo	87,324	64.2%	102
Own Any Stock	19,017	14.0%	93
Own U.S. Savings Bonds	8,712	6.4%	90
Own Shares in Mutual Fund (Stocks)	16,174	11.9%	87
Own Shares in Mutual Fund (Bonds)	9,691	7.1%	83
Have Interest Checking Account	50,614	37.2%	95
Have Non-Interest Checking Account	51,552	37.9%	100
Have Savings Account	100,964	74.3%	100
Have 401(k) Retirement Savings Plan	33,139	24.4%	100
Own or Used Any Credit/Debit Card/12 Mo	126,479	93.0%	100
Avg $1-110 Monthly Credit Card Expenditures	15,750	11.6%	101
Avg $111-225 Monthly Credit Card Expenditures	11,205	8.2%	108
Avg $226-450 Monthly Credit Card Expenditures	13,319	9.8%	106
Avg $451-700 Monthly Credit Card Expenditures	12,387	9.1%	99
Avg $701-1000 Monthly Credit Card Expenditures	10,099	7.4%	91
Avg $1001-2000 Monthly Credit Card Expenditures	15,243	11.2%	95
Avg $2001+ Monthly Credit Card Expenditures	13,806	10.2%	92
Did Banking Online/12 Mo	80,678	59.4%	101
Did Banking by Mobile Device/12 Mo	68,758	50.6%	105

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Retail Market Potential

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
HH Used Bread/6 Mo	58,217	95.5%	101
HH Used Chicken (Fresh or Frozen)/6 Mo	43,140	70.8%	102
HH Used Turkey (Fresh or Frozen)/6 Mo	9,267	15.2%	103
HH Used Fish or Seafood (Fresh or Frozen)/6 Mo	37,825	62.0%	103
HH Used Fresh Fruit or Vegetables/6 Mo	53,989	88.6%	100
HH Used Fresh Milk/6 Mo	50,694	83.2%	101
HH Used Fish or Seafood (Fresh or Frozen)/6 Mo	37,825	62.0%	100
Health (Adults)			
Exercise at Home 2+ Times/Wk	67,150	49.4%	100
Exercise at Club 2+ Times/Wk	16,172	11.9%	101
Visited Doctor/12 Mo	107,243	78.9%	99
Used Vitamins or Dietary Supplements/6 Mo	90,738	66.8%	101
Home (Households)			
HH Did Home Improvement/12 Mo	24,172	39.7%	101
HH Used Maid/Prof Cln Svc (+ Furn/Carpet)/12 Mo	18,729	30.7%	101
HH Purchased Low Ticket HH Furnishing/12 Mo	14,964	24.5%	100
HH Purchased Big Ticket HH Furnishing/12 Mo	17,535	28.8%	101
HH Bought Small Kitchen Appliance/12 Mo	16,668	27.3%	105
HH Bought Large Kitchen Appliance/12 Mo	10,512	17.2%	106
Insurance (Adults/Households)			
Currently Carry Life Insurance	72,599	53.4%	104
Personally Carry Any Med/Hosp/Accident Insur	114,908	84.5%	99
Homeowner Carries Home/Personal Property Insurance	83,244	61.2%	99
Renter Carries Home/Pers Property Insurance	16,580	12.2%	102
HH Has 1 Vehicle Covered w/Auto Insurance	18,384	30.2%	98
HH Has 2 Vehicles Covered w/Auto Insurance	20,958	34.4%	105
HH Has 3+ Vehicles Covered w/Auto Insurance	16,343	26.8%	101
Pets (Households)			
HH Owns Cat	12,418	20.4%	88
HH Owns Dog	24,813	40.7%	103
Psychographics (Adults)			
Represents adults who "completely agree" with the statement:			
Am Interested in How to Help Env: 4-Agr Cmpl	26,307	19.4%	104
Buying American Is Important: 4-Agr Cmpl	41,240	30.3%	94
Buy Based on Quality Not Price: 4-Agr Cmpl	21,432	15.8%	105
Buy on Credit Rather Than Wait: 4-Agr Cmpl	18,493	13.6%	107
Only Use Coupons Brands Usually Buy: 4-Agr Cmpl	14,666	10.8%	98
Will Pay More for Env Safe Prods: 4-Agr Cmpl	15,852	11.7%	96
Buy Based on Price Not Brands: 4-Agr Cmpl	37,544	27.6%	102
Am Interested in How to Help Env: 4-Agr Cmpl	26,307	19.4%	104
Reading (Adults)			
Bought Digital Book/12 Mo	25,537	18.8%	100
Bought Hardcover Book/12 Mo	35,158	25.9%	95
Bought Paperback Book/12 Mo	45,025	33.1%	97
Read Daily Newspaper (Paper Version)	17,609	13.0%	84
Read Digital Newspaper/30 Days	65,683	48.3%	95
Read Magazine (Paper/Electronic Vers)/6 Mo	118,773	87.4%	100

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Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to Family Restrnt/SteakHse/6 Mo	93,022	68.4%	104
Went to Family Restrnt/SteakHse 4+ Times/30 Days	30,549	22.5%	109
Went to Fast Food/Drive-In Restaurant/6 Mo	125,905	92.6%	102
Went to Fast Food/Drive-In Rest 9+ Times/30 Days	59,234	43.6%	112
Ordered Eat-In Fast Food/6 Mo	28,856	21.2%	104
Ordered Home Delivery Fast Food/6 Mo	20,544	15.1%	113
Take-Out/Drive-Thru/Curbside Fast Food/6 Mo	81,470	59.9%	103
Ordered Take-Out/Walk-In Fast Food/6 Mo	31,421	23.1%	104
Television & Electronics (Adults/Households)			
Own Tablet	83,216	61.2%	104
Own E-Reader	17,878	13.2%	92
Own E-Reader/Tablet: Apple iPad	51,974	38.2%	103
HH Owns Internet Connectable TV	26,667	43.7%	102
Own Portable MP3 Player	16,222	11.9%	107
HH Owns 1 TV	9,612	15.8%	87
HH Owns 2 TVs	15,889	26.1%	92
HH Owns 3 TVs	14,567	23.9%	104
HH Owns 4+ TVs	16,142	26.5%	117
HH Subscribes to Cable TV	20,428	33.5%	99
HH Subscribes to Fiber Optic TV	3,458	5.7%	108
HH Owns Portable GPS Device	11,846	19.4%	93
HH Purchased Video Game System/12 Mo	4,931	8.1%	101
HH Owns Internet Video Device for TV	33,718	55.3%	105
Travel (Adults)			
Took Domestic Trip in Continental U.S./12 Mo	72,632	53.4%	99
Took 3+ Domestic Non-Business Trips/12 Mo	18,344	13.5%	97
Spent $1-999 on Domestic Vacations/12 Mo	18,389	13.5%	99
Spent $1K-1499 on Domestic Vacations/12 Mo	9,080	6.7%	105
Spent $1500-1999 on Domestic Vacations/12 Mo	5,064	3.7%	98
Spent $2K-2999 on Domestic Vacations/12 Mo	5,154	3.8%	95
Spent $3K+ on Domestic Vacations/12 Mo	9,140	6.7%	101
Used Intrnt Travel Site for Domestic Trip/12 Mo	7,676	5.6%	101
Took Foreign Trip (Incl Alaska & Hawaii)/3 Yrs	46,326	34.1%	103
Took 3+ Foreign Trips by Plane/3 Yrs	10,190	7.5%	103
Spent $1-999 on Foreign Vacations/12 Mo	10,079	7.4%	95
Index: Spent $1K-2999 on Foreign Vacations/12 Mo	5,016	3.7%	121
Spent $3K+ on Foreign Vacations/12 Mo	6,427	4.7%	111
Used General Travel Site: Foreign Trip/3 Yrs	8,583	6.3%	99
Spent Night at Hotel or Motel/12 Mo	62,653	46.1%	102
Took Cruise of More Than One Day/3 Yrs	15,351	11.3%	112
Member of Frequent Flyer Program	37,756	27.8%	101
Member of Hotel Rewards Program	40,265	29.6%	103

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Demographic Summary	2023	2028
Population	22,381,338	23,091,949
Population 18+	18,121,037	18,733,674
Households	8,909,543	9,259,577
Median Household Income	$65,081	$76,713

Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Apparel (Adults)			
Bought Men`s Clothing/12 Mo	10,979,722	60.6%	99
Bought Women`s Clothing/12 Mo	9,440,805	52.1%	101
Bought Shoes/12 Mo	13,426,437	74.1%	99
Bought Fine Jewelry/12 Mo	3,731,139	20.6%	100
Bought Watch/12 Mo	2,580,659	14.2%	103
Automobiles (Households)			
HH Owns or Leases Any Vehicle	8,221,537	92.3%	101
HH Bought or Leased New Vehicle/12 Mo	892,648	10.0%	99
Automotive Aftermarket (Adults)			
Bought Gasoline/6 Mo	16,568,448	91.4%	101
Bought or Changed Motor Oil/12 Mo	9,485,364	52.3%	102
Had Vehicle Tune-Up/12 Mo	4,483,842	24.7%	100
Beverages (Adults)			
Drank Non-Diet (Regular) Cola/6 Mo	6,717,637	37.1%	100
Drank Beer or Ale/6 Mo	7,201,316	39.7%	100
Cameras (Adults)			
Own Digital Point and Shoot Camera/Camcorder	1,978,505	10.9%	99
Own Digital SLR Camera or Camcorder	1,808,525	10.0%	92
Printed Digital Photos/12 Mo	4,782,090	26.4%	98
Cell Phones (Adults/Households)			
Bought Cell Phone/12 Mo	6,303,893	34.8%	99
Have a Smartphone	16,960,614	93.6%	100
Have Android Phone (Any Brand) Smartphone	7,250,664	40.0%	104
Have Apple iPhone Smartphone	9,948,983	54.9%	97
HH Owns 1 Cell Phone	2,897,609	32.5%	107
HH Owns 2 Cell Phones	3,510,984	39.4%	101
HH Owns 3+ Cell Phones	2,367,977	26.6%	92
HH Has Cell Phone Only (No Landline Telephone)	6,119,914	68.7%	100
Computers (Households)			
HH Owns Computer	7,624,059	85.6%	100
HH Owns Desktop Computer	3,606,644	40.5%	101
HH Owns Laptop or Notebook	6,216,772	69.8%	99
HH Owns Apple/Mac Brand Computer	2,017,972	22.6%	94
HH Owns PC/Non-Apple Brand Computer	6,400,218	71.8%	101
HH Purchased Most Recent Home Computer at Store	3,546,016	39.8%	102
HH Purchased Most Recent Home Computer Online	2,359,633	26.5%	96
HH Spent $1-499 on Most Recent Home Computer	1,468,332	16.5%	104
HH Spent $500-999 on Most Recent Home Computer	1,851,043	20.8%	102
HH Spent $1K-1499 on Most Recent Home Computer	1,004,892	11.3%	93
HH Spent $1500-1999 on Most Recent Home Computer	376,870	4.2%	92
HH Spent $2K+ on Most Recent Home Computer	458,277	5.1%	95

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Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Convenience Stores (Adults)			
Shopped at C-Store/6 Mo	11,579,540	63.9%	100
Bought Brewed Coffee at C-Store/30 Days	2,167,858	12.0%	99
Bought Cigarettes at C-Store/30 Days	1,135,100	6.3%	103
Bought Gas at C-Store/30 Days	7,323,023	40.4%	102
Spent $1-19 at C-Store/30 Days	1,298,755	7.2%	97
Spent $20-39 at C-Store/30 Days	1,764,193	9.7%	99
Spent $40-50 at C-Store/30 Days	1,375,769	7.6%	98
Spent $51-99 at C-Store/30 Days	1,157,493	6.4%	104
Spent $100+ at C-Store/30 Days	3,820,321	21.1%	101
Entertainment (Adults)			
Attended Movie/6 Mo	6,630,225	36.6%	99
Went to Live Theater/12 Mo	1,187,942	6.6%	96
Went to Bar or Night Club/12 Mo	2,889,206	15.9%	98
Dined Out/12 Mo	9,385,064	51.8%	99
Gambled at Casino/12 Mo	1,926,950	10.6%	99
Visited Theme Park/12 Mo	2,081,237	11.5%	99
Viewed Movie (Video-on-Demand)/30 Days	1,981,287	10.9%	99
Viewed TV Show (Video-on-Demand)/30 Days	1,383,793	7.6%	101
Used Internet to Download Movie/30 Days	1,085,208	6.0%	99
Downloaded Individual Song/6 Mo	3,527,519	19.5%	97
Used Internet to Watch Movie/30 Days	5,946,105	32.8%	96
Used Internet to Watch TV Program/30 Days	3,827,151	21.1%	95
Played (Console) Video or Electronic Game/12 Mo	2,157,442	11.9%	93
Played (Portable) Video or Electronic Game/12 Mo	1,103,746	6.1%	92
Financial (Adults)			
Have 1st Home Mortgage	6,792,201	37.5%	99
Used ATM or Cash Machine/12 Mo	11,418,878	63.0%	100
Own Any Stock	2,663,657	14.7%	98
Own U.S. Savings Bonds	1,225,576	6.8%	95
Own Shares in Mutual Fund (Stocks)	2,460,906	13.6%	99
Own Shares in Mutual Fund (Bonds)	1,525,919	8.4%	98
Have Interest Checking Account	7,161,606	39.5%	100
Have Non-Interest Checking Account	6,887,483	38.0%	100
Have Savings Account	13,278,361	73.3%	99
Have 401(k) Retirement Savings Plan	4,105,432	22.7%	93
Own or Used Any Credit/Debit Card/12 Mo	16,823,019	92.8%	100
Avg $1-110 Monthly Credit Card Expenditures	2,072,258	11.4%	100
Avg $111-225 Monthly Credit Card Expenditures	1,437,152	7.9%	104
Avg $226-450 Monthly Credit Card Expenditures	1,689,848	9.3%	101
Avg $451-700 Monthly Credit Card Expenditures	1,704,252	9.4%	102
Avg $701-1000 Monthly Credit Card Expenditures	1,451,339	8.0%	98
Avg $1001-2000 Monthly Credit Card Expenditures	2,056,912	11.4%	97
Avg $2001+ Monthly Credit Card Expenditures	1,959,401	10.8%	98
Did Banking Online/12 Mo	10,545,852	58.2%	99
Did Banking by Mobile Device/12 Mo	8,504,203	46.9%	98

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent of Adults/HHs	MPI
Grocery (Adults)			
HH Used Bread/6 Mo	8,441,763	94.7%	100
HH Used Chicken (Fresh or Frozen)/6 Mo	6,176,821	69.3%	99
HH Used Turkey (Fresh or Frozen)/6 Mo	1,302,514	14.6%	99
HH Used Fish or Seafood (Fresh or Frozen)/6 Mo	5,395,046	60.6%	101
HH Used Fresh Fruit or Vegetables/6 Mo	7,859,053	88.2%	100
HH Used Fresh Milk/6 Mo	7,317,816	82.1%	100
HH Used Fish or Seafood (Fresh or Frozen)/6 Mo	5,395,046	60.6%	96
Health (Adults)			
Exercise at Home 2+ Times/Wk	8,824,386	48.7%	99
Exercise at Club 2+ Times/Wk	2,104,343	11.6%	99
Visited Doctor/12 Mo	14,513,158	80.1%	100
Used Vitamins or Dietary Supplements/6 Mo	12,193,657	67.3%	102
Home (Households)			
HH Did Home Improvement/12 Mo	3,539,568	39.7%	101
HH Used Maid/Prof Cln Svc (+ Furn/Carpet)/12 Mo	2,778,060	31.2%	102
HH Purchased Low Ticket HH Furnishing/12 Mo	2,152,491	24.2%	98
HH Purchased Big Ticket HH Furnishing/12 Mo	2,518,650	28.3%	99
HH Bought Small Kitchen Appliance/12 Mo	2,306,215	25.9%	99
HH Bought Large Kitchen Appliance/12 Mo	1,462,320	16.4%	101
Insurance (Adults/Households)			
Currently Carry Life Insurance	9,113,930	50.3%	98
Personally Carry Any Med/Hosp/Accident Insur	15,367,117	84.8%	99
Homeowner Carries Home/Personal Property Insurance	11,234,959	62.0%	100
Renter Carries Home/Pers Property Insurance	2,162,421	11.9%	100
HH Has 1 Vehicle Covered w/Auto Insurance	2,895,263	32.5%	106
HH Has 2 Vehicles Covered w/Auto Insurance	2,963,204	33.3%	101
HH Has 3+ Vehicles Covered w/Auto Insurance	2,237,641	25.1%	95
Pets (Households)			
HH Owns Cat	1,948,512	21.9%	95
HH Owns Dog	3,441,981	38.6%	98
Psychographics (Adults)			
Represents adults who "completely agree" with the statement:			
Am Interested in How to Help Env: 4-Agr Cmpl	3,380,938	18.7%	100
Buying American Is Important: 4-Agr Cmpl	6,061,157	33.4%	104
Buy Based on Quality Not Price: 4-Agr Cmpl	2,791,691	15.4%	102
Buy on Credit Rather Than Wait: 4-Agr Cmpl	2,377,973	13.1%	103
Only Use Coupons Brands Usually Buy: 4-Agr Cmpl	2,131,395	11.8%	107
Will Pay More for Env Safe Prods: 4-Agr Cmpl	2,174,957	12.0%	98
Buy Based on Price Not Brands: 4-Agr Cmpl	4,976,445	27.5%	101
Am Interested in How to Help Env: 4-Agr Cmpl	3,380,938	18.7%	100
Reading (Adults)			
Bought Digital Book/12 Mo	3,324,604	18.3%	97
Bought Hardcover Book/12 Mo	4,799,641	26.5%	98
Bought Paperback Book/12 Mo	5,971,393	33.0%	97
Read Daily Newspaper (Paper Version)	2,871,740	15.8%	103
Read Digital Newspaper/30 Days	8,900,165	49.1%	97
Read Magazine (Paper/Electronic Vers)/6 Mo	15,787,274	87.1%	100

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Product/Consumer Behavior	Expected Number of Adults or HHs	Percent of Adults/HHs	MPI
Restaurants (Adults)			
Went to Family Restrnt/SteakHse/6 Mo	12,107,755	66.8%	101
Went to Family Restrnt/SteakHse 4+ Times/30 Days	3,894,495	21.5%	105
Went to Fast Food/Drive-In Restaurant/6 Mo	16,472,594	90.9%	100
Went to Fast Food/Drive-In Rest 9+ Times/30 Days	7,115,172	39.3%	101
Ordered Eat-In Fast Food/6 Mo	3,818,899	21.1%	103
Ordered Home Delivery Fast Food/6 Mo	2,360,655	13.0%	97
Take-Out/Drive-Thru/Curbside Fast Food/6 Mo	10,590,134	58.4%	100
Ordered Take-Out/Walk-In Fast Food/6 Mo	3,838,754	21.2%	95
Television & Electronics (Adults/Households)			
Own Tablet	10,671,834	58.9%	100
Own E-Reader	2,569,402	14.2%	99
Own E-Reader/Tablet: Apple iPad	6,632,191	36.6%	98
HH Owns Internet Connectable TV	3,821,744	42.9%	100
Own Portable MP3 Player	2,016,303	11.1%	99
HH Owns 1 TV	1,592,345	17.9%	98
HH Owns 2 TVs	2,533,606	28.4%	100
HH Owns 3 TVs	2,074,906	23.3%	102
HH Owns 4+ TVs	2,010,155	22.6%	100
HH Subscribes to Cable TV	3,207,671	36.0%	106
HH Subscribes to Fiber Optic TV	423,459	4.8%	90
HH Owns Portable GPS Device	1,858,665	20.9%	100
HH Purchased Video Game System/12 Mo	598,866	6.7%	84
HH Owns Internet Video Device for TV	4,590,357	51.5%	98
Travel (Adults)			
Took Domestic Trip in Continental U.S./12 Mo	9,538,826	52.6%	98
Took 3+ Domestic Non-Business Trips/12 Mo	2,434,668	13.4%	97
Spent $1-999 on Domestic Vacations/12 Mo	2,408,123	13.3%	97
Spent $1K-1499 on Domestic Vacations/12 Mo	1,114,318	6.1%	97
Spent $1500-1999 on Domestic Vacations/12 Mo	636,559	3.5%	92
Spent $2K-2999 on Domestic Vacations/12 Mo	669,962	3.7%	93
Spent $3K+ on Domestic Vacations/12 Mo	1,193,787	6.6%	99
Used Intrnt Travel Site for Domestic Trip/12 Mo	970,394	5.4%	96
Took Foreign Trip (Incl Alaska & Hawaii)/3 Yrs	5,858,933	32.3%	98
Took 3+ Foreign Trips by Plane/3 Yrs	1,256,492	6.9%	95
Spent $1-999 on Foreign Vacations/12 Mo	1,330,483	7.3%	94
Index: Spent $1K-2999 on Foreign Vacations/12 Mo	564,096	3.1%	102
Spent $3K+ on Foreign Vacations/12 Mo	724,247	4.0%	94
Used General Travel Site: Foreign Trip/3 Yrs	1,057,886	5.8%	92
Spent Night at Hotel or Motel/12 Mo	8,038,799	44.4%	98
Took Cruise of More Than One Day/3 Yrs	1,971,580	10.9%	108
Member of Frequent Flyer Program	4,944,352	27.3%	99
Member of Hotel Rewards Program	5,202,563	28.7%	100

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Sports and Leisure Market Potential

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Demographic Summary	2023	2028
Population	178,854	182,536
Population 18+	135,933	139,143
Households	60,959	62,818
Median Household Income	$69,983	$81,210

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Participated in Aerobics/12 Mo	11,652	8.6%	103
Participated in Archery/12 Mo	3,311	2.4%	100
Participated in Backpacking/12 Mo	5,014	3.7%	104
Participated in Baseball/12 Mo	3,843	2.8%	110
Participated in Basketball/12 Mo	8,786	6.5%	113
Participated in Bicycling (Mountain)/12 Mo	4,812	3.5%	99
Participated in Bicycling (Road)/12 Mo	15,485	11.4%	95
Participated in Boating (Power)/12 Mo	5,799	4.3%	89
Participated in Bowling/12 Mo	9,443	6.9%	104
Participated in Canoeing or Kayaking/12 Mo	8,867	6.5%	87
Participated in Fishing (Fresh Water)/12 Mo	12,527	9.2%	88
Participated in Fishing (Salt Water)/12 Mo	4,941	3.6%	105
Participated in Football/12 Mo	3,284	2.4%	102
Participated in Frisbee/12 Mo	4,253	3.1%	91
Participated in Golf/12 Mo	10,496	7.7%	97
Participated in Hiking/12 Mo	22,941	16.9%	89
Participated in Horseback Riding/12 Mo	2,203	1.6%	84
Participated in Hunting w/Rifle/12 Mo	3,604	2.7%	78
Participated in Hunting w/Shotgun/12 Mo	2,568	1.9%	76
Participated in Ice Skating/12 Mo	3,218	2.4%	106
Participated in Jogging or Running/12 Mo	15,620	11.5%	102
Participated in Motorcycling/12 Mo	3,347	2.5%	93
Participated in Pilates/12 Mo	4,003	2.9%	105
Participated in Ping Pong/12 Mo	4,872	3.6%	104
Participated in Rock Climbing/12 Mo	2,240	1.6%	106
Participated in Roller Skating/12 Mo	2,733	2.0%	126
Participated in Skiing (Downhill)/12 Mo	2,958	2.2%	85
Participated in Soccer/12 Mo	4,621	3.4%	108
Participated in Softball/12 Mo	2,256	1.7%	102
Participated in Swimming/12 Mo	19,582	14.4%	96
Participated in Target Shooting/12 Mo	6,077	4.5%	90
Participated in Tennis/12 Mo	5,105	3.8%	98
Participated in Volleyball/12 Mo	3,380	2.5%	106
Participated in Walking for Exercise/12 Mo	44,493	32.7%	97
Participated in Weight Lifting/12 Mo	19,265	14.2%	100
Participated in Yoga/12 Mo	14,711	10.8%	99
Participated in Zumba/12 Mo	5,374	4.0%	128
Spent $1-99 on Sports/Recreation Equipment/12 Mo	8,580	6.3%	90
Spent $100-249 on Sports/Recreation Equipment/12 Mo	8,104	6.0%	95
Spent $250+ on Sports/Recreation Equipment/12 Mo	13,822	10.2%	100
Attend College Basketball Game/12 Mo	1,544	1.1%	103
Attend College Football Game/12 Mo	2,839	2.1%	101
Attend High School Sports Events/12 Mo	3,761	2.8%	97
Attend MLB Regular Season Baseball Game/12 Mo	3,607	2.7%	100
Attend Sports Events	15,506	11.4%	101
Listen to Sports on Radio	11,017	8.1%	92
Watch Alpine Skiing or Ski Jumping on TV	3,600	2.6%	90

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Sports and Leisure Market Potential

5-Mile_Buffer
Area: 91 square miles

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Watch Auto Racing (Not NASCAR) on TV	5,576	4.1%	97
Watch Bicycle Racing on TV	2,872	2.1%	104
Watch Bowling on TV	3,233	2.4%	106
Watch Boxing on TV	10,453	7.7%	123
Watch College Basketball on TV	16,427	12.1%	100
Watch College Football on TV	36,157	26.6%	100
Watch Esports on TV	4,776	3.5%	110
Watch Figure Skating on TV	6,577	4.8%	95
Watch Fishing on TV	4,379	3.2%	100
Watch Gymnastics on TV	7,266	5.3%	111
Watch High School Sports on TV	6,469	4.8%	105
Watch Horse Racing (at Track or OTB) on TV	3,559	2.6%	94
Watch International Soccer on TV	9,403	6.9%	119
Watch LPGA Golf on TV	3,814	2.8%	96
Watch Marathon/Triathlon/Obstacle Race on TV	1,915	1.4%	111
Watch Men`s Tennis on TV	9,061	6.7%	98
Watch MLB Playoffs/World Series Baseball on TV	21,311	15.7%	98
Watch MLB Regular Season Baseball on TV	23,729	17.5%	94
Watch MLS Soccer on TV	7,642	5.6%	116
Watch Motorcycle Racing on TV	2,435	1.8%	111
Watch NASCAR Auto Racing on TV	9,498	7.0%	90
Watch NBA Playoffs or Finals Basketball on TV	22,589	16.6%	116
Watch NBA Regular Season Basketball on TV	22,189	16.3%	118
Watch NCAA Tournament Basketball on TV	14,812	10.9%	105
Watch NFL Playoffs or Super Bowl Football on TV	44,697	32.9%	100
Watch NFL Sun/Mon/Thu Night Football Games on TV	44,491	32.7%	101
Watch NFL Weekend Football Games on TV	41,606	30.6%	101
Watch NHL Playoffs/Stanley Cup Ice Hockey on TV	9,142	6.7%	94
Watch NHL Regular Season Ice Hockey on TV	9,388	6.9%	89
Watch Oth Mixed Martial Arts (MMA) on TV	4,615	3.4%	119
Watch PGA Golf on TV	15,652	11.5%	92
Watch Pro Beach Volleyball on TV	2,809	2.1%	113
Watch Pro Bull Riding on TV	3,310	2.4%	97
Watch Rodeo on TV	2,384	1.8%	100
Watch Sports on TV	82,685	60.8%	99
Watch Summer Extreme Sports on TV	2,713	2.0%	114
Watch Summer Olympics on TV	15,068	11.1%	99
Watch Track & Field on TV	5,835	4.3%	133
Watch U.S. Men's Soccer National Team on TV	5,496	4.0%	113
Watch U.S. Women's Soccer National Team on TV	5,089	3.7%	110
Watch Ultimate Fighting Championship (UFC) on TV	6,659	4.9%	111
Watch Winter Extreme Sports on TV	2,743	2.0%	105
Watch Winter Olympics on TV	9,429	6.9%	90
Watch WNBA Basketball on TV	4,857	3.6%	132
Watch Women's Tennis on TV	9,647	7.1%	106
Watch World Cup Soccer on TV	8,070	5.9%	111
Watch Wrestling (WWE) on TV	5,538	4.1%	105
College Basketball Super Fan (10-10 on 10 Scale)	3,936	2.9%	104
College Football Super Fan (10-10 on 10 Scale)	7,998	5.9%	106
Golf Super Fan (10-10 on 10 Scale)	2,141	1.6%	99
High School Sports Super Fan (10-10 on 10 Scale)	2,506	1.8%	90
Intl Soccer Super Fan (10-10 on 10 Scale)	3,015	2.2%	97
MLB Super Fan (10-10 on 10 Scale)	5,203	3.8%	92
MLS Soccer Super Fan (10-10 on 10 Scale)	1,637	1.2%	103
NASCAR Super Fan (10-10 on 10 Scale)	2,018	1.5%	94
NBA Super Fan (10-10 on 10 Scale)	6,566	4.8%	125
NFL Super Fan (10-10 on 10 Scale)	13,960	10.3%	110
NHL Super Fan (10-10 on 10 Scale)	2,459	1.8%	81
Pro Wrestling Super Fan (10-10 on 10 Scale)	1,377	1.0%	85

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Sports and Leisure Market Potential

5-Mile_Buffer
Area: 91 square miles

Prepared by Esri

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Member of AARP	21,859	16.1%	96
Member of Church Board	4,037	3.0%	112
Member of Fraternal Order	2,943	2.2%	88
Member of Religious Club	3,918	2.9%	104
Member of Union	6,044	4.4%	96
Member of Veterans Club	3,275	2.4%	95
Participate in Indoor Gardening or Plant Care	20,758	15.3%	95
Attended Adult Education Course/12 Mo	15,582	11.5%	103
Visited Aquarium/12 Mo	8,138	6.0%	107
Went to Art Gallery/12 Mo	8,843	6.5%	91
Attended Auto Show/12 Mo	6,478	4.8%	105
Did Baking/12 Mo	40,185	29.6%	94
Barbecued/12 Mo	43,532	32.0%	101
Went to Bar or Night Club/12 Mo	21,839	16.1%	99
Went to Beach/12 Mo	36,247	26.7%	96
Played Billiards or Pool/12 Mo	6,029	4.4%	103
Played Bingo/12 Mo	5,327	3.9%	112
Did Birdwatching/12 Mo	7,874	5.8%	79
Played Board Game/12 Mo	30,965	22.8%	101
Read Book/12 Mo	51,166	37.6%	96
Participated in Book Club/12 Mo	5,702	4.2%	105
Went on Overnight Camping Trip/12 Mo	18,337	13.5%	100
Played Cards/12 Mo	23,510	17.3%	95
Played Chess/12 Mo	5,112	3.8%	95
Played Computer Game Offline (w/Software)/12 Mo	11,891	8.7%	100
Played Computer Game Online/12 Mo	20,391	15.0%	97
Cooked for Fun/12 Mo	37,984	27.9%	101
Did Crossword Puzzle/12 Mo	16,032	11.8%	89
Danced or Went Dancing/12 Mo	9,896	7.3%	113
Attended Dance Performance/12 Mo	3,616	2.7%	102
Dined Out/12 Mo	68,729	50.6%	97
Flew a Drone/12 Mo	3,565	2.6%	104
Attended State or County Fair/12 Mo	9,691	7.1%	99
Participated in Fantasy Sports League/12 Mo	6,589	4.8%	103
Did Furniture Refinishing/12 Mo	6,232	4.6%	97
Gambled at Casino/12 Mo	14,862	10.9%	102
Gambled in Las Vegas/12 Mo	5,158	3.8%	119
Participated in Genealogy/12 Mo	6,433	4.7%	94
Attended Horse Races/12 Mo	2,387	1.8%	109
Participated in Karaoke/12 Mo	5,375	4.0%	122
Bought Lottery Ticket/12 Mo	45,148	33.2%	105
Played Lottery 6+ Times/30 Days	14,926	11.0%	112
Bought Daily Drawing Lottery Ticket/12 Mo	5,096	3.7%	119
Bought Instant Game Lottery Ticket/12 Mo	25,780	19.0%	104
Bought Mega Millions Lottery Ticket/12 Mo	24,531	18.0%	111
Bought Powerball Lottery Ticket/12 Mo	26,539	19.5%	111
Attended Movie/6 Mo	52,465	38.6%	104
Attended Movie 1+ Times Wk/90 Days	1,230	0.9%	109
Attended Movie 2-3 Times Month/90 Days	1,762	1.3%	103
Attended Movie 1 Time Month/90 Days	3,807	2.8%	107
Attended Movie < 1 Time Month/90 Days	37,411	27.5%	101
Saw Action Genre Movie at Theater/6 Mo	15,245	11.2%	109
Saw Adventure Genre Movie at Theater/6 Mo	15,128	11.1%	108

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Saw Animation Genre Movie at Theater/6 Mo	7,672	5.6%	116
Saw Biography Genre Movie at Theater/6 Mo	3,689	2.7%	111
Saw Comedy Genre Movie at Theater/6 Mo	14,376	10.6%	111
Saw Crime Genre Movie at Theater/6 Mo	8,188	6.0%	108
Saw Drama Genre Movie at Theater/6 Mo	12,817	9.4%	106
Saw Family Genre Movie at Theater/6 Mo	4,728	3.5%	118
Saw Fantasy Genre Movie at Theater/6 Mo	7,620	5.6%	113
Saw Horror Genre Movie at Theater/6 Mo	5,620	4.1%	113
Saw Romance Genre Movie at Theater/6 Mo	3,506	2.6%	115
Saw Science Fiction Genre Movie at Theater/6 Mo	7,247	5.3%	113
Saw Thriller Genre Movie at Theater/6 Mo	7,786	5.7%	115
Went to Museum/12 Mo	13,768	10.1%	96
Attended Classical Music/Opera Performance/12 Mo	3,375	2.5%	95
Attended Country Music Performance/12 Mo	4,586	3.4%	99
Attended Rock Music Performance/12 Mo	7,713	5.7%	97
Played Musical Instrument/12 Mo	10,691	7.9%	93
Did Painting/Drawing/Sculpting/12 Mo	13,472	9.9%	95
Did Photo Album or Scrapbooking/12 Mo	5,832	4.3%	97
Did Photography/12 Mo	15,437	11.4%	100
Did Sudoku Puzzle/12 Mo	12,446	9.2%	95
Participated in Tailgating/12 Mo	3,692	2.7%	103
Went to Live Theater/12 Mo	8,112	6.0%	87
Visited Theme Park/12 Mo	17,463	12.8%	110
Visited Theme Park 5+ Days/12 Mo	3,927	2.9%	115
Participated in Trivia Games/12 Mo	9,827	7.2%	94
Played (Console) Video or Electronic Game/12 Mo	18,504	13.6%	106
Played (Portable) Video or Electronic Game/12 Mo	8,865	6.5%	98
Visited Indoor Water Park/12 Mo	2,474	1.8%	105
Did Woodworking/12 Mo	6,892	5.1%	89
Went to Zoo/12 Mo	15,568	11.5%	108
Bought 1-2 DVDs/30 Days	3,557	2.6%	102
Bought 3+ DVDs/30 Days	2,651	2.0%	93
Rented 1 DVD (Movie or Other Video)/30 Days	2,911	2.1%	108
Rented 2 DVDs (Movie or Other Video)/30 Days	2,026	1.5%	93
Rented 3+ DVDs (Movie or Other Video)/30 Days	3,503	2.6%	94
Rented Action or Adventure Movie/30 Days	22,820	16.8%	100
Rented Classic Movie/30 Days	5,520	4.1%	93
Rented Comedy Movie/30 Days	16,574	12.2%	93
Rented Drama Movie/30 Days	14,040	10.3%	95
Rented Family or Children`s Movie/30 Days	7,102	5.2%	96
Rented Foreign Movie/30 Days	1,977	1.5%	74
Rented Horror Movie/30 Days	6,624	4.9%	101
Rented Musical Movie/30 Days	2,711	2.0%	93
Rented News or Documentary Movie/30 Days	4,625	3.4%	93
Rented Romance Movie/30 Days	5,699	4.2%	98
Rented Science Fiction Movie/30 Days	6,860	5.0%	93
Rented TV Show Movie/30 Days	7,393	5.4%	89
Rented Western Movie/30 Days	2,290	1.7%	91
Rented/Purchased DVD/Blu-Ray from Amazon/30 Days	15,526	11.4%	97
Rented/Purchased DVD/Blu-Ray from Netflix/30 Days	5,108	3.8%	94
Rented/Purchased DVD/Blu-Ray from Redbox/30 Days	9,099	6.7%	106

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Bought Children`s Toy or Game/12 Mo	53,218	39.2%	103
Spent $1-49 on Toys or Games for Child/12 Mo	9,749	7.2%	100
Spent $50-99 on Toys or Games for Child/12 Mo	4,619	3.4%	107
Spent $100-199 on Toys or Games for Child/12 Mo	10,386	7.6%	99
Spent $200-499 on Toys or Games for Child/12 Mo	15,629	11.5%	105
Spent $500+ on Toys or Games for Child/12 Mo	8,510	6.3%	106
Bought Infant Toy/12 Mo	9,456	7.0%	97
Bought Pre-School Toy/12 Mo	10,142	7.5%	103
Bought Boy Action Figure for Child/12 Mo	11,488	8.5%	115
Bought Girl Action Figure for Child/12 Mo	4,136	3.0%	98
Bought Action Game for Child/12 Mo	3,905	2.9%	119
Bought Bicycle for Child/12 Mo	9,373	6.9%	120
Bought Board Game for Child/12 Mo	21,424	15.8%	105
Bought Builder Set for Child/12 Mo	8,006	5.9%	104
Bought Car for Child/12 Mo	10,969	8.1%	108
Bought Construction Toy for Child/12 Mo	9,703	7.1%	103
Bought Fashion Doll for Child/12 Mo	6,751	5.0%	110
Bought Large/Baby Doll for Child/12 Mo	10,245	7.5%	116
Bought Doll Accessories for Child/12 Mo	5,664	4.2%	107
Bought Doll Clothing for Child/12 Mo	5,275	3.9%	107
Bought Educational Toy for Child/12 Mo	20,426	15.0%	105
Bought Electronic Doll or Animal for Child/12 Mo	3,481	2.6%	100
Bought Electronic Game for Child/12 Mo	8,619	6.3%	112
Bought Mechanical Toy for Child/12 Mo	5,746	4.2%	108
Bought Model Kit or Set for Child/12 Mo	5,067	3.7%	101
Bought Plush Doll or Animal for Child/12 Mo	13,072	9.6%	96
Bought Sound Game for Child/12 Mo	1,783	1.3%	105
Bought Water Toy for Child/12 Mo	11,412	8.4%	102
Bought Word Game for Child/12 Mo	3,489	2.6%	113
Bought Digital Book/12 Mo	25,537	18.8%	100
Bought Hardcover Book/12 Mo	35,158	25.9%	95
Bought Paperback Book/12 Mo	45,025	33.1%	97
Bought 1-3 Books/12 Mo	29,582	21.8%	102
Bought 4-6 Books/12 Mo	15,483	11.4%	96
Bought 7+ Books/12 Mo	27,317	20.1%	96
Bought Fiction Book/12 Mo	41,295	30.4%	96
Bought Non-Fiction Book/12 Mo	40,007	29.4%	99
Bought Biography/12 Mo	12,634	9.3%	101
Bought Children`s Book/12 Mo	14,335	10.5%	101
Bought Cookbook/12 Mo	9,194	6.8%	97
Bought History Book/12 Mo	12,859	9.5%	91
Bought Mystery Book/12 Mo	14,676	10.8%	87
Bought Novel/12 Mo	20,823	15.3%	92
Bought Religious Book (Not Bible)/12 Mo	8,793	6.5%	105
Bought Romance Book/12 Mo	8,721	6.4%	107
Bought Science Fiction Book/12 Mo	9,500	7.0%	102
Bought Personal/Business Self-Help Book/12 Mo	12,613	9.3%	111
Bought Travel Book/12 Mo	2,272	1.7%	92
Purchased Greeting Card/6 Mo	72,112	53.0%	98
Bought Book from Barnes & Noble Store/12 Mo	14,874	10.9%	105
Bought Book from Oth Book Store/12 Mo	12,352	9.1%	94
Bought Book from Amazon Online/12 Mo	48,321	35.5%	100
Bought Book from Barnes & Noble Online/12 Mo	3,508	2.6%	100
Bought Book from iTunes/Apple Books/12 Mo	2,287	1.7%	103
Listened to Audiobook/6 Mo	11,495	8.5%	102

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Sports and Leisure Market Potential

Florida
Florida (12)
Geography: State

Prepared by Esri

Demographic Summary	2023	2028
Population	22,381,338	23,091,949
Population 18+	18,121,037	18,733,674
Households	8,909,543	9,259,577
Median Household Income	$65,081	$76,713

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Participated in Aerobics/12 Mo	1,471,286	8.1%	97
Participated in Archery/12 Mo	421,996	2.3%	96
Participated in Backpacking/12 Mo	646,365	3.6%	100
Participated in Baseball/12 Mo	440,560	2.4%	94
Participated in Basketball/12 Mo	969,035	5.3%	93
Participated in Bicycling (Mountain)/12 Mo	623,260	3.4%	96
Participated in Bicycling (Road)/12 Mo	2,167,588	12.0%	99
Participated in Boating (Power)/12 Mo	871,733	4.8%	100
Participated in Bowling/12 Mo	1,198,598	6.6%	99
Participated in Canoeing or Kayaking/12 Mo	1,296,635	7.2%	95
Participated in Fishing (Fresh Water)/12 Mo	1,863,296	10.3%	98
Participated in Fishing (Salt Water)/12 Mo	666,587	3.7%	107
Participated in Football/12 Mo	426,212	2.4%	99
Participated in Frisbee/12 Mo	576,184	3.2%	92
Participated in Golf/12 Mo	1,485,840	8.2%	104
Participated in Hiking/12 Mo	3,171,649	17.5%	93
Participated in Horseback Riding/12 Mo	331,588	1.8%	95
Participated in Hunting w/Rifle/12 Mo	564,883	3.1%	92
Participated in Hunting w/Shotgun/12 Mo	416,520	2.3%	93
Participated in Ice Skating/12 Mo	374,295	2.1%	93
Participated in Jogging or Running/12 Mo	1,858,681	10.3%	91
Participated in Motorcycling/12 Mo	487,040	2.7%	102
Participated in Pilates/12 Mo	479,420	2.6%	94
Participated in Ping Pong/12 Mo	588,265	3.2%	94
Participated in Rock Climbing/12 Mo	273,380	1.5%	97
Participated in Roller Skating/12 Mo	295,650	1.6%	102
Participated in Skiing (Downhill)/12 Mo	431,377	2.4%	92
Participated in Soccer/12 Mo	543,036	3.0%	95
Participated in Softball/12 Mo	280,462	1.5%	95
Participated in Swimming/12 Mo	2,723,024	15.0%	100
Participated in Target Shooting/12 Mo	850,063	4.7%	94
Participated in Tennis/12 Mo	643,141	3.5%	93
Participated in Volleyball/12 Mo	410,595	2.3%	96
Participated in Walking for Exercise/12 Mo	6,144,413	33.9%	100
Participated in Weight Lifting/12 Mo	2,461,743	13.6%	96
Participated in Yoga/12 Mo	1,870,162	10.3%	94
Participated in Zumba/12 Mo	568,195	3.1%	101
Spent $1-99 on Sports/Recreation Equipment/12 Mo	1,230,143	6.8%	97
Spent $100-249 on Sports/Recreation Equipment/12 Mo	1,117,514	6.2%	98
Spent $250+ on Sports/Recreation Equipment/12 Mo	1,767,602	9.8%	96
Attend College Basketball Game/12 Mo	202,803	1.1%	102
Attend College Football Game/12 Mo	370,648	2.0%	99
Attend High School Sports Events/12 Mo	496,087	2.7%	96
Attend MLB Regular Season Baseball Game/12 Mo	441,630	2.4%	92
Attend Sports Events	1,915,791	10.6%	94
Listen to Sports on Radio	1,493,681	8.2%	94
Watch Alpine Skiing or Ski Jumping on TV	521,131	2.9%	97

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Watch Auto Racing (Not NASCAR) on TV	762,445	4.2%	100
Watch Bicycle Racing on TV	373,014	2.1%	102
Watch Bowling on TV	416,013	2.3%	102
Watch Boxing on TV	1,149,614	6.3%	101
Watch College Basketball on TV	2,146,683	11.8%	98
Watch College Football on TV	4,851,841	26.8%	101
Watch Esports on TV	544,918	3.0%	94
Watch Figure Skating on TV	954,398	5.3%	103
Watch Fishing on TV	610,713	3.4%	105
Watch Gymnastics on TV	884,814	4.9%	101
Watch High School Sports on TV	762,323	4.2%	92
Watch Horse Racing (at Track or OTB) on TV	535,162	3.0%	106
Watch International Soccer on TV	1,024,679	5.7%	97
Watch LPGA Golf on TV	575,752	3.2%	108
Watch Marathon/Triathlon/Obstacle Race on TV	227,825	1.3%	99
Watch Men`s Tennis on TV	1,253,086	6.9%	101
Watch MLB Playoffs/World Series Baseball on TV	2,897,891	16.0%	100
Watch MLB Regular Season Baseball on TV	3,268,870	18.0%	97
Watch MLS Soccer on TV	860,768	4.8%	98
Watch Motorcycle Racing on TV	302,111	1.7%	103
Watch NASCAR Auto Racing on TV	1,472,126	8.1%	104
Watch NBA Playoffs or Finals Basketball on TV	2,531,797	14.0%	97
Watch NBA Regular Season Basketball on TV	2,435,164	13.4%	97
Watch NCAA Tournament Basketball on TV	1,854,782	10.2%	99
Watch NFL Playoffs or Super Bowl Football on TV	5,921,855	32.7%	100
Watch NFL Sun/Mon/Thu Night Football Games on TV	5,886,999	32.5%	100
Watch NFL Weekend Football Games on TV	5,466,802	30.2%	100
Watch NHL Playoffs/Stanley Cup Ice Hockey on TV	1,277,084	7.0%	98
Watch NHL Regular Season Ice Hockey on TV	1,338,140	7.4%	95
Watch Oth Mixed Martial Arts (MMA) on TV	542,793	3.0%	105
Watch PGA Golf on TV	2,444,675	13.5%	108
Watch Pro Beach Volleyball on TV	317,600	1.8%	96
Watch Pro Bull Riding on TV	454,207	2.5%	100
Watch Rodeo on TV	316,343	1.7%	99
Watch Sports on TV	11,109,978	61.3%	100
Watch Summer Extreme Sports on TV	337,931	1.9%	107
Watch Summer Olympics on TV	2,029,332	11.2%	100
Watch Track & Field on TV	621,893	3.4%	107
Watch U.S. Men's Soccer National Team on TV	661,298	3.6%	102
Watch U.S. Women's Soccer National Team on TV	632,852	3.5%	102
Watch Ultimate Fighting Championship (UFC) on TV	802,295	4.4%	101
Watch Winter Extreme Sports on TV	364,149	2.0%	105
Watch Winter Olympics on TV	1,407,949	7.8%	101
Watch WNBA Basketball on TV	496,879	2.7%	101
Watch Women's Tennis on TV	1,249,701	6.9%	103
Watch World Cup Soccer on TV	938,933	5.2%	97
Watch Wrestling (WWE) on TV	689,103	3.8%	98
College Basketball Super Fan (10-10 on 10 Scale)	490,773	2.7%	97
College Football Super Fan (10-10 on 10 Scale)	1,016,448	5.6%	101
Golf Super Fan (10-10 on 10 Scale)	321,271	1.8%	111
High School Sports Super Fan (10-10 on 10 Scale)	334,259	1.8%	90
Intl Soccer Super Fan (10-10 on 10 Scale)	377,060	2.1%	91
MLB Super Fan (10-10 on 10 Scale)	734,816	4.1%	97
MLS Soccer Super Fan (10-10 on 10 Scale)	197,200	1.1%	93
NASCAR Super Fan (10-10 on 10 Scale)	289,844	1.6%	101
NBA Super Fan (10-10 on 10 Scale)	687,128	3.8%	98
NFL Super Fan (10-10 on 10 Scale)	1,701,675	9.4%	101
NHL Super Fan (10-10 on 10 Scale)	371,570	2.1%	92
Pro Wrestling Super Fan (10-10 on 10 Scale)	203,582	1.1%	94

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Member of AARP	3,437,409	19.0%	113
Member of Church Board	477,078	2.6%	99
Member of Fraternal Order	457,718	2.5%	103
Member of Religious Club	501,534	2.8%	100
Member of Union	743,301	4.1%	88
Member of Veterans Club	511,203	2.8%	111
Participate in Indoor Gardening or Plant Care	2,840,114	15.7%	97
Attended Adult Education Course/12 Mo	1,959,901	10.8%	98
Visited Aquarium/12 Mo	982,309	5.4%	97
Went to Art Gallery/12 Mo	1,290,072	7.1%	99
Attended Auto Show/12 Mo	839,485	4.6%	103
Did Baking/12 Mo	5,563,166	30.7%	97
Barbecued/12 Mo	5,673,747	31.3%	98
Went to Bar or Night Club/12 Mo	2,889,206	15.9%	98
Went to Beach/12 Mo	4,903,084	27.1%	97
Played Billiards or Pool/12 Mo	739,995	4.1%	95
Played Bingo/12 Mo	655,462	3.6%	104
Did Birdwatching/12 Mo	1,322,073	7.3%	100
Played Board Game/12 Mo	3,911,855	21.6%	95
Read Book/12 Mo	7,113,934	39.3%	100
Participated in Book Club/12 Mo	715,683	3.9%	99
Went on Overnight Camping Trip/12 Mo	2,370,093	13.1%	97
Played Cards/12 Mo	3,234,188	17.8%	98
Played Chess/12 Mo	655,859	3.6%	91
Played Computer Game Offline (w/Software)/12 Mo	1,574,775	8.7%	99
Played Computer Game Online/12 Mo	2,879,048	15.9%	103
Cooked for Fun/12 Mo	4,858,197	26.8%	97
Did Crossword Puzzle/12 Mo	2,510,903	13.9%	104
Danced or Went Dancing/12 Mo	1,192,031	6.6%	102
Attended Dance Performance/12 Mo	471,684	2.6%	100
Dined Out/12 Mo	9,385,064	51.8%	99
Flew a Drone/12 Mo	445,454	2.5%	98
Attended State or County Fair/12 Mo	1,284,878	7.1%	98
Participated in Fantasy Sports League/12 Mo	803,434	4.4%	94
Did Furniture Refinishing/12 Mo	854,788	4.7%	99
Gambled at Casino/12 Mo	1,926,950	10.6%	99
Gambled in Las Vegas/12 Mo	580,267	3.2%	100
Participated in Genealogy/12 Mo	922,420	5.1%	101
Attended Horse Races/12 Mo	303,334	1.7%	104
Participated in Karaoke/12 Mo	590,439	3.3%	101
Bought Lottery Ticket/12 Mo	5,795,029	32.0%	101
Played Lottery 6+ Times/30 Days	1,872,479	10.3%	105
Bought Daily Drawing Lottery Ticket/12 Mo	573,708	3.2%	100
Bought Instant Game Lottery Ticket/12 Mo	3,335,430	18.4%	101
Bought Mega Millions Lottery Ticket/12 Mo	2,990,480	16.5%	101
Bought Powerball Lottery Ticket/12 Mo	3,234,009	17.8%	102
Attended Movie/6 Mo	6,630,225	36.6%	99
Attended Movie 1+ Times Wk/90 Days	155,520	0.9%	103
Attended Movie 2-3 Times Month/90 Days	229,839	1.3%	101
Attended Movie 1 Time Month/90 Days	462,836	2.6%	97
Attended Movie < 1 Time Month/90 Days	4,849,203	26.8%	98
Saw Action Genre Movie at Theater/6 Mo	1,855,614	10.2%	99
Saw Adventure Genre Movie at Theater/6 Mo	1,865,855	10.3%	99

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Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Saw Animation Genre Movie at Theater/6 Mo	898,110	5.0%	102
Saw Biography Genre Movie at Theater/6 Mo	463,735	2.6%	105
Saw Comedy Genre Movie at Theater/6 Mo	1,728,497	9.5%	100
Saw Crime Genre Movie at Theater/6 Mo	1,019,112	5.6%	101
Saw Drama Genre Movie at Theater/6 Mo	1,608,046	8.9%	100
Saw Family Genre Movie at Theater/6 Mo	555,998	3.1%	104
Saw Fantasy Genre Movie at Theater/6 Mo	905,013	5.0%	101
Saw Horror Genre Movie at Theater/6 Mo	656,052	3.6%	99
Saw Romance Genre Movie at Theater/6 Mo	411,977	2.3%	102
Saw Science Fiction Genre Movie at Theater/6 Mo	842,813	4.7%	99
Saw Thriller Genre Movie at Theater/6 Mo	894,673	4.9%	99
Went to Museum/12 Mo	1,824,334	10.1%	95
Attended Classical Music/Opera Performance/12 Mo	495,367	2.7%	105
Attended Country Music Performance/12 Mo	618,874	3.4%	100
Attended Rock Music Performance/12 Mo	1,027,222	5.7%	97
Played Musical Instrument/12 Mo	1,462,095	8.1%	95
Did Painting/Drawing/Sculpting/12 Mo	1,830,360	10.1%	96
Did Photo Album or Scrapbooking/12 Mo	768,444	4.2%	95
Did Photography/12 Mo	1,963,619	10.8%	96
Did Sudoku Puzzle/12 Mo	1,722,831	9.5%	99
Participated in Tailgating/12 Mo	455,891	2.5%	95
Went to Live Theater/12 Mo	1,187,942	6.6%	96
Visited Theme Park/12 Mo	2,081,237	11.5%	99
Visited Theme Park 5+ Days/12 Mo	461,324	2.5%	101
Participated in Trivia Games/12 Mo	1,350,491	7.5%	97
Played (Console) Video or Electronic Game/12 Mo	2,157,442	11.9%	93
Played (Portable) Video or Electronic Game/12 Mo	1,103,746	6.1%	92
Visited Indoor Water Park/12 Mo	294,533	1.6%	94
Did Woodworking/12 Mo	1,012,140	5.6%	99
Went to Zoo/12 Mo	1,818,741	10.0%	95
Bought 1-2 DVDs/30 Days	473,811	2.6%	102
Bought 3+ DVDs/30 Days	386,839	2.1%	102
Rented 1 DVD (Movie or Other Video)/30 Days	357,243	2.0%	99
Rented 2 DVDs (Movie or Other Video)/30 Days	305,894	1.7%	106
Rented 3+ DVDs (Movie or Other Video)/30 Days	530,567	2.9%	107
Rented Action or Adventure Movie/30 Days	3,004,063	16.6%	99
Rented Classic Movie/30 Days	802,321	4.4%	102
Rented Comedy Movie/30 Days	2,310,600	12.8%	97
Rented Drama Movie/30 Days	1,981,305	10.9%	101
Rented Family or Children`s Movie/30 Days	909,097	5.0%	93
Rented Foreign Movie/30 Days	332,298	1.8%	93
Rented Horror Movie/30 Days	839,564	4.6%	96
Rented Musical Movie/30 Days	386,224	2.1%	99
Rented News or Documentary Movie/30 Days	682,236	3.8%	102
Rented Romance Movie/30 Days	774,310	4.3%	100
Rented Science Fiction Movie/30 Days	955,422	5.3%	98
Rented TV Show Movie/30 Days	1,061,462	5.9%	95
Rented Western Movie/30 Days	366,891	2.0%	109
Rented/Purchased DVD/Blu-Ray from Amazon/30 Days	2,054,659	11.3%	96
Rented/Purchased DVD/Blu-Ray from Netflix/30 Days	757,969	4.2%	105
Rented/Purchased DVD/Blu-Ray from Redbox/30 Days	1,174,230	6.5%	102

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

April 04, 2024

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Sports and Leisure Market Potential

Florida
Florida (12)
Geography: State

Prepared by Esri

Product/Consumer Behavior	Expected Number of Adults/HHs	Percent	MPI
Bought Children`s Toy or Game/12 Mo	6,751,673	37.3%	98
Spent $1-49 on Toys or Games for Child/12 Mo	1,265,850	7.0%	98
Spent $50-99 on Toys or Games for Child/12 Mo	581,372	3.2%	101
Spent $100-199 on Toys or Games for Child/12 Mo	1,376,857	7.6%	99
Spent $200-499 on Toys or Games for Child/12 Mo	1,987,517	11.0%	100
Spent $500+ on Toys or Games for Child/12 Mo	1,007,892	5.6%	94
Bought Infant Toy/12 Mo	1,266,065	7.0%	98
Bought Pre-School Toy/12 Mo	1,283,621	7.1%	98
Bought Boy Action Figure for Child/12 Mo	1,327,192	7.3%	100
Bought Girl Action Figure for Child/12 Mo	564,352	3.1%	101
Bought Action Game for Child/12 Mo	432,367	2.4%	99
Bought Bicycle for Child/12 Mo	1,043,441	5.8%	100
Bought Board Game for Child/12 Mo	2,614,783	14.4%	96
Bought Builder Set for Child/12 Mo	995,471	5.5%	97
Bought Car for Child/12 Mo	1,334,640	7.4%	98
Bought Construction Toy for Child/12 Mo	1,247,658	6.9%	99
Bought Fashion Doll for Child/12 Mo	808,299	4.5%	98
Bought Large/Baby Doll for Child/12 Mo	1,184,222	6.5%	100
Bought Doll Accessories for Child/12 Mo	709,541	3.9%	101
Bought Doll Clothing for Child/12 Mo	653,019	3.6%	99
Bought Educational Toy for Child/12 Mo	2,529,222	14.0%	97
Bought Electronic Doll or Animal for Child/12 Mo	456,046	2.5%	98
Bought Electronic Game for Child/12 Mo	989,811	5.5%	97
Bought Mechanical Toy for Child/12 Mo	679,735	3.8%	96
Bought Model Kit or Set for Child/12 Mo	656,029	3.6%	98
Bought Plush Doll or Animal for Child/12 Mo	1,745,847	9.6%	96
Bought Sound Game for Child/12 Mo	234,069	1.3%	103
Bought Water Toy for Child/12 Mo	1,441,538	8.0%	97
Bought Word Game for Child/12 Mo	418,057	2.3%	101
Bought Digital Book/12 Mo	3,324,604	18.3%	97
Bought Hardcover Book/12 Mo	4,799,641	26.5%	98
Bought Paperback Book/12 Mo	5,971,393	33.0%	97
Bought 1-3 Books/12 Mo	3,911,552	21.6%	101
Bought 4-6 Books/12 Mo	2,037,559	11.2%	95
Bought 7+ Books/12 Mo	3,700,320	20.4%	97
Bought Fiction Book/12 Mo	5,621,040	31.0%	98
Bought Non-Fiction Book/12 Mo	5,248,256	29.0%	98
Bought Biography/12 Mo	1,670,474	9.2%	100
Bought Children`s Book/12 Mo	1,846,992	10.2%	98
Bought Cookbook/12 Mo	1,254,361	6.9%	99
Bought History Book/12 Mo	1,804,269	10.0%	96
Bought Mystery Book/12 Mo	2,256,624	12.5%	100
Bought Novel/12 Mo	2,929,134	16.2%	97
Bought Religious Book (Not Bible)/12 Mo	1,112,243	6.1%	100
Bought Romance Book/12 Mo	1,101,164	6.1%	101
Bought Science Fiction Book/12 Mo	1,172,782	6.5%	94
Bought Personal/Business Self-Help Book/12 Mo	1,458,987	8.1%	96
Bought Travel Book/12 Mo	356,061	2.0%	109
Purchased Greeting Card/6 Mo	9,832,091	54.3%	100
Bought Book from Barnes & Noble Store/12 Mo	1,861,514	10.3%	98
Bought Book from Oth Book Store/12 Mo	1,698,014	9.4%	97
Bought Book from Amazon Online/12 Mo	6,244,732	34.5%	97
Bought Book from Barnes & Noble Online/12 Mo	467,117	2.6%	100
Bought Book from iTunes/Apple Books/12 Mo	296,820	1.6%	101
Listened to Audiobook/6 Mo	1,433,503	7.9%	96

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults or households in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.
Source: These data are based upon national propensities to use various products and services, applied to local demographic composition. Usage data were collected by MRI-Simmons in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

April 04, 2024

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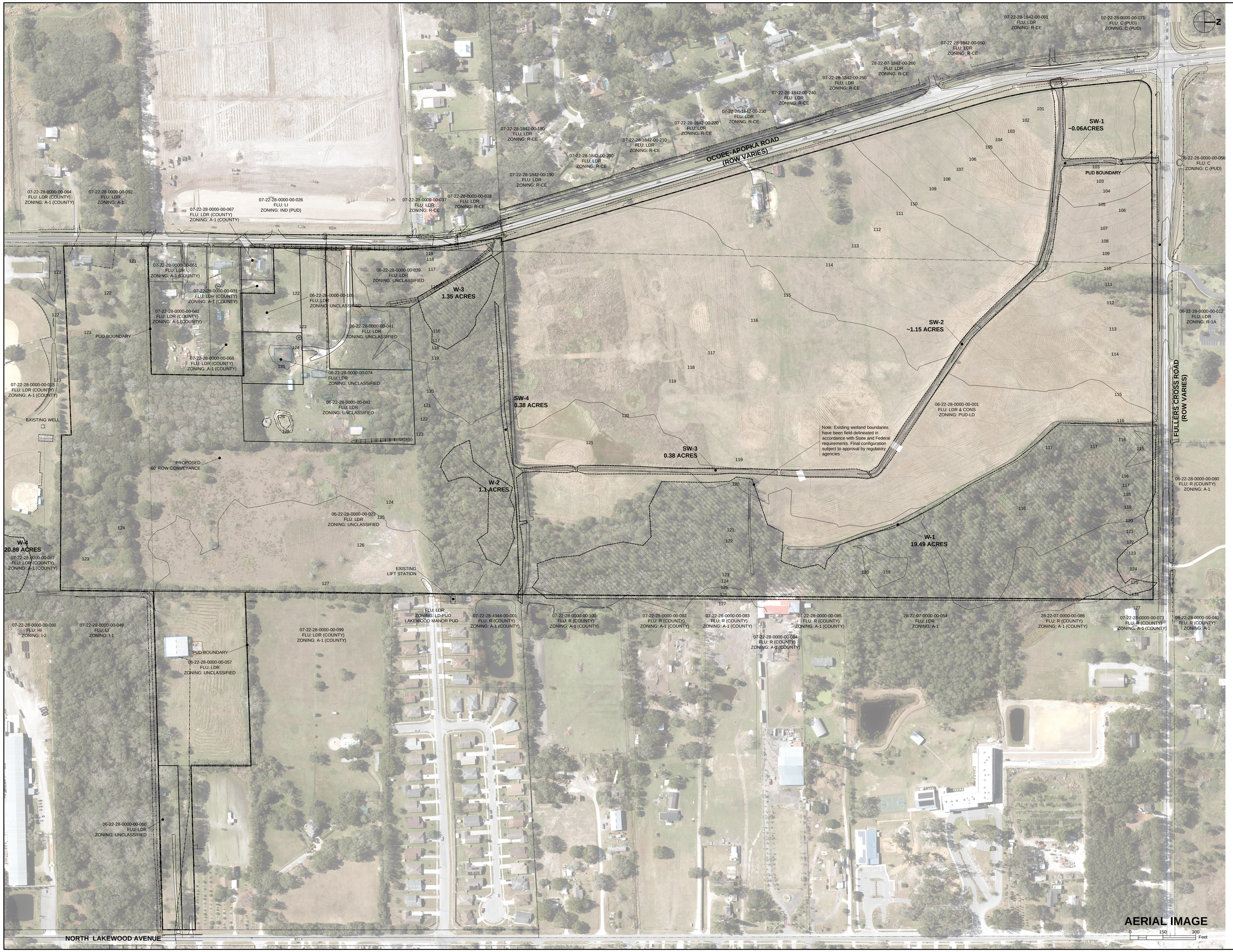

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Montierre Development
5669 SE Crooked Oak Ave
Hobe Sound, FL 33455

AECOM
1 Lake Cook Center Ave, Suite 201,
Deerfield, IL 60015
(407) 942-5500

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
AERIAL IMAGE

Revisions		
N°	Date	Description
	09/15/24	PUD - 1st Submittal

DESIGNED BY: BSTN	QA/QC BY: --
DWN BY: BSTN	DATE: 9/15/2024
PROJECT MANAGER: BL	
PLOT SCALE: AS INDICATED	SIZE: 30"X42"
FILE NAME: --	

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EX. 24
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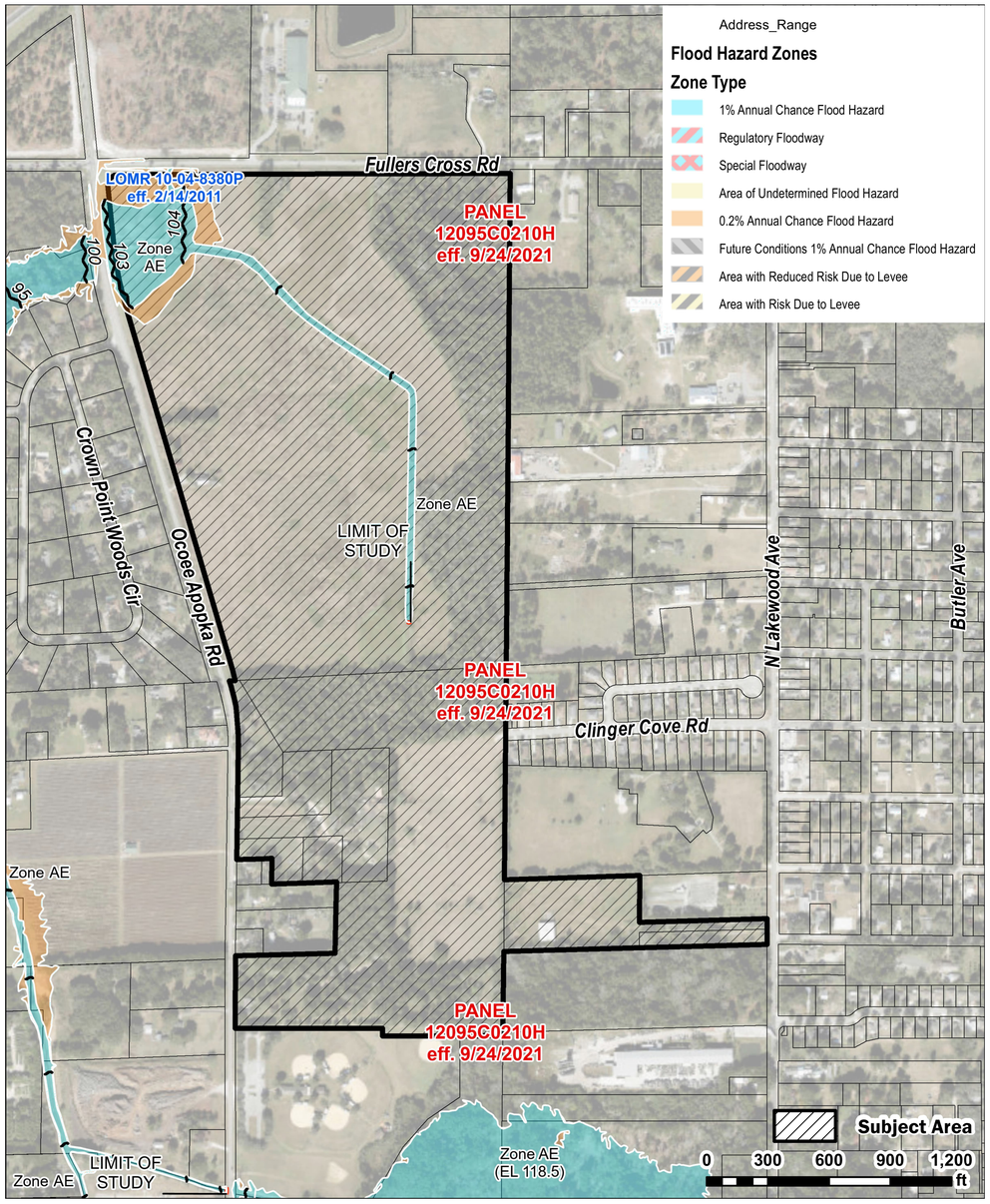
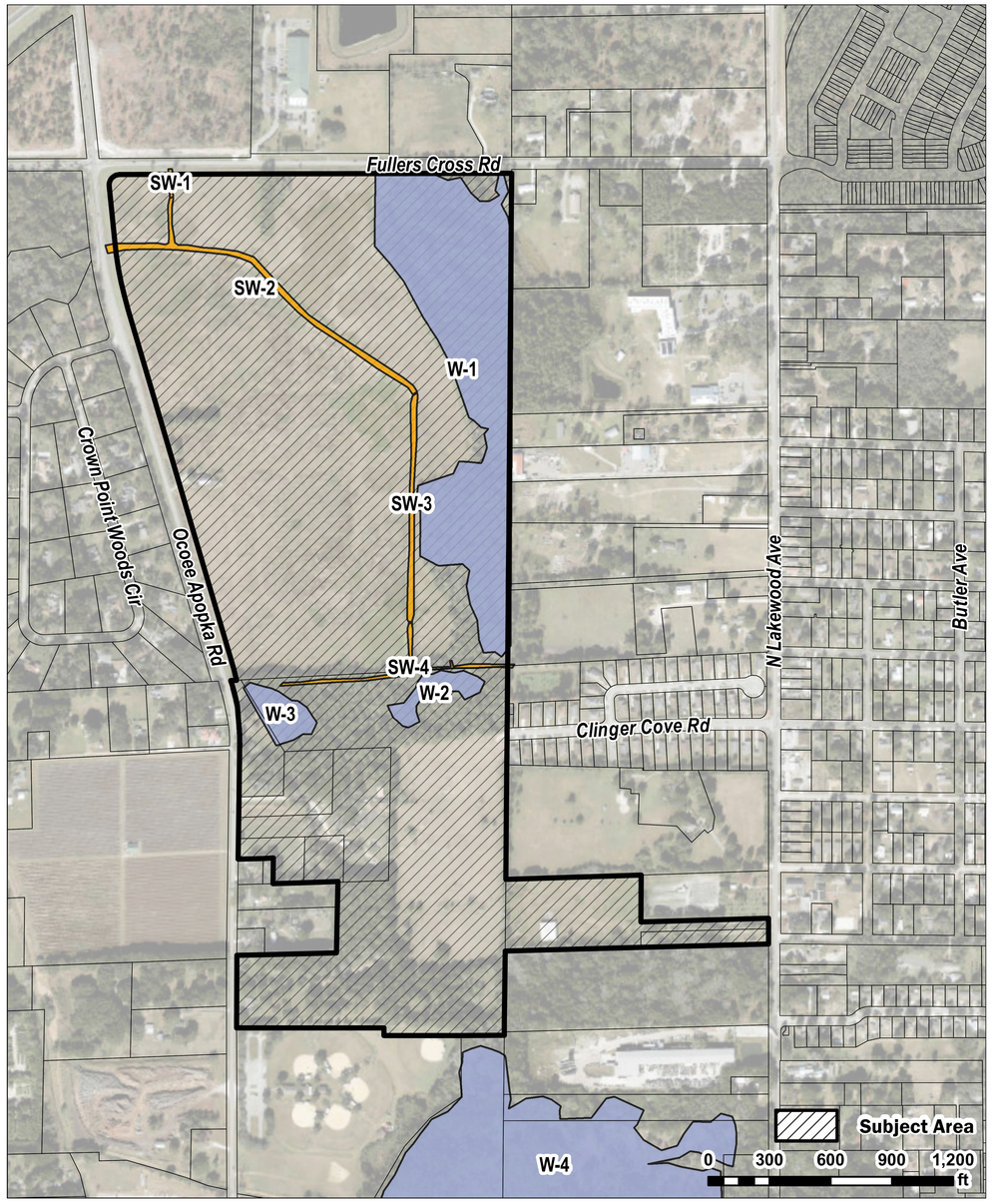


FEMA FLOOD HAZARD ZONES MAP



WETLANDS AND SURFACE WATERS MAP

WETLANDS AND SURFACE WATERS	
Wetlands	**Approximate Acreage**
W-1	± 19.49 Acres
W-2	± 1.1 Acres
W-3	± 1.35 Acres
W-4	± 20.89 Acres
Surface Waters	**Approximate Acreage**
SW-1	± 0.06 Acres
SW-2	± 1.15 Acres
SW-3	± 0.38 Acres
SW-4	± 0.38 Acres

Note: All boundaries have been field-delineated in accordance with State and Federal requirements. Final configuration subject to approval by regulatory agencies.

Montierre Development
5669 SE Crooked Oak Ave
Hobe Sound, FL 33455

AECOM
1000 Legion Place Suite 201
Orlando, FL 32801
(407) 942-5500

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
FEMA & WETLANDS

Revisions		
N°	Date:	Description
	09/15/24	PUD - 1st Submittal

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DWN BY: BSTN	DATE: 09/15/2024
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FILE NAME: --	

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EX. 25

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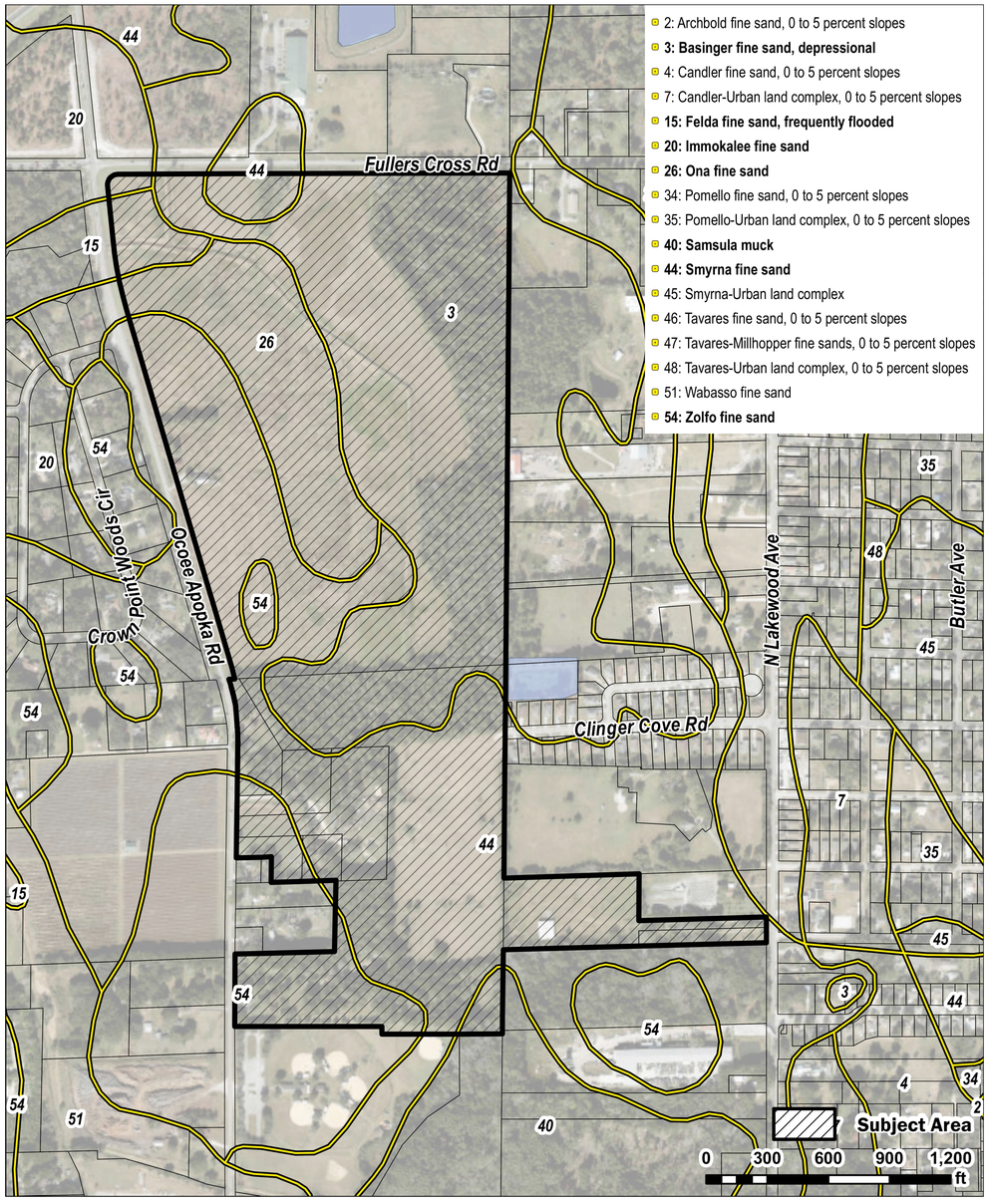
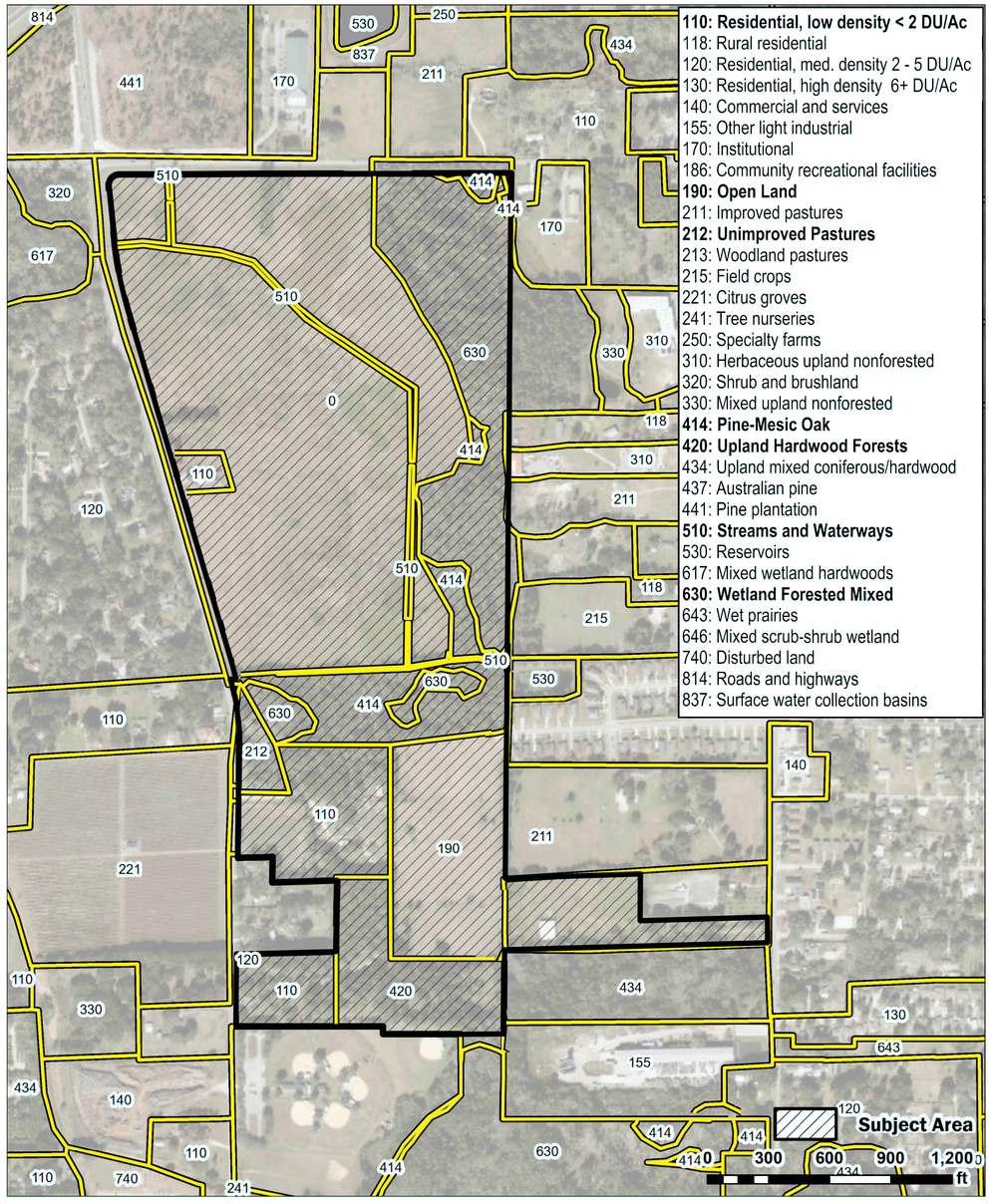


SOILS MAP



LAND USE / LAND COVER MAP (FLUCFCS)

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Hobe Sound, FL 33455

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1650 Lee Victory Ave, Suite 201
Orlando, FL 32901
(407) 942-6500

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
SOILS
& LAND COVER

Revisions		
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FILE NAME: —	

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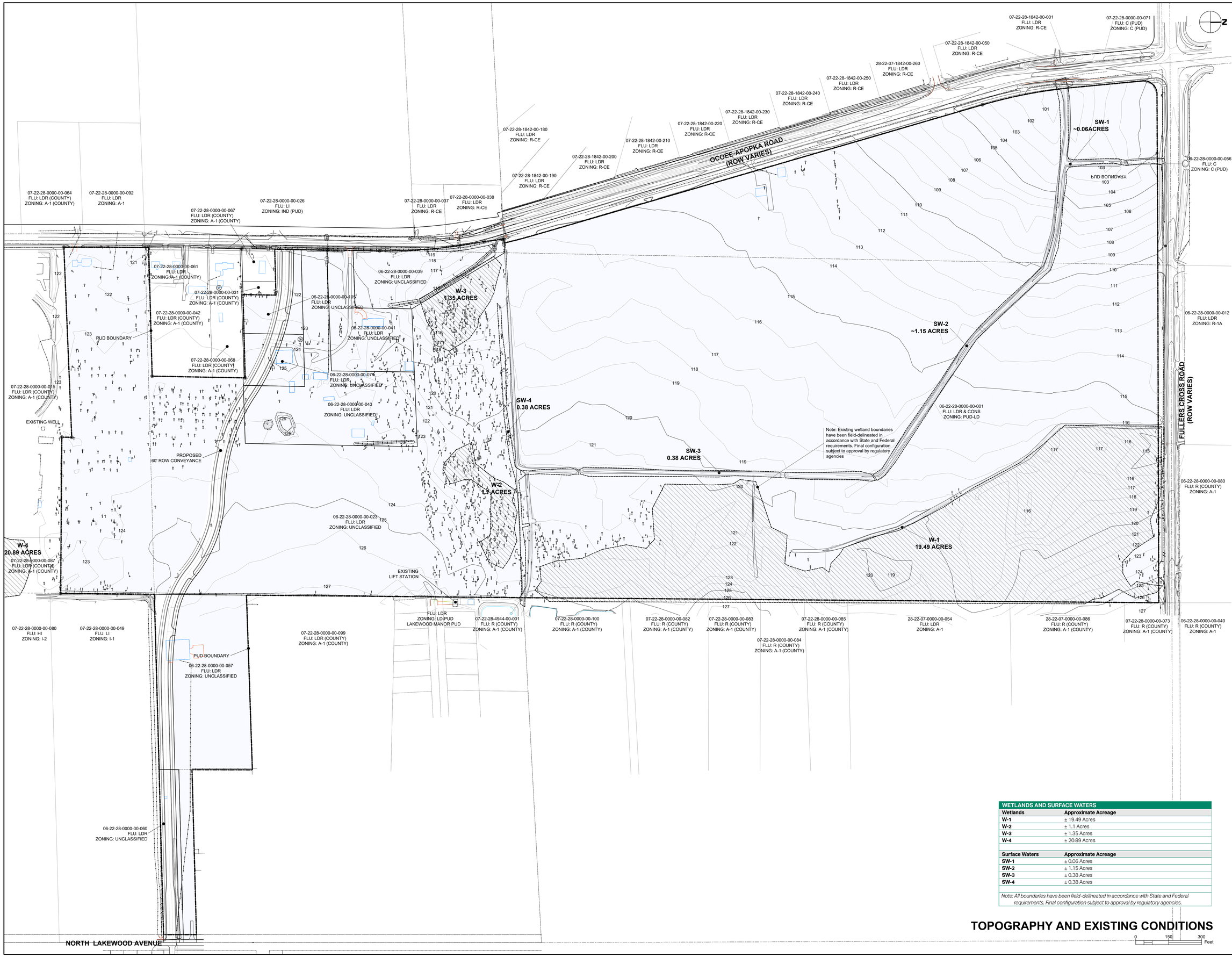

WETLANDS AND SURFACE WATERS	
Wetlands	**Approximate Acreage**
W-1	± 19.49 Acres
W-2	± 1.1 Acres
W-3	± 1.35 Acres
W-4	± 20.89 Acres
Surface Waters	**Approximate Acreage**
SW-1	± 0.06 Acres
SW-2	± 1.15 Acres
SW-3	± 0.38 Acres
SW-4	± 0.38 Acres

Note: All boundaries have been field-delineated in accordance with State and Federal requirements. Final configuration subject to approval by regulatory agencies.

TOPOGRAPHY AND EXISTING CONDITIONS

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Montierre Development
5669 SE Crooked Oak Ave
Hobe Sound, FL 33455

AECOM
1601 Lyndon B Johnson Freeway, Suite 201
Farmers Branch, TX 75234
(469) 444-4000

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
TOPOGRAPHY & EXIST. COND.

Revisions		
N°	Date	Description
	09/15/24	PUD - 1st Submittal

DESIGNED BY: BSTN	QA/QC BY: ---
DWN BY: BSTN	DATE: 09/15/2024
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PLOT SCALE: AS INDICATED	SIZE: 30"X42"
FILE NAME: ---	

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EX. 27
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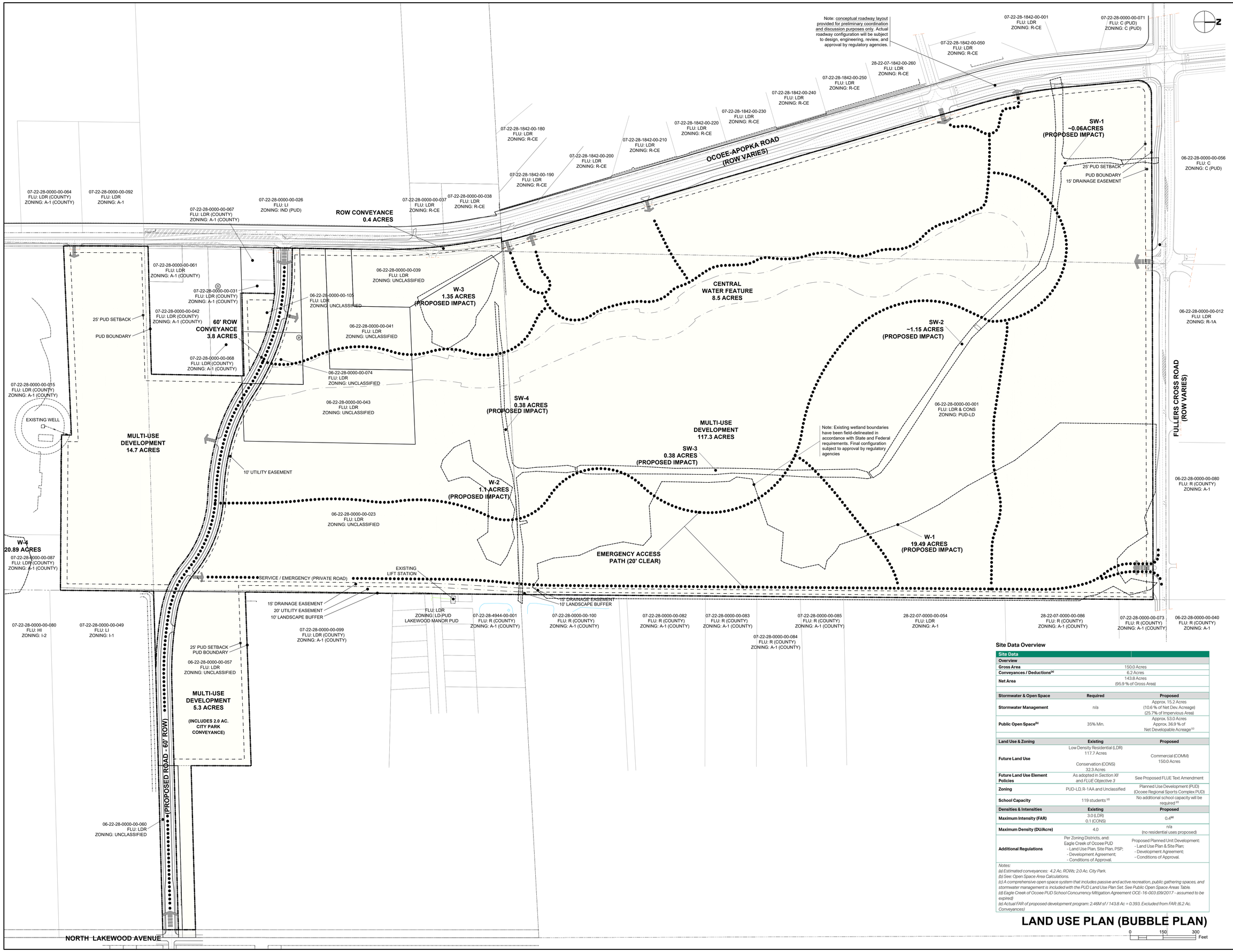

Site Data Overview

Site Data		
Overview		
Gross Area		150.0 Acres
Conveyances / Deductions[a]		6.2 Acres
Net Area		143.8 Acres (95.9 % of Gross Area)
Stormwater & Open Space	**Required**	**Proposed**
Stormwater Management	n/a	Approx. 15.2 Acres (10.6 % of Net Dev. Acreage) (25.7% of Impervious Area)
Public Open Space[b]	35% Min.	Approx. 53.0 Acres Approx. 36.9 % of Net Developable Acreage [c]
Land Use & Zoning	**Existing**	**Proposed**
Future Land Use	Low Density Residential (LDR) 117.7 Acres; Conservation (CONS) 32.3 Acres	Commercial (COMM) 150.0 Acres
Future Land Use Element Policies	As adopted in *Section XII* and *FLUE Objective 3*	See Proposed FLUE Text Amendment
Zoning	PUD-LD, R-1AA and Unclassified	Planned Use Development (PUD) (Ocoee Regional Sports Complex PUD)
School Capacity	119 students [d]	No additional school capacity will be required [d]
Densities & Intensities	**Existing**	**Proposed**
Maximum Intensity (FAR)	3.0 (LDR) 0.1 (CONS)	0.4[e]
Maximum Density (DU/Acre)	4.0	n/a (no residential uses proposed)
Additional Regulations	Per Zoning Districts, and: Eagle Creek of Ocoee PUD - Land Use Plan, Site Plan, PSP; - Development Agreement; - Conditions of Approval.	Proposed Planned Unit Development; - Land Use Plan & Site Plan; - Development Agreement; - Conditions of Approval.

Notes:
(a) Estimated conveyances: 4.2 Ac. ROWs; 2.0 Ac. City Park.
(b) See: Open Space Area Calculations.
(c) A comprehensive open space system that includes passive and active recreation, public gathering spaces, and stormwater management is included with the PUD Land Use Plan Set. See Public Open Space Areas Table.
(d) Eagle Creek of Ocoee PUD School Concurrency Mitigation Agreement OCE-16-003 (09/2017 - assumed to be expired)
(e) Actual FAR of proposed development program: 2.46M sf / 143.8 Ac = 0.393. Excluded from FAR: (6.2 Ac. Conveyances)

LAND USE PLAN (BUBBLE PLAN)

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Montierre Development
5669 SE Crooked Oak Ave
Hobe Sound, FL 33455

AECOM
1650 Lake Cook Ave, Suite 201
Orlando, FL 32801
(407) 843-6002

OCOEE REGIONAL SPORTS COMPLEX
2290 FULLERS CROSS ROAD
OCOEE, FLORIDA

Key plan:

Drawing Title:
LAND USE PLAN (BUBBLE PLAN)

Revisions			
N°	Date	Description	
	09/15/24	PUD - 1st Submittal	

DESIGNED BY: BSTN	QA/QC BY: ---
DWN BY: BSTN	DATE: 09/15/2024
PROJECT MANAGER: BL	
PLOT SCALE: AS INDICATED	SIZE: 30"X42"
FILE NAME: ---	

PROJECT # 60729465

EX. 28
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October 2024 Development Services New Development Update

The following information is respectfully submitted to the Honorable Mayor and City Commission in order to provide general information about public and private development in the City of Ocoee. Please feel free to contact Zoning Manager Whitfield at ext. 1016 for additional information or questions.

District 1– Scott R. Kennedy		
Project Name & General Location	**Project Description**	**Status**
7-ELEVEN Sage #2022-0045 *2308 Ocoee Apopka Road* *Parcel # 06-22-28-9243-04-000* *2.12 acres* *Commission District 1 – Scott R. Kennedy*	Small Scale Site Plan for a 4,650 SF Convenience Store and Fuel Station	Under Construction
THE BACKYARD Sage #2023-0041 *2214 West Road* *Parcel # 06-22-28-0000-00-035* *1.1.51 acres* *Commission District 1 – Scott R. Kennedy*	Small Scale Site Plan for a one story 924 SF Indoor and Outdoor Restaurant	Under Construction
COMMERCE 429 FKA BELTWAY 429 FKA PROGRESS COMMERCE PARK Sage #2021-0051 *39.97 acres* *1290 Ocoee Apopka Road* *Parcel # 07-22-28-0000-00-026* *24.95 acres* *Pine St* *Parcel # 07-22-28-0000-00-096* *13.01 acres* *Pine St.* *Parcel # 07-22-28-0000-00-066* *.54 acres* *865 Pine St.* *Parcel # 07-22-28-0000-00-024* *1.47 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Final Site Plan for up to 480,500 SF of Light Industrial/Warehouse uses located within six (6) buildings.	Under Construction

GOODWILL AT FOUNTAINS WEST Sage #2024-0014 *Fountains West Blvd.* *Parcel # 06-22-28-2863-01-000* *3.04 acres* *Commission District 1 – Scott R. Kennedy*	Small Scale Site Plan for a 18,000 SF Retail building	• 1st Review comments sent May 9, 2024 • Awaiting resubmittal
HOMETOWNE STUDIOS OCOEE Sage #2024-0027 *West Road* *Parcel # 06-22-28-0000-00-008* *3.71 acres* *Commission District 1 – Scott R. Kennedy*	Special Exception to the existing Commercial PUD to allow Hotel Use	• Denied at the October 1, 2024 City Commission Meeting
HOMETOWNE STUDIOS OCOEE Sage #2024-0028 *West Road* *Parcel # 06-22-28-0000-00-008* *3.71 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Site Plan for a four-story, 124 room, 51,880 square foot Hotel	• 1st Review comments sent August 22, 2024 • Awaiting resubmittal
MAGNOLIA RESERVE TOWNHOMES Sage #2022-0057 *2199 West Road* *Parcel # 05-22-28-0000-00-029* *5.08 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Final Subdivision Plan Proposing Townhome Subdivision with a minimum living area of 1,500 SF	Under Construction
OCOEE CROWN POINT MIXED USE DEVELOPMENT Sage #2022-0050 *2012 Ocoee Apopka Road* *Parcel # 06-22-28-0000-00-005* *Parcel # 06-22-22-0000-00-082* *16.19 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Final Site Plan for mixed-use consisting of Multifamily and Retail	Under Construction
***NEW PROJECT** **OCOEE VILLAGE CENTER NEW GROCERY AND FUEL STATION** Sage #2024-0047 *N Lakewood Ave* *Parcel # 05-22-28-6160-10-008* *Parcel # 05-22-28-6160-10-008* *7.99 acres* *Commission District 1 Scott R. Kennedy*	Large Scale Final Site Plan for a 48,585 SF Grocery Store with a 10 Pump Fuel Station including a 1,618 SF Convenience Store	Under 1st Review
***NEW PROJECT** **OCOEE VILLAGE CENTER NW PARCEL 1** Sage #2024-0046 *N Lakewood Ave* *Parcel # 05-22-28-6160-14-031* *3.97 acres* *Commission District 1 Scott R. Kennedy*	Large Scale Final Site Plan for three (3) Retail Buildings, with a total of 26,570 SF	Under 1st Review

OCOEE VILLAGE CENTER SOUTHEAST COMMERCIAL *10711 N Lakewood Ave* *Parcel # 05-22-28-0000-00-004* *4.7 acres* *Commission District 1 Scott R. Kennedy*	Preliminary/Final Site Plan for a 4,650 SF Gas Station/Convenience Store, a 14,000 SF Retail/Restaurant Building, and a 4000 SF Quick Service Restaurant	Under Construction
OCOEE VILLAGE CENTER TOWNHOMES *10711 N Lakewood Ave* *Parcel # 05-22-28-0000-00-004* *34.48 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Preliminary/Final Subdivision Plan for 232 – 2 story Townhome units	Under Construction
THE FALLS AT WINTER LAKE FKA MIXED-USE @ FULLERS CROSS RD & OCOEE APOPKA RD Sage #2022-0006 *Fullers Cross Road* *Parcel # 06-22-28-0000-00-056* *17.96 acres* *Commission District 1 – Scott R. Kennedy*	Large Scale Preliminary Site Plan for mixed-use consisting of Apartments and Commercial	• 2nd Review comments sent June 14, 2024 • Awaiting resubmittal • **Planning & Zoning Meeting:** TBD • **City Commission Meeting:** TBD
District 2 – Rosemary Wilsen		
Project Name & General Location	**Project Description**	**Status**
Aquasonic Car Wash Sage #2024-0034 *Clarke Road* *Parcel # 21-22-28-6328-00-070* *1.11 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan 4,400 SF Car Wash	Under 3rd Review
CITY CENTER WEST ORANGE, PARCEL 1, PHASE IV, LOT 4A *251 Maine Street* *Parcel # 20-22-28-0000-00-015* *1.26 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan, two-story 20,000 SF office/retail building	• 2nd Review Comments sent on June 18, 2019 • Awaiting resubmittal for 3rd Review
DARREN CENTER *9961 W Colonial Drive* *Parcel # 21-22-28-0000-00-012* *7.06 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan 18,302 SF Medical & Professional Office	**Under Construction**

HUDSON FURNITURE Sage #2022-0044 *10401 W. Colonial Dr.* *Parcel # 20-22-28-4238-00-030* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan to add an additional 13,866 SF to the existing 15,615 SF Building	**Under Construction**
Ocoee Gateway Sage #2023-0033 *9714 White Road* *Parcel # 21-22-28-0000-00-021* *Parcel # 21-22-28-0000-00-029* *69.29 acres* *Commission District 2 – Rosemary Wilsen*	CPA and Rezoning from PUD-LDR, and PUD-COMM to PUD-LDR, PUD-MDR, and PUD-HDR, and PUD-COMM	• 1st Review Comments sent November 13, 2023 • Awaiting Resubmittal
Ocoee Gateway Sage #2024-0042 *9714 White Road* *Parcel # 21-22-28-0000-00-021* *Parcel # 21-22-28-0000-00-029* *69.29 acres* *Commission District 2 – Rosemary Wilsen*	Determination for Vested Rights	Under Review
OCOEE OAKS JOINT VENTURE Sage #2023-0021 *201 S. Clark Rd.* *Parcel # 21-22-28-0000-00-027* *12.59 acres* *Commission District 2 – Rosemary Wilsen*	Large Scale Final Subdivision Plan	City Commission Consent: June 18, 2024
OCOEE TOWN SHOPS (Wawa) Sage #2023-0020 *9729 W. Colonial Dr.* *Parcel # 21-22-28-0000-00-070* *3.39 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan	**Under Construction**
O'REILLY'S OCOEE Sage #2024-0039 *1891 E. Silver Star Road* *Parcel # 16-22-28-8049-00-003* *5.06 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for a 7,246 SF O'Reillys Auto Parts store	Under 2nd Review
O'REILLY'S OCOEE Sage #2021-0057 *1891 E. Silver Star Road* *Parcel # 16-22-28-8049-00-003* *5.06 acres* *Commission District 2 – Rosemary Wilsen*	Plat	• **City Commission Meeting (Consent Item):** TBD • 4th review comment sent on September 20, 2022 • Awaiting resubmittal

ROCKET CHIMP OFFICE Sage #2023-0035 *300 N. Bluford Avenue* *Parcel # 18-22-28-4100-00-160* *0.91 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for a 3,137 SF Office Building	Site Plan Approved
SIRI OFFICE BUILDING Sage #2023-0008 *3872 Old Winter Garden Road* *Parcel # 28-22-28-0000-00-019* *1.25 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for a 28,000 SF Office Building	Under Construction
***NEW PROJECT** **VALIANT REALTY GROUP** Sage #2024-0051 *112 S. Bluford Ave.* *Parcel # 17-22-28-5504-02-040* *.24 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for a 7,843 SF Office Building	Under 1st Review
WENDYLYN'S BEAUTY SALON, FKA 54 REWIS STREET Sage #2021-0033 *54 Rewis Street* *Parcel # 18-22-28-7900-05-051* *0.25 acres* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for a 1,275 SF Building, Mixed-use of Beauty Salon, and Residence	Site Plan Approved Pending Pre-Construction Meeting
WEST DELAWARE STREET PROPERTY AKA TOM'S PLACE Sage #2024-0002 *W. Delaware St.* *Parcel # 17-22-28-6144-04-031* *1.0 acre* *Commission District 2 – Rosemary Wilsen*	Plat creating (3) three parcels from one (1) parcel	• 1st Review comments sent July 11, 2024 • Awaiting resubmittal
WEST ORANGE MEDICAL Sage # 2023-0006 *3442 Old Winter Garden Road* *3462 Old Winter Garden Road* *Parcel # 29-22-28-0000-00-028* *Parcel # 29-22-28-0000-00-036* *1.21 acres combined* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for an 11,800 SF Medical Office	Site Plan Approved
WEST ORANGE SURGERY CENTER Sage #2022-0005 *3422 Old Winter Garden Road* *Parcel # 29-22-28-0000-00-030* *1.26 acres combined* *Commission District 2 – Rosemary Wilsen*	Small Scale Site Plan for an 11,500 SF Surgery Center	Site Plan Approved

District 3 – Richard Firstner		
Project Name & General Location	**Project Description**	**Status**
409 OCOEE APOPKA ROAD PUD Sage #2021-0035 *409 Ocoee Apopka Road* *Parcel # 18-22-28-0000-00-056* *4.76 acres* *Commission District 3 – Richard Firstner*	Large Scale Preliminary/ Final Site Plan for two Industrial Warehouse Buildings totaling 61,797 SF	**Under Construction**
429 BUSINESS CENTER PHASE II EAST Sage #2022-0054 *450 Ocoee Apopka Road* *Parcel # 18-22-28-0000-00-006* *11.21 acres combined* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan for three (3) one story buildings totaling 126,402 SF	**Under Construction**
429 BUSINESS CENTER PHASE II WEST Sage #2022-0055 *701 Pine Street* *707 Pine Street* *711 Pine Street* *Parcel # 18-22-28-0000-00-005* *Parcel # 18-22-28-0000-00-106* *Parcel # 18-22-28-0000-00-105* *5.90 acres combined* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan for a one-story building consisting of 70,720 SF	**Under Construction**
429 BUSINESS CENTER PHASE II PLAT Sage #2024-0037 *Parcel # 18-22-28-0000-00-006* *Parcel # 18-22-28-0000-00-005* *Parcel # 18-22-28-0000-00-106* *Parcel # 18-22-28-0000-00-105* *17.11 acres combined* *Commission District 3 – Richard Firstner*	Plat	• 1st Review Comments sent August 27, 2024 • Awaiting resubmittal
606 SPORTS TRAINING Sage #2024-0005 *606 Ocoee Apopka Road* *Parcel # 18-22-28-0000-00-001* *5.19 acres* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan for a one-story 52,800 SF sports training facility	Site Plan Approved

CAMBRIA SUITES AT OCOEE Sage #2023-0045 *924 Maguire Road* *Parcel # 18-22-28-0000-00-074* *2.61 acres* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan for a six-story, 118 room Hotel	• 3rd Review Comments sent September 4, 2024 • Awaiting resubmittal
FLOORING AMERICA STORAGE BUILDING Sage #2023-0034 *10897 West Colonial Dr.* *Parcel # 20-22-28-0000-00-037* *2.95 acres* *Commission District 3 – Richard Firstner*	Small Scale Site Plan for a 13,700 SF Warehouse Building	• 4th Review Comments sent on March 6, 2024 • Awaiting resubmittal
INSPIRATION Sage #2024-0030 *Excellence Circle* *9 acres* *Commission District 3 – Richard Firstner*	Plat – Phase 2 Platting 30 Parcels to 47 Resulting Parcels	• 1st Review Comments sent August 22, 2024 • Awaiting resubmittal
O2B KIDS Sage #2022-0023 *880 Bluford Avenue* *Parcel # 20-22-28-0000-00-059* *Parcel # 20-22-28-0000-00-055* *2.48 acres combined* *Commission District 3 – Richard Firstner*	Small Scale Site Plan for a 10,970 SF Day Care Facility and a 6,000 SF Medical Office Building	Daycare Facility • Under Construction
Ocoee Regional Sports Complex Sage #2024-0032 Sage #2024-0048 *880 Bluford Avenue* *Parcel # 07-22-28-0000-00-001* *Parcel # 07-22-28-0000-00-023* *Parcel # 07-22-28-0000-00-039* *Parcel # 07-22-28-0000-00-041* *Parcel # 07-22-28-0000-00-043* *Parcel # 07-22-28-0000-00-105* *Parcel # 07-22-28-0000-00-074* *Parcel # 07-22-28-0000-00-060* *Parcel # 07-22-28-0000-00-057* *150.9 acres combined* *Commission District 3 – Richard Firstner*	Large Scale Comprehensive Plan Amendment from Low Density Residential (LDR) to COMM Rezoning from PUD-LD, R-1AA, and Unclassified to PUD	Under 2nd Review • Planning & Zoning Meeting: October 8, 2024 • City Commission Meeting 1st Reading: November 5, 2024 Under 1st Review
OCOEE VILLAGE Sage #2022-0020 *Franklin Street* *Parcel # 18-22-28-0000-00-025* *5.77 acres* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan, for two (2) two-story buildings with 72,712 sf for office/retail.	Under Revision Review

***NEW PROJECT** **PALM DRIVE RETAIL FACILITY** Sage #2024-0052 *Palm Drive* *Parcel # 18-22-28-0000-00-109* *1.65 acres* *Commission District 3 – Richard Firstner*	Small Scale Site Plan for a 15,000 SF Retail/Office Building	Under 1st Review
THE REGENCY Sage #2023-0015 *1601 Maguire Road* # 28-22-30-0000-00-059 *Parcel # 28-22-30-0000-00-016* *Parcel # 28-22-30-0000-00-018* *16.68 acres* *Commission District 3 – Richard Firstner*	Large Scale Final Site Plan for 300 Multifamily units and 7000 SF of Retail	Under Construction
District 4 – George Oliver III		
Project Name & General Location	**Project Description**	**Status**
COVINGTON OAKS Sage #2024-0024 *8667 A. D. Mims Road* *Parcel # 10-22-28-0000-00-004* *9.94 acres* *Commission District 4 – George Oliver III*	Final Subdivision Plan for 17 Single-Family Residential Lots	• 3rd Review Comments sent August 14, 2024 • Awaiting resubmittal
EVEREST REHABILITATION HOSPITAL AKA OCOEE LANDINGS COMMERCIAL *1842 E. Silver Star Road* *Parcel # 16-22-28-4532-00-040* *5.12 acres* *Commission District 4 - George Oliver III*	Large Scale Site Plan for a 39,817 SF, single-story, Rehabilitation Hospital	Under Construction
GARDENIA POINTE Sage #2023-0005 *Clarke Road/ A. D. Mims Road* *Parcel # 10-22-28-0000-00-003* *# 10-22-28-0000-00-011* *# 10-22-28-0000-00-128* *# 03-22-28-2834-01-201* *37.37 acres* *Commission District 4 - George Oliver III*	Rezoning from A-1 (General Agriculture) to PUD (Planned Unit Development)	Approved at the May 21, 2024 City Commission Meeting
HOWARD MEADOWS Sage #2023-0032 *8708 A. D. Mims Road* *Parcel # 10-22-28-0000-00-133* *2.25 acres* *Commission District 4 - George Oliver III*	Final Subdivision Plan for Six (6) Single-Family Residential Lots	Under Construction
LAKE MEADOW LANDING (F.K.A ARDEN LANDING; CIARA PLACE / F.K.A. VILLA ROMA) *2121 North Clarke Road* *Parcel # 04-22-28-0000-00-048* *21.05 acres* *Commission District 4 - George Oliver III*	Large Scale Preliminary/Final Subdivision Plan, 88-unit 1,391 SF (per unit) residential townhomes with a 2,400-SF clubhouse	Under Construction

OCOEE LANDINGS PUD Sage #2022-0026 *E. Silver Star Road* *Parcel # 16-22-28-4532-00-140* *1.77 acres* *Commission District 4 - George Oliver III*	Large Scale Site Plan consisting of commercial/retail and 46 apartments combined as an approved use for the PUD	Approved at City Commission meeting on November 1, 2022
RESERVE AT LAKE MEADOWS Sage #2021-0043 *2149 Lauren Beth Avenue* *Parcel # 04-22-28-0000-00-024* *18.58 acres* *Commission District 4 - George Oliver III*	A Large-Scale Final Subdivision plan for 46 single-family homes	Under Construction
SHOPPES ON THE BLUFF Sage #2024-0013, 2024-0018 *9251 Clarcona Ocoee Road* *Parcel # 33-21-28-0000-00-023* *Parcel # 04-22-28-0000-00-012* *4.29 acres* *Commission District 4 – George Oliver III*	Small-Scale CPA from Low Density Residential (LDR) to PUD & Rezoning from Single Family Dwelling (R-1AA) PUD	Approved at the October 1, 2024 City Commission Meeting
WYNWOOD PHASE 1 & 2 FKA CLRM Sage #2020-0014 *44 W. McCormick Road* *Parcel # 33-21-28-0000-00-007* *100 E McCormick Road* *Parcel # 34-21-28-0000-00-022* *3201 Trout Lake Road* *Parcel # 33-21-28-0000-00-020* *212.30 acres* *Commission District 4- George Oliver III*	Large Scale Preliminary/Final Subdivision to construct 190 single family residential lots in Phases 1 & 2 with stormwater ponds, open space, and a park/recreation area and 187 lots for Mass Grading in Phases 3 & 4	Under Construction
WYNWOOD PHASE 3 & 4 FKA CLRM Sage #2023-0024 *Greenwood Oak Drive* *Parcel # 34-21-28-9490-06-001* *Coachwood Drive* *Parcel # 34-21-28-9490-06-002* *56.63 acres* *Commission District 4- George Oliver III*	Large Scale Preliminary/Final Subdivision Plan to construct 187 single family residential lots	• Final Site Plan Approved Pending Pre-Construction Meeting • City Commission Meeting (Consent): TBD
WYNWOOD PHASE 3 & 4 PLAT FKA CLRM Sage #2024-0010 *Greenwood Oak Drive* *Parcel # 34-21-28-9490-06-001* *Coachwood Drive* *Parcel # 34-21-28-9490-06-002* *56.63 acres* *Commission District 4- George Oliver III*	Plat	Under 3rd Review