

ACCESS MANAGEMENT STUDY

State Road 551 (Goldenrod Road)
From State Road 408 to State Road 50
(Section # 75200, MP 4.574 to MP 6.430)
Orange County

Prepared for:

THE FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720



Districtwide Community Traffic Safety Program (CTSP)
Financial Project ID: 237995-1-32-90
Contract No.: C-9803
Consultant No.: 10445
Task Work Order: 1-Amendment 8
Study 1

Prepared by:

Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

August 2015

Prepared by: Chris J. Walsh, P.E.
Mikal Hale, P.E.
Tristan Surratt, E.I.
Vischal Persaud, E.I.



TABLE OF CONTENTS

	<u>Page</u>
1.0 EXECUTIVE SUMMARY	1
2.0 INTRODUCTION	2
3.0 EXISTING CONDITIONS	3
Traffic Volumes	4
Collision Data.....	5
4.0 ROADWAY IMPROVEMENTS	7
5.0 ACCESS MANAGEMENT ANALYSIS	8
Operational Evaluation	8
Safety Evaluation	9
Maintenance	10
6.0 SIGNAL WARRANT ANALYSIS	11
7.0 LEFT-TURN PHASE WARRANT ANALYSIS	19
8.0 IMPROVEMENT RECOMMENDATION	22
9.0 BENEFIT/COST ANALYSIS	29

LIST OF FIGURES

Figure 1: Corridor Location Map.....	2
--------------------------------------	---

LIST OF TABLES

Table 1: Summary of Existing Conditions.....	3
Table 2: Signal Warrant Analysis Summary.....	11
Table 3: Summary of Left-Turn Phase Warrants.....	19
Table 4: Median Openings.....	23
Table 5: Minimum Left-Turn Lane Length Calculation Summary	24
Table 6: Engineer’s Estimate of Probable Costs	27
Table 7: Benefit/Cost Analysis	30

LIST OF APPENDICES

APPENDIX A: Straight Line Diagram

APPENDIX B: (Count Summary Sheets, Approach Photographs, TMC's)

B2: TMC's of SR 551 at Yucatan Drive

B3: TMC's of SR 551 at Bryan Road

B4: TMC's of SR 551 at Chapel Trace Drive

B5: TMC's of SR 551 at Valencia College Lane

B6: TMC's of SR 551 at Suntree Circle

B7: TMC's of SR 551 at Azalea Cove Circle

B8: TMC's of SR 551 at Golden Glenn Drive/Timber River Circle

B9: TMC's of SR 551 at Gatehouse Circle

B10: TMC's of SR 551 at Marietta Street

APPENDIX C: Existing Condition Diagram and Typical Section

APPENDIX D: Crash Summary Table and Collision Diagram

APPENDIX E: Alignment Study of Bryan Road for a Connection with Yucatan Drive at SR 551 (Goldenrod Road) prepared by Metric Engineering (signed and sealed June 2011)

APPENDIX F: Excerpts for SR 551 Roadway Plans State Project No. 75200-3514

APPENDIX G: Improvement Diagram

APPENDIX H: Net Present Value Calculation

1

EXECUTIVE SUMMARY

Traffic Engineering Data Solutions, Inc. conducted an Access Management Study for the segment of State Road 551 from the State Road 408 westbound on-ramps to State Road 50 in unincorporated Orange County, Florida. Based on the traffic volume data, the field observations, and the operational and safety assessment, the following recommendations were developed:

1. Construct a raised median within the existing pavement area to reduce the number of vehicular conflict points, which will help reduce crashes and improve operations. The proposed typical section includes widening four (4) feet on each side of the roadway to provide for two (2) 11-foot travel lanes in both the northbound and southbound directions, a 20-foot median, and five-foot bike lanes in each direction.

2. Provide the following median openings:

Full Median Openings:

- Yucatan Drive (Station 256+50) – (signalized)
- Valencia College Lane (Station 286+50) – (signalized)
- Gatehouse Circle (Station 313+50) – (unsignalized)

Directional Median Openings:

- Sunoco Gas Station/Value Place Hotel (Station 276+00)
- Crane Rental Corporation/Business Center (Station 264+80)
- Fancy Auto Sales/Boat Tune (Station 271+00)
- U-Haul (Station 279+20)
- Azalea Cove Circle (Station 302+00)
- Business Center (Station 323+40)
- Orlando Steel Enterprises (Station 332+50)

3. Mill the existing roadway an average depth of 1.5 inches and resurface with friction course asphalt. Overbuild will be required at the proposed left-turn lanes to modify the cross slope in the existing center crowned median.
4. Construct a new traffic signal at the State Road 551/Yucatan Drive intersection and reconstruct the traffic signal at the State Road 551/Valencia College Lane intersection.
5. Acquire right-of-way from seven (7) parcels, three (3) for the purposes of reconstructing the Valencia College Lane traffic signal, three (3) for purposes of widening the roadway and reconstructing the sidewalk, and one (1) to address potential adjustments to the existing pond and associated structures for the U-Haul development.
6. Modify the drainage system to accommodate the proposed widening.

The overall improvement costs were estimated to be \$10,746,097. The Benefit/Cost ratio of the proposed improvements is 3.48 and the improvements are therefore justified as a candidate project for federal safety funding.

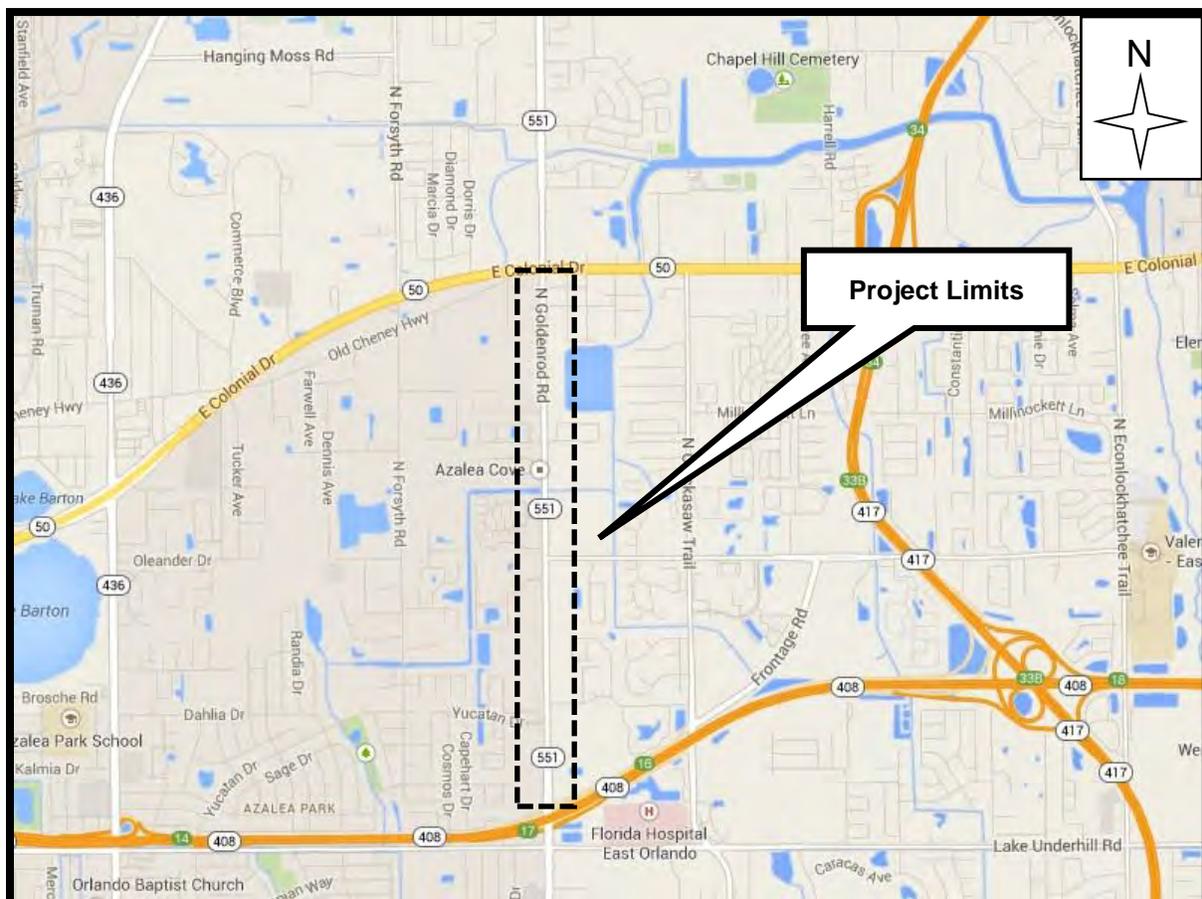
2

INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study on State Road 551 from the State Road 408 westbound on-ramps (M.P. 4.574) to State Road 50 (M.P. 6.340) in unincorporated Orange County, Florida. A location map of the study corridor is shown below in **Figure 1**.

The analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD 2009), the Highway Safety Improvement Program Guidelines, the FDOT's 2014 Median Handbook, FDOT District 5 guidelines / procedures, Florida Administrative Code Chapter 14-97, and engineering judgment. This document contains existing conditions, vehicle counts, crash analysis, qualitative assessment, improvement alternatives, a benefit-to-cost analysis, and final recommendations.

Figure 1
Corridor Location Map
State Road 551



Map Source: Google Maps

3

EXISTING CONDITIONS

In the vicinity of the study, State Road 551 is a five-lane urban arterial with a two-way continuous left-turn lane. Details of the study corridor and the surrounding area are summarized in **Table 1** and depicted in the Existing Conditions Diagram in **Appendix A**.

Table 1
Summary of Existing Conditions
State Road 551

Feature	Description
Main Street	<ul style="list-style-type: none"> State Road 551
Area Location	<ul style="list-style-type: none"> From the State Road 408 westbound ramps to State Road 50 in unincorporated Orange County, Florida
Access Class	<ul style="list-style-type: none"> Class 3
Cross Section	<ul style="list-style-type: none"> 5-lane urban section with two-foot curb and gutter (between 100'-150' feet of right-of-way). Includes two 12-foot wide inside travel lanes, two 13.5-foot wide outside travel lanes, and a 15-foot wide two-way continuous left-turn lane 5' sidewalk on both sides of roadway
AADT (2013)	<ul style="list-style-type: none"> South of Valencia College Lane - 32,000 vehicles per day (vpd)
Posted Speed Limit	<ul style="list-style-type: none"> 45 miles per hour
Adjacent Land Uses	<ul style="list-style-type: none"> West: Retail, Residential, Offices, and Industrial East: Retail, Residential, and Offices
Alignment	<ul style="list-style-type: none"> Straight
Signalized Intersections	<ul style="list-style-type: none"> State Road 551/Valencia College Lane

Traffic Volumes

Based on traffic data obtained from FDOT's Florida Traffic Information 2013, State Road 551, 0.665 miles south of State Road 50, had an Annual Average Daily Traffic (AADT) volume of 32,000 vehicles in 2013. Additionally, 5.76% of the daily traffic volume consisted of trucks ($T_{24} = 5.76\%$).

Nine (9) eight-hour turning movement counts (TMC) were conducted from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 2:00 p.m. to 6:00 p.m. along State Road 551 at the following intersecting roadways:

- Yucatan Drive
- Bryan Road
- Chapel Trace Drive
- Valencia College Lane
- Sun Tree Circle
- Azalea Cove Circle
- Golden Glenn Drive / Timber River Circle
- Gatehouse Circle
- Marietta Street

Two-hour TMCs, from 4:00 p.m. to 6:00 p.m., were also conducted at all of the unsignalized driveways along the study corridor. The PM peak-hour volumes along the study corridor are shown on the Existing Condition Diagrams. Based on the eight-hour TMCs, the peak hour along the corridor occurs between 5:00 p.m. and 6:00 p.m. During this time, the northbound volume on State Road 551 was 1,460 vehicles per hour (vph) and the southbound volume was 1,465 vph.

The eight-hour turning movement counts, along with pedestrian and bicycle counts are included in **Appendix B**. The two-hour turning movement counts for the driveways and the PM peak-hour turning movement counts for the intersections are also depicted in **Appendix C**.

Collision Data

State Road 551 Corridor

Vehicle, pedestrian, and bicycle safety along the corridor were assessed through review of crash reports and field observations. Crash data for the five-year period between January 1, 2010 and December 31, 2014 was obtained from FDOT's CARS database and University of Florida's *Signal Four Analytics*. Over the five-year period there were a total of 269 crashes that occurred between State Road 408 and State Road 50. As discussed later in the report, it is proposed to install a raised median on State Road 551. Additionally, it is proposed to install a traffic signal at the State Road 551/Yucatan Drive intersection. Of the 269 crashes, 90 are susceptible to correction by the proposed improvements. These 90 crashes consisted of the following:

- 59 angles;
- 13 left-turns;
- Seven (7) head-on;
- Four (4) pedestrian;
- Three (3) bicycle;
- Three (3) side-swipe; and,
- One (1) fixed object

The crashes resulted in 81 injuries, \$575,987 in estimated property damage, and five (5) fatalities of which two (2) were left-turn crashes, two (2) were pedestrian crashes and one (1) was an angle. The left-turn crashes were both northbound left-turning motorists turning onto either Suntree Circle or the southern driveway to Wawa gas station. The pedestrian crashes occurred when southbound vehicles struck eastbound pedestrians crossing midblock on State Road A1A approximately 380 feet south of Yucatan Drive. The angle occurred at Bryan Road between a northbound motorist and a westbound motorist. Sixty-five (65) of the crashes occurred during the day and the remaining 25 occurred at night. Eleven (11) crashes occurred under wet pavement conditions and 79 occurred under dry pavement conditions.

State Road 551 at Yucatan Drive

There were 13 crashes at the State Road 551 intersection with Yucatan Drive susceptible to correction by the installation of a traffic signal. All 13 crashes were angle crashes involving eastbound left-turning motorists and southbound through motorists. The 13 crashes resulted in 12 injuries and \$91,200 in estimated property damage. Twelve (12) of the crashes occurred during the day and one (1) occurred at night. One (1) crash occurred under wet pavement conditions and 14 occurred under dry pavement conditions.

State Road 551 at Valencia College Lane

There were 60 crashes at State Road 551 and Valencia College Lane. None of the crashes are susceptible to correction by the installation of a raised median. These 60 crashes consisted of the following:

- 39 rear-ends;
- Nine (9) angles;
- Eight (8) left-turns;
- Two (2) side-swipe;
- One (1) bicycle; and,
- One (1) loss of control

The 60 crashes resulted in one (1) fatality, 36 injuries, and \$334,326 in estimated property damage. Forty-seven (47) of the crashes occurred during the day and the remaining 13 occurred at night. Forty-seven (47) crashes occurred under dry pavement conditions and 13 occurred under wet pavement conditions.

The collision summary tables and the Collision Diagram are provided in ***Appendix D***.

4

ROADWAY IMPROVEMENTS

FDOT's Five (5) Year Work Program and Orange County's Long Range Capital Improvement Plan were reviewed for any scheduled improvements along the State Road 551 corridor.

Valencia College Lane was identified for widening from a two-lane undivided roadway to a four-lane divided roadway. As a part of the widening, dual southbound and dual westbound left-turn lanes will be provided at the State Road 551 intersection.

The Valencia College Lane Widening project is scheduled for design from 2016 to 2017, right-of-way acquisition from 2016 to 2018, and construction from 2019 to 2020. Orange County was contacted to verify the schedule and it is noted that right-of-way acquisition may take longer which would delay construction. For the purpose of this study, the Valencia College Lane widening is expected to occur after this project and was therefore not included within this study.

FDOT provided an *Alignment Study of Bryan Road for a Connection with Yucatan Drive at State Road 551 (Goldenrod Road)* which was prepared by Metric Engineering (signed and sealed June 2011). The study is provided in **Appendix E**. The purpose of this study was to provide design assistance for the realignment of Bryan Road with connection at the intersection of State Road 551 and Yucatan Drive. This project is currently not under construction nor funded at this time.

5

ACCESS MANAGEMENT ANALYSIS

Vehicular access along the study corridor was evaluated by a professional engineer. A conceptual access management improvement plan was developed with the intent of enhancing traffic flow through the corridor and reducing crashes along the study corridor.

Operational Evaluation:

Field visits conducted by a professional engineer during both the morning and afternoon peak hours resulted in the following observations:

- Traffic flows through the corridor in large platoons controlled by the traffic signals at the State Road 408 interchange, Valencia College Lane, and State Road 50.
- Vehicles on State Road 551 generally appear to be traveling at or slightly over (5 mph over) the posted speed limit of 45 miles per hour.
- There are no Lynx bus routes along the corridor of State Road 551.
- Numerous pedestrians and bicyclists were observed along the corridor, several of which crossed State Road 551 at uncontrolled midblock locations. There were several instances where the pedestrian would cross one direction of traffic, then walk along State Road 551 within the two-way continuous turn lane while awaiting gaps in the other direction of traffic. Two pedestrians ran in front of oncoming vehicles and the vehicles slowed down, although the potential for a conflict appeared unlikely. One (1) pedestrian was talking on a cell phone while staged within the two-way left-turn lane.
- Northbound queues at the traffic signal at the State Road 50 intersection extended in excess of 700 feet, south of Marietta Street. Motorists in the queue allowed vehicles turning onto or off of Marietta Street to turn without issue or conflict.
- The southbound queues at the traffic signal at the State Road 408 interchange extended in excess of 600 feet, north of the driveway for the Value Place hotel and the southern driveway for Sunoco. Motorists in the queue allowed vehicles turning onto or off of hotel driveway to turn without issue or conflict.
- Eastbound left-turning motorists at the Yucatan Drive intersection have good sight visibility of approaching traffic on State Road 551. Both one-stage and two-stage maneuvers were observed at this intersection. Eastbound left-turning motorists typically used large gaps to turn which were created by the traffic signals at the State Road 408 interchange and Valencia College Lane. A queue of five (5) vehicles was observed.
- Left-turn movements into and out most of the driveways and local streets along the study corridor were relatively low (less than 20 left-turns). Motorists consistently waited for an appropriate gap in traffic before turning throughout the corridor. Many motorists turning left onto State Road 551 utilized the two-way left-turn lane to conduct a two-stage maneuver.
- Three westbound left-turning motorists exiting Leaders Preparatory School/Islamic Society of Central Florida staged simultaneously within the two-way continuous turn lane waiting for a gap in southbound traffic to complete their turn. No issues or conflicts were observed during this instance.

- The queue of southbound through vehicles at the Valencia College Lane intersection extended more than 650 feet beyond Sun Tree Circle. During one instance, the potential for a good Samaritan crash was observed at the Sun Tree Circle intersection. A southbound motorist in the outside lane waiting in the queue was waving on an eastbound left-turning motorist stopped on Sun Tree Circle. However, the eastbound left-turning motorist did not proceed as southbound traffic in the inside lane began moving. The southbound through motorist ultimately proceeded and the eastbound left-turn motorist waited further for a gap.

Safety Evaluation:

The installation of a raised median and controlled access points can reduce the number of potential conflicts along a corridor. Crashes that are potentially correctable by the installation of a raised median include angle and left-turn crashes associated with turning into and out of driveways and side streets, as well as head-on crashes and, in some instances, sideswipe crashes. When considering the installation of a raised median on State Road 551, it is important to understand the crash history along the corridor. Below is a summary of crash concentrations along the corridor that were considered when evaluating access management improvement alternatives:

- Four (4) angle crashes occurred on State Road 551 at the driveway for the Value Place Hotel (Station 276+00)
- Two (2) angle crashes and two (2) left-turn crashes occurred on State Road 551 at the Hess gas station driveway (Station 253+00)
- Thirteen (13) angle crashes occurred at the State Road 551/Yucatan Drive intersection (Station 256+50).
- Nine (9) angle crashes, one (1) left-turn crash, and one (1) head-on crash occurred at the State Road 551/Bryan Road intersection (Station 260+00).
- Two (2) left-turn crashes and 11 angle crashes occurred on State Road 551 between Chapel Trace and just south of Valencia College Lane (Station 282+40 to Station 286+00).
- Nine (9) angle crashes occurred at the State Road 551/Valencia College Lane intersection Station (286+50).
- Eight (8) angle crashes, one (1) left-turn crash, and one (1) pedestrian crash occurred just north of Valencia College Lane at Goldenpoint Boulevard and State Road 551 (Station 288+50).
- Five (5) angle crashes and two (2) left-turn crashes occurred at the State Road 551/Sun Tree Circle intersection (Station 294+00).

Maintenance:

During the various field reviews the condition of the study corridor's asphalt, striping, signing and lighting were observed. The following are observations related to the maintenance of the corridor based on the various field reviews of the intersection:

- Several signs throughout the State Road 551 corridor are blocked by bushes and need to be trimmed.



6

SIGNAL WARRANT ANALYSIS

When considering the installation of a raised median on State Road 551, it is also important to check for intersections that may warrant a signal along the corridor. Therefore, a signal warrant study was conducted at Yucatan Drive.

The traffic volumes, geometric conditions, and crash data at the intersection of State Road 551 and Yucatan Drive were analyzed, summarized, and compared with the warrants for the installation of a traffic signal contained within the Manual on Uniform Traffic Control Devices (MUTCD 2009) and Manual on Uniform Traffic Studies (MUTS).

Upon conducting the Signal Warrant Analysis, the eastbound movement on Yucatan Drive was used as the minor street and State Road 551 was used as the major street. Because an eastbound right-turn lane exists, and those motorists experience relatively minimal delay at the intersection, eastbound right-turning motorists on Yucatan Drive were excluded from the Signal Warrant Analysis and the eastbound approach treated as a one-lane approach. The northbound/southbound approaches of State Road 551 were used as the major street and treated as a two-lane approach. Finally, based on the critical speed of 45 mph on State Road 551, the 70% volume criteria were applied to the analysis.

Table 2 summarizes the results of the warrant analysis for the weekday with the warrant analysis worksheets proceeding.

Table 2
Signal Warrant Analysis Summary
State Road 551 and Yucatan Drive

	Warrant	Applicable	Satisfied	Comments
1A	Minimum Vehicular Volume	Yes	No	The minor street traffic volumes do not meet the 100% or 70% requirements of this warrant for any of the eight (8) hours.
1B	Interruption of Continuous Traffic	Yes	No	This warrant is not applicable as delay was not measured for the minor street motorists. Also, the side street traffic volumes for four (4) of the eight (8) hours meet the 70% warrant.
2	Four Hour Vehicular Volume	Yes	Yes	The side street traffic volumes meet the requirements of this warrant for four (4) hours.
3A	Peak Hour Delay	No	N/A	This warrant is not applicable as no unusual traffic generator exists near the study intersection.
3B	Peak Hour Volume	No	N/A	This warrant is not applicable as no unusual traffic generator exists near the study intersection.
4	Pedestrian Volume	Yes	No	This warrant is not satisfied due to the very low pedestrian activity.
5	School Crossing	No	N/A	This warrant is not applicable, as no school zone exists at the study intersection.
6	Coordinated Signal System	Yes	Yes	This warrant is applicable and meets warrants as State Road 551 is a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.
7	Crash Experience	Yes	No	This warrant is not satisfied as there were not at least five crashes potentially correctable by a traffic signal that occurred within the 12-month study period nor were the volume criteria met.
8	Roadway Network	No	N/A	This warrant is not applicable, as this intersection is not considered to be part of a coordinated network.
9	Railroad Crossing	No	N/A	This warrant is not applicable as there is no railroad crossing near the study intersection.

TRAFFIC SIGNAL WARRANT SUMMARY

(Weekday Turning Movement Volumes)

City: Unincorporated Engineer: KJM
 County: Orange Date: March 23, 2015
 Major Street: State Road 551 Lanes: 2 Critical Approach Speed: 45
 Minor Street: Yucatan Drive Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? Yes No
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes No
 If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: Yes No
 Satisfied: Yes No
Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Condition A - Minimum Vehicular Volume 100% Satisfied: Yes No
 80% / 56% Satisfied: Yes No

Approach Lanes	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
	1		2 or more		7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350 (280)*	600 (480)	420 (336)*	2,443	2,250	1,789	2,004	2,186	2,454	2,596	2,845
Highest Approach on Minor Street	150 (120)	105 (84)*	200 (160)	140 (112)*	63	46	50	34	53	68	63	74

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%)* satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic Applicable: Yes No
 Excessive Delay/Conflict: Yes No
Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay or conflict. 100% Satisfied: Yes No
 80% / 56% Satisfied: Yes No

Approach Lanes	Minimum Requirements (80% Shown in Brackets) {56% Shown in Brackets}				Eight Highest Hours							
	1		2 or more		7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525 (420)*	900 (720)	630 (504)*	2,443	2,250	1,789	2,004	2,186	2,454	2,596	2,845
Highest Approach on Minor Street	75 (60)	53 (42)*	100 (80)	70 (56)*	63	46	50	34	53	68	63	74

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is (80%) / (56%)* satisfied if parenthetical volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

(Weekday Turning Movement Volumes)

City: Unincorporated
 County: Orange

Engineer: KJM
 Date: March 23, 2015

Major Street: State Road 551 Lanes: 2 Critical Approach Speed: 45
 Minor Street: Yucatan Drive Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph)? Yes No
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

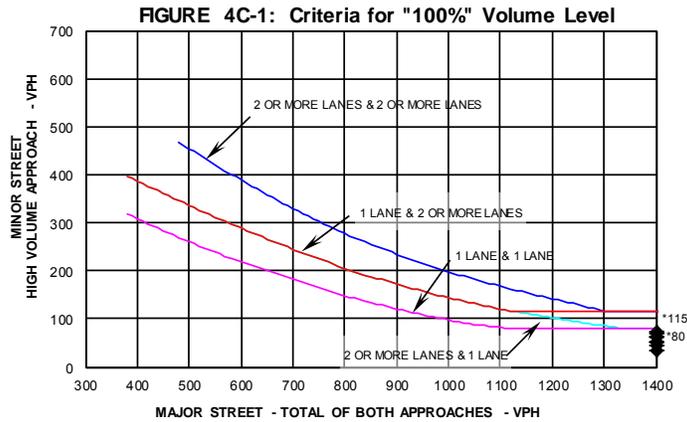
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If any four points lie above the appropriate line, then the warrant is satisfied.

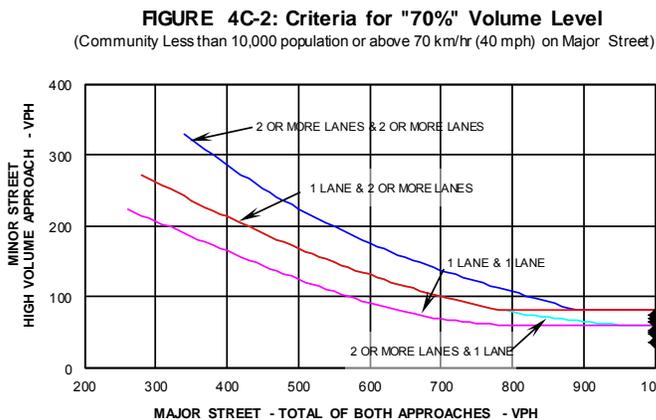
Applicable: Yes No
 Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

Warranting Volumes			Met	
Hour	Major Street	Minor Street	100%	70%
7:00 AM	2,443	63		<input checked="" type="checkbox"/>
8:00 AM	2,250	46		
11:00 AM	1,789	50		
12:00 PM	2,004	34		
2:00 PM	2,186	53		
3:00 PM	2,454	68		<input checked="" type="checkbox"/>
4:00 PM	2,596	63		<input checked="" type="checkbox"/>
5:00 PM	2,845	74		<input checked="" type="checkbox"/>



*Note: 15 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



*Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

(Weekday Turning Movement Volumes)

City: Unincorporated
 County: Orange

Engineer: KJM
 Date: March 23, 2015

Major Street: State Road 551
 Minor Street: Yucatan Drive

Lanes: 2 Critical Approach Speed: 45
 Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph)? Yes No
 2. Is the intersection in a built-up area of isolated community of <10,000 population? Yes No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level 70% 100%

WARRANT 3 - PEAK HOUR

Applicable: Yes No
 Satisfied: Yes No

If all three criteria are fulfilled or any of the plotted points lie above the appropriate line, then the warrant is satisfied.

Unusual condition justifying use of warrant:

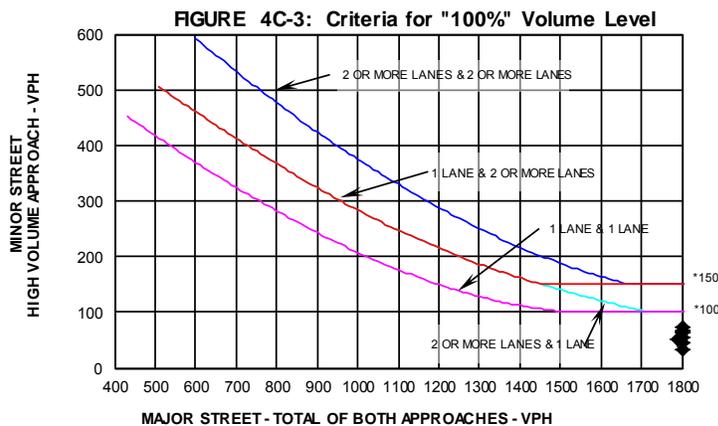
None

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

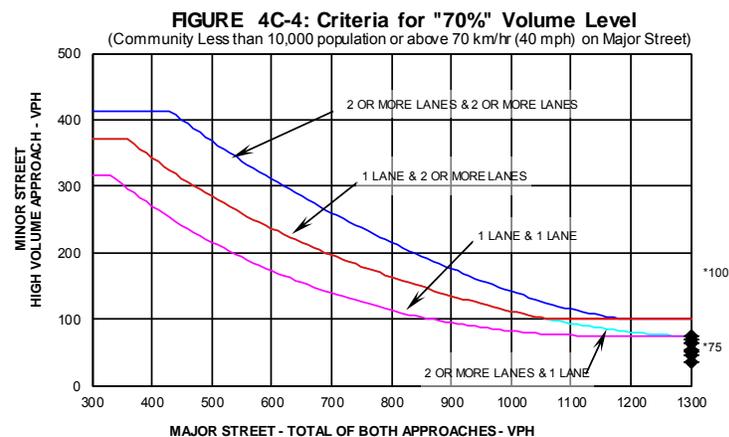
Warranting Volumes			100%	70%
7:00 AM	2,443	63		
8:00 AM	2,250	46		
11:00 AM	1,789	50		
12:00 PM	2,004	34		
2:00 PM	2,186	53		
3:00 PM	2,454	68		
4:00 PM	2,596	63		
5:00 PM	2,845	74		

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	0.0
Fulfilled?:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	74	0
Fulfilled?:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	2,987	0
Fulfilled?:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Plot volume combination on the applicable figure below.



*Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



*Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

(Weekday Turning Movement Volumes)

City: Unincorporated
 County: Orange

Engineer: KJM
 Date: March 23, 2015

Major Street: State Road 551 Lanes: 2 Critical Approach Speed: 45
 Minor Street: Yucatan Drive Lanes: 1

WARRANT 4 - PEDESTRIAN VOLUME

Applicable: Yes No
 Satisfied: Yes No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled?	
				Yes	No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours <u>and</u> there are less than 60 gaps per hour in the major street traffic stream of adequate length.	8:00 AM	0	0		
	11:00 AM	0	0		<input checked="" type="checkbox"/>
	12:00 PM	0	0		
	5:00 PM	0	0		
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour <u>and</u> there are less than 60 gaps per hour in the major street traffic stream of adequate length.	7:00 AM	0	0		<input checked="" type="checkbox"/>
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				<input checked="" type="checkbox"/>	

WARRANT 5 - SCHOOL CROSSING

Applicable: Yes No
 Satisfied: Yes No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Criteria			Fulfilled?	
	Yes	No	Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students: 0	Hour: 0		<input checked="" type="checkbox"/>
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.	Minutes: 0	Gaps: 0		<input checked="" type="checkbox"/>
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				<input checked="" type="checkbox"/>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable: Yes No
 Satisfied: Yes No

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		<input checked="" type="checkbox"/>
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.	<input checked="" type="checkbox"/>	

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

(Weekday Turning Movement Volumes)

City: Unincorporated
 County: Orange

Engineer: KJM
 Date: March 25, 2015

Major Street: State Road 551
 Minor Street: Yucatan Drive

Number of Minor Street Approach Lanes: 0
 Crossing RXR Tracks: _____
 Clear Storage Distance (D) feet: _____

Applicability Criteria

Is there a railroad grade crossing in the proximity of the intersection? Yes No

None of the conditions described in the other eight traffic signal warrants are met. Yes No

Adequate consideration has been given to other alternatives or a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that were considered or tried are:

- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or Yes No
- B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach. Yes No

Warrant Applicable: Yes No

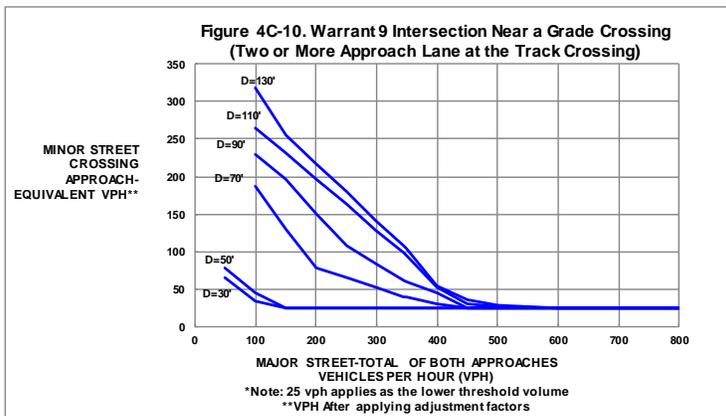
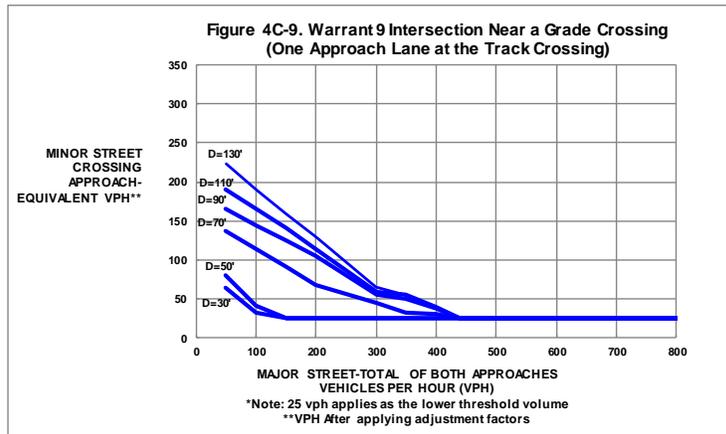
WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

If there is a railroad grade crossing on an approach controlled by a STOP or YIELD sign and the center of the track nearest the intersection is within 140 feet of the stop line or yield line on the approach, and any point lies above the appropriate line, then the warrant is satisfied.

Warrant Satisfied: Yes No

Warranting Volumes			Met	
Hour	Major Street	Minor St. Equiv.	1 LN	2 LN
700				
800				
900				
1100				
1400				
1500				
1600				
1700				
Satisfied				

Adjustment Factor for Daily Frequency of Rail Traffic	
Adjustment Factor for Percentage of High Occupancy Buses	
Adjustment Factor for Percentage of Tractor-Trailer Trucks	



Source: 2009 MUTCD

Based on data, including volumes, delay, and crash history, Warrants 2 and 6 were met for consideration of the installation of a traffic signal at the intersection of State Road 551 and Yucatan Drive. More specifically:

- Warrant 2 - the 70% volume thresholds are satisfied for four (4) hours.
- With the installation of a raised median and limiting of the State Road 551/Bryan Road intersection to a right-in/right-out, there are 60 southbound U-turns projected at the State Road 551/Yucatan Road during the PM peak-hour. As a result, the eastbound left-turn movement will experience increased delay and have less available gaps.
- The intersection was identified as having a trend of angle crashes with 13 angle crashes in five (5) years.
- A roundabout was considered at the intersection. However, a roundabout is not recommended based on the following:
 - Significant right-of-way challenges exist, as per the Florida Intersection Design Guide (2015), a multi-lane roundabout requires approximately 216 feet (200 foot inscribed circle, two-foot curb and gutter, and six-foot sidewalk) in width and existing right-of-way is 160 feet.
 - The installation of a roundabout would require the relocation of distribution power lines on the east side of State Road 551.
 - Based on the eight-hour turning movement count, the volume of traffic on State Road 551 accounts for approximately 95% of the total intersection volume, thus the roundabout would cause excessive delay to the major arterial (State Road 551).

7

Left-Turn Phase Warrant Analysis

A Left-Turn Phase Warrant Analysis was conducted for the northbound left-turn and southbound U-turn movements at State Road 551/Yucatan Drive intersection to determine if it is appropriate to recommend protected/permissive or protected-only signal phasing if the intersection were to be signalized. Traffic volumes, geometric conditions and crash data at the intersection were analyzed, summarized, and then compared with the NCHRP 457 left-turn warrant for phasing justification.

The Left-turn Phase Warrant Analysis was based on one (1) left-turn lane for both the southbound and northbound approaches. Opposing traffic consisted of two (2) through lanes for both the northbound/southbound approaches. Opposing traffic includes through and right-turning vehicles in the analysis. A summary of warrant conditions is shown in **Table 3** with the worksheets proceeding.

Table 3
Summary of Left-turn Phase Warrants
State Road 551 and Yucatan Drive

No.	Left-turn Phasing Warrants	Northbound		Southbound	
		Satisfied	Recommended Phasing	Satisfied	Recommended Phasing
1	Has the critical number of collisions been exceeded? (4 left-turn collisions per year or 6 left-turn collisions per 2 years)	No	Permissive	No	Permissive
2	Does left turn driver have 5.5 seconds equivalent sight distance to oncoming vehicles?	Yes	Permissive	Yes	Permissive
3	Is the number of left-turn lanes greater than 1?	No	Permissive	No	Permissive
4	Are there 4 or more through lanes on the opposing approach?	No	Permissive	No	Permissive
5	Is left-turn delay greater than 2.0 vehicle-hours total and greater than 35 seconds average delay per vehicle?	No	Permissive	No	Permissive
6A	Is left-turn volume > 2 vehicles per cycle during the peak hour?	Yes	Protected	Yes	Permissive
6B	Is the cross product greater than 100,000 during the peak hour?	Yes		No	

*N/A - Not Available

As summarized in **Table 3**, if the intersection of Yucatan Drive/State Road 551 were to be signalized, the northbound left-turn movement will warrant protected phasing while the southbound left-turn movement will warrant permissive phasing. However, it is recommended to install protected phasing for the southbound U-turn phase as well as the southbound U-turns were not significantly lower than the protected threshold volume, the northbound left-turns will have protected phasing, and U-turns require larger gaps in opposing traffic as compared to left-turns. Therefore, protected phasing is recommended for the northbound left-turn and southbound U-turn movements. The Left-turn Phase Warrant Summary sheets proceeding.

LEFT TURN PHASE WARRANT SUMMARY

City: Unincorporated
County: Orange

Engineer: KJM
Date: March 25, 2015

Major Street: State Road 551
Minor Street: Yucatan Drive

Critical Approach Speed: 45

NORTHBOUND LEFT TURN PHASE

Applicable: Yes No
Satisfied: Yes No

If any one of the six criteria below is satisfied then, a protected (protected-permitted or protected-only) left turn phase may be installed.

Criteria	Data								Fulfilled?		
									Yes	No	
1	Has there been more than four (4) left turn crashes in one year, or six (6) left turn crashes in two years? If yes, protected phasing recommended.									<input checked="" type="checkbox"/>	
	Year				Left Turn Crashes						
				2012-2013				0			
2	Does left turn-driver have 5.5 seconds equivalent sight distance to oncoming vehicles? If not, protected phasing recommended.									<input checked="" type="checkbox"/>	
	Equivalent Sight Dist Time (Sec)										
								Yes			
3	Number of left turn lanes on subject approach. If more than one, then protected phasing recommended.									<input checked="" type="checkbox"/>	
	Number of Left Turn Lanes										
								1			
4	Number of through lanes on opposing approach. If four or more, then protected phasing recommended.									<input checked="" type="checkbox"/>	
	Number of Opposing Through Lanes										
								2			
5	Is left turn delay \geq 2.0 veh-hrs (average delay of 138 seconds/vehicle), and 35 sec/veh during the peak hour. If yes, then protected phasing recommended.									<input checked="" type="checkbox"/>	
	Left Turn Delay (veh-hrs)				Avg Veh Delay (sec/veh)						
				See Notes				See Notes			
6	Is left-turn volume $>$ 2 vehicles per cycle during the peak hour AND cross product of one lane approach $>$ 50,000 or 100,000 for two lane approach? If yes, protected phasing recommended.									<input checked="" type="checkbox"/>	
	Cycle Length		Peak Volume			Veh/Cycle					
		120		105			3.5				
Time		7-8 am	8-9 am	10-11 am	11-12 pm	12-1 pm	2-3pm	3-4pm	4-5 pm	<input checked="" type="checkbox"/>	
Southbound U-Turn Volume*		54	41	36	47	54	64	58	105		
Southbound Opposing Volume		1,253	1,153	877	997	1,140	1,218	1,301	1,410		
Cross Product		67,662	47,273	31,572	46,859	61,560	77,952	75,458	148,050		

Notes:

Average delay data was not available. However for the delay to exceed 2.0 veh-hrs, a left-turn vehicle would need to experience an average delay of 138 seconds/vehicle. Based on observations the northbound left-turn movement experiences well below this level of delay.

LEFT TURN PHASE WARRANT SUMMARY

City: Unincorporated
 County: Orange

Engineer: KJM
 Date: March 25, 2015

Major Street: State Road 551
 Minor Street: Yucatan Drive

Critical Approach Speed: 45

SOUTHBOUND U-TURN PHASE

Applicable: Yes No
 Satisfied: Yes No

If any one of the six criteria below is satisfied then, a protected (protected-permitted or protected-only) left turn phase may be installed.

Criteria	Data								Fulfilled?	
									Yes	No
1 Has there been more than four (4) left turn crashes in one year, or six (6) left turn crashes in two years? If yes, protected phasing recommended.	Year				Left Turn Crashes					<input checked="" type="checkbox"/>
	2012-2013				2					
2 Does left turn-driver have 5.5 seconds equivalent sight distance to oncoming vehicles? If not, protected phasing recommended.	Equivalent Sight Dist Time (Sec)									<input checked="" type="checkbox"/>
	Yes									
3 Number of left turn lanes on subject approach. If more than one, then protected phasing recommended.	Number of Left Turn Lanes									<input checked="" type="checkbox"/>
	1									
4 Number of through lanes on opposing approach. If four or more, then protected phasing recommended.	Number of Opposing Through Lanes									<input checked="" type="checkbox"/>
	2									
5 Is left turn delay \geq 2.0 veh-hrs (average delay of 120 seconds/vehicle), and 35 sec/veh during the peak hour. If yes, then protected phasing recommended.	Left Turn Delay (veh-hrs)				Avg Veh Delay (sec/veh)					<input checked="" type="checkbox"/>
	See Notes				See Notes					
6 Is left-turn volume $>$ 2 vehicles per cycle during the peak hour AND cross product of one lane approach $>$ 50,000 or 100,000 for two lane approach.? If yes, protected phasing recommended.	Cycle Length		Peak Volume			Veh/Cycle				<input checked="" type="checkbox"/>
	120		60			2.0				
Time	7-8 am	8-9 am	10-11 am	11-12 pm	12-1 pm	2-3pm	3-4pm	4-5 pm		<input checked="" type="checkbox"/>
Southbound U-Turn Volume*	60	60	60	60	60	60	60	60		
Northbound Opposing Volume	1,190	1,097	912	1,007	1,046	1,236	1,295	1,435		
Cross Product	71,400	65,820	54,720	60,420	62,760	74,160	77,700	86,100		

Notes:

-Average delay data was not available. However for the delay to exceed 2.0 veh-hrs, a U-turn vehicle would need to experience an average delay of 120 seconds/vehicle. Based on the expected delay, the southbound U-turn movement would experience well below this level of delay.

*Southbound U-Turn volumes are projected to be approximately 60 vehicles.

Source: Revised from NCHRP Report 457

8

IMPROVEMENT RECOMMENDATION

From reviewing existing roadway plans of State Road 551 (**Appendix F**), the current typical section for the study section of State Road 551 is a five-lane undivided facility with curb and gutter and five-foot sidewalks behind a utility strip. The roadway width, from gutter to gutter, is 66 feet consisting of two (2) 14-foot outside lanes, two (2) 12-foot inside lanes, and a 14-foot two-way continuous left-turn lane. The typical right-of-way width varies along the corridor and is 100 feet, 125 feet, or 150 feet. The existing typical section and condition diagram is shown in **Appendix C**.

It is recommended to provide a raised median on State Road 551. In order to accommodate a raised median, the proposed typical section includes widening four (4) feet on each side of the roadway to provide for two (2) 11-foot travel lanes in both the northbound and southbound directions, a 20-foot median, and five-foot bike lanes in each direction (see **Appendix F**). Additionally, the existing sidewalks and curb and gutter will require reconstruction. Where left-turn lanes are needed, an 11-foot lane is provided, the median is reduced to a 6-foot wide separator, and 1.5 feet of asphalt is provided between the separator and adjacent lanes in both directions.

State Road 551 currently has an access classification of 3 from State Road 408 north to the Seminole County line, but has driveway spacings and development characteristics more consistent with an access class 5 facility, north and south of the study limits. Per Chapter 14-97 of the Florida Administrative Code, the full median opening and signal spacing standard for a class 3 facility is 2,640 feet (1/2-mile). The spacing standard for directional median openings is 1,320 feet (1/4-mile). The location of directional and full median openings were identified for the corridor based on the operational and safety evaluations of the corridor while taking into consideration existing turning movement volumes and side street connectivity.

Roadway access, crashes, left-turn volumes, and types of vehicles to utilize the intersection/business were all considered when reviewing each location. The location and type of proposed median openings along the State Road 551 corridor are summarized below:

Full Median Openings:

- Yucatan Drive (Station 256+50) – (signalized)
- Valencia College Lane (Station 286+50) – (signalized)
- Gatehouse Circle (Station 313+50) – (unsignalized)

Directional Median Openings:

- | | |
|---|---|
| • Sunoco Gas Station/Value Place Hotel (Station 276+00) | • U-Haul (Station 279+20) |
| • Crane Rental Corporation/Business Center (Station 264+80) | • Azalea Cove Circle (Station 302+00) |
| • Fancy Auto Sales/Boat Tune (Station 271+00) | • Business Center (Station 323+40) |
| | • Marietta Street/ Orlando Steel Enterprises (Station 332+50) |

It is noted that the spacing between some of the proposed median openings do not meet spacing standards for an access class 3 facility. Therefore State Road 551 will either need to be re-classed as a class 5 facility or a deviation will have to be made. **Table 4** summarizes the information utilized to evaluate the location and type of median openings along the corridor.

Table 4
Median Openings
State Road 551

Intersection / Business (Station)	Opening Type	Required Spacing (Ft)	Distance To/From Nearest Median Openings (Ft)		Connectivity To	Comments
			To the South	From the North		
State Road 408 Westbound Ramps (Station 271+00)	Full (Signalized)	2,640	-	510	West: State Road 436 East: North Chickasaw Trail	Signal to remain as-is with no changes. Southbound left-turns and U-are prohibited. Northbound left-turns and U-turns allowed.
Sunoco Gas Station/Value Place Hotel (Station 276+00)	SB/NB Directional	1,320	510	1065	West: None East: None	Convert the full median opening to a northbound and southbound directional median opening to accommodate southbound and northbound U-turns prior/after State Road 408 and to provide access to isolated developments and minimize U-turns at State Road 408 interchange and Yucatan. Four (4) angle crashes at this location.
Yucatan Dr. (Station 256+50)	Full (Signalized)	2,640	1065	830	West: Residential Development	State Road 551/Yucatan Drive to be signalized as the intersection meets signal warrants. Thirteen (13) angle crashes occurred at this location. The northbound and southbound U-turn lanes are expected to have over 100 vph and 60 vph, respectively.
Bryan Road (Station 260+00)	None	-	-	-	East: Residential Development	Too close to the State Road 551/Yucatan Drive. However Bryan Road may be realigned with Yucatan Drive in a future improvement project.
Crane Rental Corporation / Business Center (Station 264+80)	NB Directional	1,320	830	-	West: None	Provide northbound directional median to allow access for large trucks for the Crane Rental Corporation. Large trucks exiting the property to travel north would exit right out of one (1) of the two (2) driveways and travel south on State Road 551 to access northbound State Road 436 or North Chickasaw Trail via State Road 408 or Lake Underhill Road. No angle crashes were noted at this location.
	SB Directional	1,320	-	620	East: None	Provide southbound directional median to provide access to the Business Center. No angle crashes were noted at this location.
Fancy Auto Sales / Boat Tune (Station 271+00)	NB Directional	1,320	620	-	West: None	Provide southbound directional median to provide access to Fancy Auto Sales. One (1) angle crash occurred at this location.
	SB Directional	1,320	-	820	East: None	Provide southbound directional median to provide access for vehicles with trailers for Boat Tune. One (1) angle crash occurred at this location.
UHaul (Station 279+20)	NB Directional	1,320	820	730	East: None	The northbound left-turn lane at the Uhaul would reduce the northbound left-turn/U-turn traffic at Valencia College Lane from 180 vph to approximately 110 vph. One (1) angle crash occurred at this location.
Chapel Trace Drive (Station 282+60)	None	-	-	-	West: None	No median opening as it is too close to Valencia College Lane. Eight (8) angle crashes and one left-turn crash occurred at this location.
Valencia College Ln (Station 286+50)	Full (Signalized)	2,640	730	1550	West: None East: North Chickasaw Trail & Econlockhatchee Trail	Signal to be replaced. The northbound left-turn lane is expected to have approximately 110 vph while the southbound left-turn lane is expected to have 360 vph.
Goldenpoint Boulevard (Station 288+40)	None	-	-	-	West: None	No median opening as it is too close to Valencia College Lane. Eight (8) angle crashes occurred at this location.
Suntree Circle (Station 294+00)	None	-	-	-	West: None East: None	No median opening as it is too close to Valencia College Lane. Five (5) angle crashes and two (2) left-turn crashes occurred at this location.
Azalea Cove Circle (Station 302+00)	SB/NB Directional	1,320	1550	1150	West: None East: None	Meets spacing criteria. Provide northbound and southbound directional median and allow U-turns for both directions. To allow access to the school, this locations was chosen over Golden Glenn Drive. One (1) angle crash occurred at this location.
Golden Glenn Drive (Station 308+00)	None	-	-	-	West: None	No median opening. Azalea Cove Circle was chosen instead of this location to provide access to the school. Two (2) angle crashes and one (1) left-turn crash occurred at this location.
Gatehouse Cir (Station 313+50)	Full (Unsignalized)	2,640	1150	990	West: None East: None	Intersection satisfies spacing criteria and provides access to an apartment complex. Provided northbound and southbound full unsignalized median to reduce the high volumes of U-turns at the Business Center and Azalea Cove Circle. No angle crashes have occurred at this location.
Business Center (Station 323+40)	SB/NB Directional	1,320	990	910	West: None East: None	Meets spacing criteria. Has higher sidestreet volume turns as compared to adjacent driveways. Provide northbound and southbound directional median. No angle crashes or left-turn crashes occurred at this location.
Marietta Street/Orlando Steel Enterprises (Station 332+50)	NB Directional	1,320	910	670	East: Residential Development	Provide northbound directional median opening to Orlando Steel Enterprises. One (1) angle crash and one (1) left-turn crash occurred at this location.
Carolyn Avenue (Station 336+00)	None	-	-	-	East: Residential Development	No median opening and install median as it is too close to State Road 50.
State Road 50 (Station 339+20)	Full (Signalized)	2,640	670	-	West: State Road 436 East: North Chickasaw Trail and State Road 417	Signal to remain as-is but extend the northbound left-turn lane.

The lengths of all left-turn lanes were calculated based on criteria/standards contained in FDOT’s Median Handbook, (September 2014). For the calculations, the turning movement volumes were adjusted to account for the changes in travel patterns resulting for the installation of a raised median. The turn-lane length calculations are summarized in **Table 5**.

**Table 5
Minimum Left-Turn Lane Length Calculation Summary
State Road 551**

Intersection / Business (Station)	SIS or FIHS (Y/N)	Access Class	Area Type	Speed Limit (MPH)	Opening Type	Required Spacing (Ft)	Perception Reaction Distance-P (Ft)	Deceleration Distance-D (Ft)	Direction	Peak Left-Turn Volume	Reassigned Volume (VPH)	Total Left-Turn Volume (VPH)	Queue Storage		D+Q (Ft)
													(Veh)	(Ft)	
Sunoco Gas Station/Value Place Hotel (Station 276+00)	N	3	Urban	45	D	1320	100	185	Northbound	12	0	12	3	75	260
									Southbound	2	9	11	3	75	260
Yucatan Dr. (Station 256+50)	N	3	Urban	45	F	2640	100	185	Northbound	105	28	133	9	225	410
									Southbound	0	60	60	4	100	285
Crane Rental Corporation / Business Center (Station 264+80)	N	3	Urban	45	D	1320	100	185	Northbound	0	34	34	3	75	260
									Southbound	8	15	23	3	75	260
Fancy Auto Sales / Boat Tune (Station 271+00)	N	3	Urban	45	D	1320	100	185	Northbound	10	34	44	3	75	260
									Southbound	1	72	73	5	125	310
UHaul (Station 279+20)	N	3	Urban	45	D	1320	100	185	Northbound	6	19	25	3	105	290
Valencia College Ln (Station 286+50)	N	3	Urban	45	F	2640	100	185	Northbound	9	102	111	7	175	360
									Southbound	293	71	364	24	600	785
Azalea Cove Circle (Station 302+00)	N	3	Urban	45	D	1320	100	185	Northbound	73	16	89	6	150	335
									Southbound	24	35	59	4	100	285
Gatehouse Cir (Station 313+50)	N	3	Urban	45	F	2640	100	185	Northbound	44	31	75	5	125	310
									Southbound	0	39	39	3	75	260
Business Center (Station 323+40)	N	3	Urban	45	D	1320	100	185	Northbound	20	14	34	3	75	260
									Southbound	0	5	5	3	105	290
Orlando Steel Enterprises (Station 332+50)	N	3	Urban	45	D	1320	100	185	Northbound	0	18	18	3	75	260

Suggested Perception and Reaction Distance

Area	Seconds	35 MPH	45 MPH	55 MPH
Rural	2.5	130 ft	165 ft	200 ft
Suburban	2.0	100 ft	130 ft	160 ft
Urban	1.5	75 ft	100 ft	120 ft

For More Information On Perception-Reaction Time: AASHTO Green Book

Deceleration Distances from the Design Standards Index #301		
Design Speed (MPH)	Entry Speed (MPH)	Total Deceleration (ft)
35	25	145
45	35	185
50 Urban	40	240
50 Rural	44	320
55 Rural	48	385

ADJUSTMENT FOR LARGE VEHICLES

Percent Trucks	Average Storage Length per Vehicle
5%	27 ft
10%	29 ft
15%	32 ft
20%	35 ft

Recommended Queue Storage for Unsignalized Median Openings



Lefts per Hour	Recommended Queue (non SIS/FIHS)	Recommended Queue (SIS/FIHS)
30	2 (only in small towns or rural areas)	3 (only in small towns or rural areas)
40	3 (only in small towns or rural areas)	4
50	3	4
60	4	5
70	4	5
80	5	6
90	5	6
100	6	7
110	6	7
120	7	8
130	7	8
140	7	8
150	8	9

The eight-hour turning movement and two-hour unsignalized driveway counts were used to reassign traffic volumes for movements that will now be restricted and forced to complete U-turn movements at proposed directional median openings or signalized intersections. Since U-turn traffic volumes will be added at the signalized intersection of Valencia College Lane when access management is revised, the signal timings should be reviewed and optimized to accommodate the additional traffic demand.

The improvement concept includes a new span-wire traffic signal at the Yucatan Drive intersection. Additionally, the proposed widening will require full signal reconstruction at the Valencia College Lane intersection. Interconnect is also included, connecting the traffic signals at the State Road 408 westbound ramps, Yucatan Drive, and Valencia College Lane intersections.

At Valencia College Lane, right-of-way will need to be purchased for construction of the proposed traffic signal poles in the southwest, northwest, and northeast corners, and for consideration of removing the existing screen wall located northeast corner of the intersection. Right-of-way will also be needed for the signal span on the west side of State Road 551. Additionally, overhead utility lines running along the eastern side of State Road 551 will impede the visibility of the traffic signal heads that face the eastbound approach. Therefore, the utility companies utilizing the eastern poles will need to relocate the utilities underground.

A combined estimated 3,600 square feet of right of way will also need to be acquired from three (3) parcels on the east side of State Road 551, in the vicinity of Station 333+10 to Station 337+20, to accommodate the proposed widening and sidewalk reconstruction. An additional 150 feet of right of way will also be required on the west side of State Road 551 (Station 279+80) to address potential adjustments to the existing pond and associated structures for the U-Haul development.

To provide for the new lane widths and median, pavement markings along the corridor will need to be adjusted. In order to transition the proposed improvements at the southern project limits to the State Road 551/State Road 408 intersection and the northern project limits to the State Road 551/State Road 50 intersection, it is recommended to mill and resurface between Stations 270+90 to 338+55 to match existing conditions. Based on coordination with the Department (Mark Robinson), the through lanes should be milled to an average depth of 1.5 inches and be resurfaced with 1.5 inches of friction course. An overbuild of asphalt pavement will be required at the proposed left-turn lanes to modify the cross slope in the existing center crowned median. In areas of widening, 12 inches Type B stabilization is proposed along with 3.0 inches of superpave asphaltic concrete, Type D, and 1.5 inches of friction course.

The existing roadway collection system will be impacted by the proposed widening, and existing drainage patterns will be altered based on the installation of a sodded median and traffic separators. The existing curb inlets along the west side of State Road 551 will need to be removed and replaced with new curb inlets, and the existing culvert pipes will need to be extended westerly. On the east side of State Road 551, where the drainage trunk line exists, the existing curb inlets will need to be removed and replaced with new curb inlet tops offset on new J-bottoms large enough to receive the existing drainage trunk line, which will remain in its current location underneath the proposed bike lane. In addition, the existing 6" underdrain system located within the existing utility strip will need to be completely removed and replaced with a new 6" underdrain system located within the proposed utility strip.

Substantial utility adjustment is required to accommodate the proposed widening, drainage system modifications, and reconstruction of curb & gutter and sidewalk. To the greatest extent possible, the proposed sidewalk should deflect around the existing overhead utility poles and / or light fixtures located near the existing right of way lines. However, relocation of several existing poles may be required, and several other above ground appurtenances of the various utility systems will need to be adjusted, including relocation of fire hydrants, adjusting of pull boxes and / or valves to finished grade, etc.

Relative to landscaping, FDOT Maintenance (Oviedo) indicates there is an existing agreement in place with Orange County for maintenance of landscaping within this segment of SR 551, but copies of the agreement were unable to be obtained. Several existing crepe myrtle and oak trees are located in the right-of-way near the back of sidewalk, with no irrigation system apparent, which will be impacted by proposed widening. Coordination with Orange County is required for removal and/or replacement of landscaping materials, as well as any irrigation sleeves that may be warranted for future intentions Orange County may have for irrigating landscaped materials in the proposed medians.

The overall improvement costs were estimated based on FDOT historical unit prices. Based on the cost estimate, as shown on **Table 6**, the total cost of the improvements, including engineering and CEI, are estimated at approximately \$10,746,097. An Improvement Diagram is provided in **Appendix G**.

Table 6 (Page 1 of 2)
Engineer's Estimate of Probable Costs
State Road 551

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
I. ROADWAY					
102-1	MOBILIZATION (10%)	1	LS	\$491,313.54	\$491,313.54
104-10-3	SEDIMENT BARRIER	15679	LF	\$1.43	\$22,421.67
104-18	INLET PROTECTION SYSTEM	89	EA	\$84.73	\$7,540.97
110-1-1	CLEARING AND GRUBBING	8.2	AC	\$7,880.01	\$64,616.08
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	15878	SY	\$29.12	\$462,367.36
110-15	ARBORIST WORK, COMPLETE	3	EA	\$9,474.90	\$28,424.70
120-1	REGULAR EXCAVATION	6228	CY	\$4.14	\$25,783.92
120-6	EMBANKMENT	1956	CY	\$7.32	\$14,315.16
160-4	TYPE B STABILIZATION	13705	SY	\$2.89	\$39,607.25
285-709	OPTIONAL BASE, BASE GROUP 09	9137	SY	\$15.68	\$143,262.21
327-70-6	MILLING EXIST ASPH PAVT, 1.5" AVG DEPTH	62454	SY	\$1.89	\$118,038.06
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D (3")	1508	TN	\$115.23	\$173,766.84
337-7-55	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 82-22 (1.5")	6013	TN	\$112.77	\$678,078.17
400-0-11	CONC CLASS NS, GRAVITY WALL	118	CY	\$487.26	\$57,671.51
0415 1 3	REINF STEEL- RETAINING WALL	3382	LB	\$0.80	\$2,705.34
425-1525	INLETS, DT BOT, TYPE C, PARTIAL	1	EA	\$4,285.55	\$4,285.55
0425-1351	INLETS, CURB, TYPE P-5, <10'	33	EA	\$4,126.59	\$136,177.47
0425-1361	INLETS, CURB, TYPE P-6, <10'	2	EA	\$4,647.22	\$9,294.44
0425-1451	INLETS, CURB, TYPE J-5, <10'	42	EA	\$6,657.92	\$279,632.64
0425-1461	INLETS, CURB, TYPE J-6, <10'	9	EA	\$6,969.03	\$62,721.27
0425-1711	INLETS, GUTTER, TYPE V, <10'	2	EA	\$3,171.36	\$6,342.72
0425-1713	INLETS, GUTTER, TYPE V, J BOT, <10'	0	EA	\$4,558.63	\$0.00
0425-2-71	MANHOLES, J-7, <10'	3	EA	\$6,643.82	\$19,931.46
0425-73	MANHOLES, J-7, PARTIAL	1	EA	\$2,680.00	\$2,680.00
0425-5	MANHOLE, ADJUST	6	EA	\$516.12	\$3,096.72
1644-700	FIRE HYDRANT, ADJUST & MODIFY	1	EA	\$2,070.00	\$2,070.00
430-174-118	PIPE CULV, OPT MATL, ROUND, 18"SD	3185	LF	\$58.45	\$186,163.25
440-1-10	UNDERDRAIN, TYPE I	14250	LF	\$37.60	\$535,800.00
515-2311	PED/BICYCLE RAILING, ALUM, 42" TYPE 1	40	LF	\$65.52	\$2,620.80
520-5-12	TRAF SEP CONC-TYPE I, 6' WIDE	5362	LF	\$40.55	\$217,429.10
520-1-7	CONCRETE CURB & GUTTER, TYPE E	6819	LF	\$13.69	\$93,352.11
520-1-10	CONCRETE CURB & GUTTER, TYPE F	18591	LF	\$19.07	\$354,530.37
520-3	VALLEY GUTTER- CONCRETE	323	LF	\$13.89	\$4,486.47
522-2	SIDEWALK/DRIVEWAY CONCRETE, 6" THICK	13350	SY	\$45.88	\$612,498.00
527-2	DETECTABLE WARNINGS	460	SF	\$28.64	\$13,174.40
0536 1 5	GUARDRAIL- ROADWAY, THRIE BEAM	240	LF	\$45.97	\$11,032.80
570-1-2	PERFORMANCE TURF, SOD	18683	SY	\$2.14	\$39,981.62
SUBTOTAL					\$4,927,213.97
II. SIGNING AND PAVEMENT MARKINGS					
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	141	AS	\$329.58	\$46,470.78
700-1-60	SINGLE POST SIGN, REMOVE	39	AS	\$20.98	\$818.22
700-1-50	SINGLE POST SIGN, RELOCATE	22	AS	\$191.73	\$4,218.06
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	2	AS	\$3,996.86	\$7,993.72
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1038	EA	\$3.60	\$3,736.80
711-16-111	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	8.7	NM	\$4,249.45	\$36,970.22
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	1857	LF	\$4.40	\$8,170.80
711-11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18"	521	LF	\$3.05	\$1,589.05
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	2166	LF	\$3.98	\$8,620.68
711-11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	90	EA	\$135.94	\$12,234.60
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	100	EA	\$62.55	\$6,255.00
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	502	LF	\$3.11	\$1,561.22
711-11-251	THERMOPLASTIC, STD, YELLOW, DOT / GUIDE, 6"	435	LF	\$1.26	\$548.10
711-16-131	THERMOPLASTIC, OTHER SURFACES, WHITE, SKIP, 6", 10-30 SKIP OR 3-9 LANE DROP	3.4	GM	\$1,423.32	\$4,839.29
711-16-211	THERMOPLASTIC, STANDARD-OTHER SURFACE, YELLOW, SOLID, 6"	3.7	NM	\$4,211.49	\$15,582.51
SUBTOTAL					\$159,609.05

Table 6 (Page 2 of 2)
Engineer's Estimate of Probable Costs
State Road 551

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	AMOUNT
III. SIGNAL					
630-2-11	CONDUIT, F& I, UNDERGROUND	7000	LF	\$6.03	\$42,210.00
630-2-12	CONDUIT,F& I, UNDERGROUND JACKED	800	LF	\$14.92	\$11,936.00
632-7-1	SIGNAL CABLE- NEW OR RECONSTRUCTION, FUR & INSTALL	2	PI	\$3,850.91	\$7,701.82
633-1-121	FIBER OPTIC CABLE, F&I, UG, 2-12	500	LF	\$2.18	\$1,090.00
633-1-123	FIBER OPTIC CABLE, F&I, UG, 49-96	5200	LF	\$2.59	\$13,468.00
633-2-31	FIBER OPTIC, INSTALL, SPLICE	72	EA	\$44.25	\$3,186.00
633-3-11	FIBER OPTIC, F&I, SPLICE ENCLOSURE	3	EA	\$753.71	\$2,261.13
633-3-12	FIBER OPTIC, F&I, SPLICE TRAY	6	EA	\$74.19	\$445.14
633-3-15	FIBER OPTIC, F&I, PRETERMINATED PATCH PANEL	3	EA	\$1,235.01	\$3,705.03
634-4-153	SPAN WIRE ASSEMBLY, F&I, TWO PT, BOX	2	PI	\$4,599.03	\$9,198.06
634-4-600	SPAN WIRE ASSEMBLY, REMOVE	1	EA	\$311.97	\$311.97
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	24	EA	\$497.15	\$11,931.60
635-2-12	PULL & SPLICE BOX, F&I, 24" x 36"	6	EA	\$1,144.89	\$6,869.34
635-2-13	PULL & SPLICE BOX, F&I, 30" x 60" OR 36"	2	EA	\$2,466.70	\$4,933.40
639-11-22	ELECTRIC POWER SERVICE, UNDERGROUND, PUR CONT	2	AS	\$2,871.47	\$5,742.94
639-2-1	ELECTRICAL SERVICE WIRE	300	LF	\$4.28	\$1,284.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	4	EA	\$1,058.41	\$4,233.64
641-2-60	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE	2	EA	\$147.22	\$294.44
641-2-80	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER	4	EA	\$1,480.81	\$5,923.24
641-2-17	PREST CNC POLE, F&I, TYP P-VII	8	EA	\$9,683.45	\$77,467.60
650-1-60	SIGNAL HEAD TRAFFIC ASSEMBLY REMOVAL	4	EA	\$43.72	\$174.88
650-1-313	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY,POLYCARB	9	EA	\$850.00	\$7,650.00
650-1-513	TRAFFIC SIGNAL, F&I, 5 SECT, 1 WAY,POLYCARB	6	EA	\$1,354.62	\$8,127.72
653-1-60	SIGNAL PEDESTRIAN ASSEMBLY REMOVAL	4	EA	\$44.57	\$178.28
653-191	PEDESTRIAN SIGNAL, F&I, LED-COUNT DWN, 1	12	AS	\$607.50	\$7,290.00
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	8	AS	\$515.89	\$4,127.12
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	9	AS	\$643.17	\$5,788.53
665-1-11	PED DET, F&I, DET STA POLE OR CAB MTD	12	EA	\$192.14	\$2,305.68
665-1-60	PEDESTRIAN DETECTOR, REMOVE	4	EA	\$43.17	\$172.68
670 5110	TRAF CNTL ASSEM, F&I, NEMA	1	AS	\$24,327.71	\$24,327.71
670 5400	TRAF CNTL ASSEM, MOD	1	AS	\$1,380.51	\$1,380.51
684-1-1	MANAGED FIELD ETHERNET SWITCH	3	EA	\$2,484.97	\$7,454.91
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	8	EA	\$3,032.42	\$24,259.36
715 4400	LIGHT POLE COMPLETE, RELOCATE	4	EA	\$2,548.81	\$10,195.24
SUBTOTAL					\$317,625.97
IV. RIGHT OF WAY					
**RIGHT OF WAY (7 PARCELS)					\$500,000.00
SUBTOTAL					\$500,000.00
SUBTOTAL					\$5,904,448.99
MAINTENANCE OF TRAFFIC (20%)					\$1,180,889.80
CONTINGENCY (20%)					\$1,180,889.80
CONSTRUCTION TOTAL					\$8,266,228.58
ENGINEERING (20%)					\$1,653,245.72
PECEI (10%)					\$826,622.86
PROJECT TOTAL					\$10,746,097.16
Notes:					
* Unit Prices from FDOT's 12-Month Moving Statewide Average					
**Approximatley 0.1 acres of ROW acquisition is anticipated, consisting of 7 parcels. According to the Orange County Property Appraiser's website, right of way was estimated at \$230,000/acre. However, due to the number of parcels and the commercial nature of the parcels, ROW acquisition is estimated at \$500,000 for the area.					

9

BENEFIT/COST ANALYSIS

A benefit cost analysis was conducted for the proposed improvements to determine if the project is justified based on criteria outlined in the Highway Safety Improvement Program Manual.

The benefit of the improvement is determined as the cost associated with any crash susceptible to correction by the installation of a raised median and the installation of a traffic signal at the State Road 551/Yucatan Drive intersection. Based on the crash data, there were 90 crashes, including 59 angles, 13 left-turn, seven (7) head-ons, four (4) pedestrian, three (3) bicycle, three (3) side-swipes, and one (1) fixed-object, potentially correctable by the installation of a raised median.

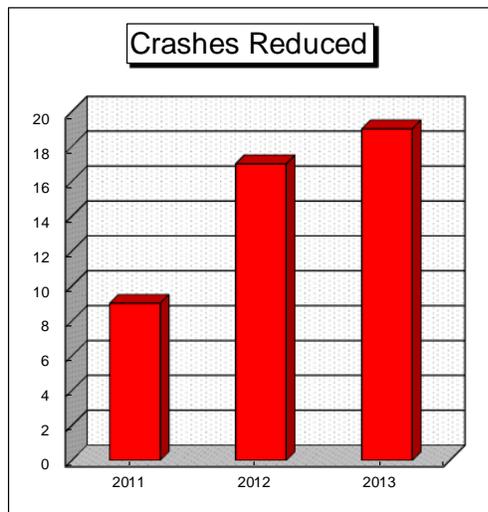
The cost per crash used was \$156,335 as obtained from FDOT's CARS Segment Based Crash Rate Statistics for Crash Rate Category 21 (Urban - 4 to 5 lanes, 2-way divided paved).

Based on the Benefit Cost Analysis spreadsheet shown as **Table 7**, the Benefit/Cost ratio of the proposed improvements is 3.48. Therefore, the proposed improvements are justified as a candidate project for federal safety funding.

The Net Present Value (NPV) for the improvements is estimated at \$17,701,210. The NPV calculations are provided in **Appendix H**.

**TABLE 7
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS
SR 551 (GOLDENROD ROAD)**

1. SUBMITTED BY	TEDS	FM #	5. SAFETY PRIORITY																																																							
2. DATE SUBMITTED	10/17/2014		ENV. STUDY																																																							
3. PROJECT NO.			SKID (ID)																																																							
4. ALTERNATIVE NO.	1		SN SPEED 45 mph																																																							
6. DISTRICT	5	COUNTY Orange	SECTION 75200 SR 551 U.S. ROAD N/A																																																							
7. BEGIN MILE POST	4.574	END MILE POST 6.430	LENGTH 1.86 Miles NODE N/A																																																							
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS):																																																										
<p><u>Widen 4' on each side and stripe 11' lanes with 5' bike lanes and construct a 20' raised median. Construct a full median opening at Yucatan Drive (Station 256+50), Valencia College Lane (Station 286+50), and Gatehouse Circle. Install directional median openings at Sunoco (Station 276+00), Crane Rental Corporation/Business Center (Station 264+20), Boat Tune/Fancy Auto Sales (Station 271+00), UHaul (Station 279+20), Azalea Cove Circle (Station 302+00), Business Center (Station 323+40) and at Orlando Steel Enterprises (Station 332+50).</u></p>																																																										
11. <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>YEAR</th> <th>2010</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>AVG</th> </tr> </thead> <tbody> <tr> <td>NO.OF CRASHES</td> <td>37</td> <td>21</td> <td>50</td> <td>54</td> <td>107</td> <td>53.8</td> </tr> <tr> <td>NO. CRASHES POTENTIALLY REDUCED BY PROJECT</td> <td>17</td> <td>9</td> <td>17</td> <td>19</td> <td>28</td> <td>18.0</td> </tr> </tbody> </table>				YEAR	2010	2011	2012	2013	2014	AVG	NO.OF CRASHES	37	21	50	54	107	53.8	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	17	9	17	19	28	18.0																																		
YEAR	2010	2011	2012	2013	2014	AVG																																																				
NO.OF CRASHES	37	21	50	54	107	53.8																																																				
NO. CRASHES POTENTIALLY REDUCED BY PROJECT	17	9	17	19	28	18.0																																																				
14. CRASH INFORMATION FOR FACILITY																																																										
COST/CRASH \$			\$156,335.00																																																							
CRASH CLEANUP \$			-\$100.00																																																							
INTEREST RATE			4%																																																							
15. ANNUAL COST OF IMPROVEMENTS																																																										
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN/L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td>\$500,000</td> <td>50</td> <td>0.0725</td> <td>\$36,250</td> </tr> <tr> <td>B. PECEI</td> <td>\$2,479,869</td> <td>20</td> <td>0.0736</td> <td>\$182,518</td> </tr> <tr> <td>C. STRUC</td> <td></td> <td>50</td> <td>0.0725</td> <td>\$0</td> </tr> <tr> <td>D. SIGNAL</td> <td>\$317,626</td> <td>15</td> <td>0.0899</td> <td>\$28,555</td> </tr> <tr> <td>E. STRIPING</td> <td>\$159,609</td> <td>8</td> <td>0.1485</td> <td>\$23,702</td> </tr> <tr> <td>F. RDWY</td> <td>\$7,288,993.57</td> <td>20</td> <td>0.0736</td> <td>\$536,470</td> </tr> <tr> <td>G. SUBTOTAL</td> <td>\$10,746,097.16</td> <td></td> <td>0</td> <td>\$807,495</td> </tr> <tr> <td>H. LIGHTING</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td>\$1,800</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td>\$809,295</td> </tr> </tbody> </table>				TYPE	COST	LIFE	CRF	AN/L COST	A. R-O-W	\$500,000	50	0.0725	\$36,250	B. PECEI	\$2,479,869	20	0.0736	\$182,518	C. STRUC		50	0.0725	\$0	D. SIGNAL	\$317,626	15	0.0899	\$28,555	E. STRIPING	\$159,609	8	0.1485	\$23,702	F. RDWY	\$7,288,993.57	20	0.0736	\$536,470	G. SUBTOTAL	\$10,746,097.16		0	\$807,495	H. LIGHTING					I. CRASH CLEANUP				\$1,800	J. TOTAL				\$809,295
TYPE	COST	LIFE	CRF	AN/L COST																																																						
A. R-O-W	\$500,000	50	0.0725	\$36,250																																																						
B. PECEI	\$2,479,869	20	0.0736	\$182,518																																																						
C. STRUC		50	0.0725	\$0																																																						
D. SIGNAL	\$317,626	15	0.0899	\$28,555																																																						
E. STRIPING	\$159,609	8	0.1485	\$23,702																																																						
F. RDWY	\$7,288,993.57	20	0.0736	\$536,470																																																						
G. SUBTOTAL	\$10,746,097.16		0	\$807,495																																																						
H. LIGHTING																																																										
I. CRASH CLEANUP				\$1,800																																																						
J. TOTAL				\$809,295																																																						
16. BENEFIT \$2,814,030																																																										
17. BENEFIT / COST 3.48																																																										
PREPARED BY: C. Walsh APPROVED BY: A. R. Nosse DATE:																																																										
COMMENTS/CRASH REDUCTION METHOD: Cost per crash based on Category 21-Urban 4-5 Lane 2 Way divided paved (\$156,335) as obtained from the Segment Based crash Rate Statistics for Distict 5 (all Counties) 2009 to 2013. Crashes along urban roadway for any crash severity.																																																										
HIGH CRASH SEGMENTS: District 5 Top 5% Crash Locations - MP 4.300 to 4.733 & MP 6.303 to MP 6.703																																																										



APPENDIX A

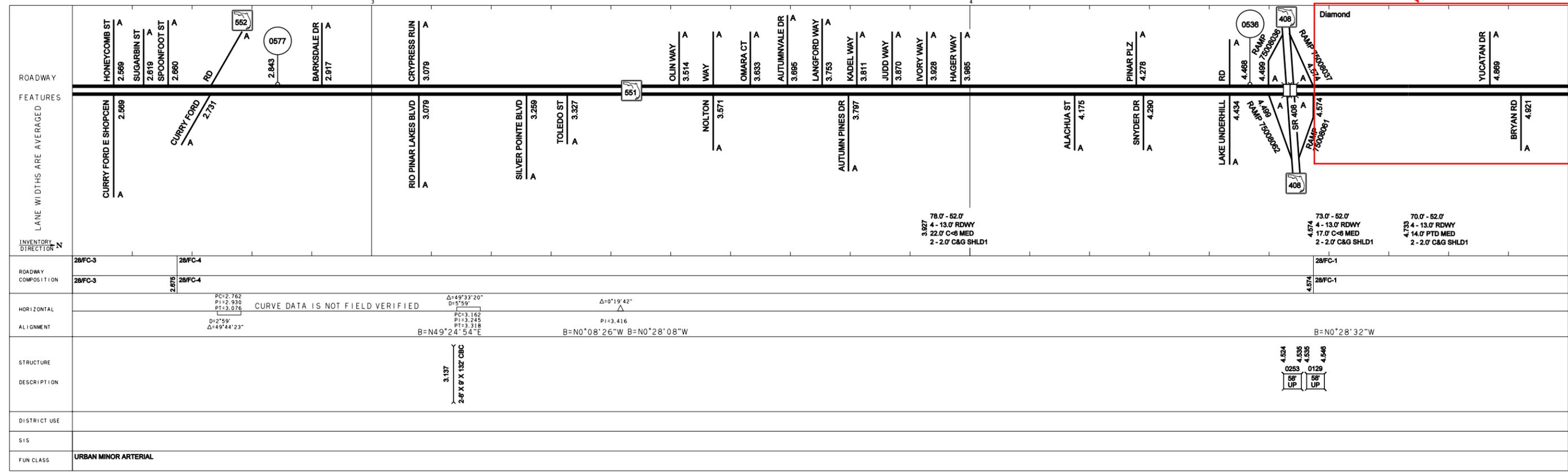
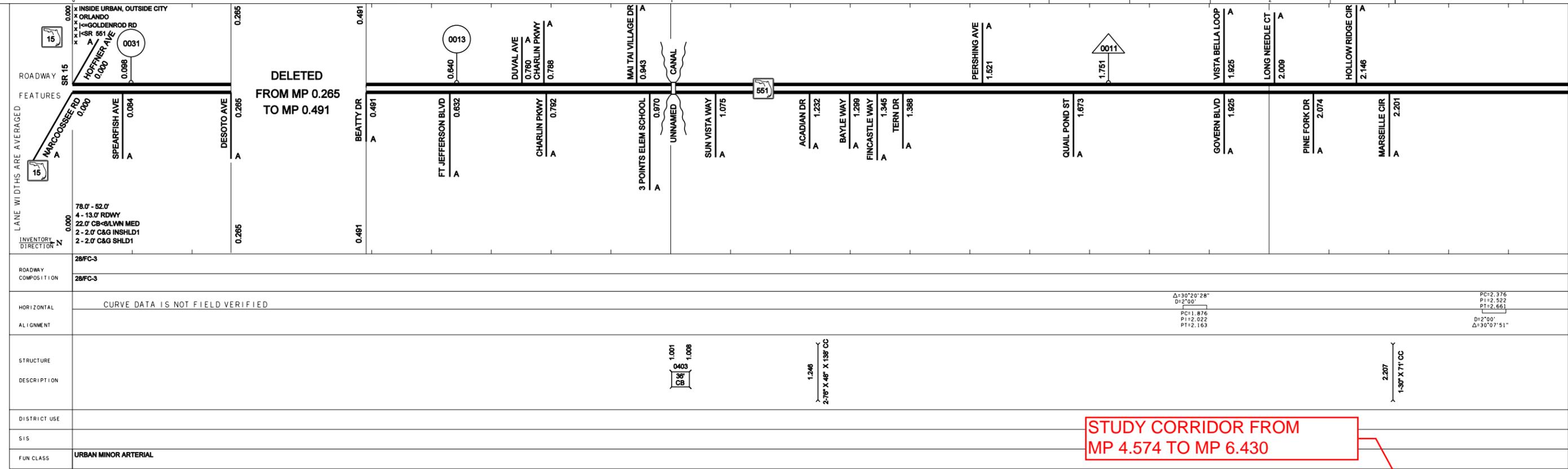
STRAIGHT LINE DIAGRAM

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

INT. or US ROUTE NO	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.:
	SR 551	ORANGE	5	75 200 000	1 of 2

		INTERIM REVISIONS					
DATE	BY	5 YR INV	S/D REV	BMP	EMP	INV	S/D REV
03/04/09	KA			000.000	009.400	06/03/10	MR
				003.259	003.259	08/25/09	EAN
				000.000	009.400	04/08/09	EAN
						05/06/09	MR



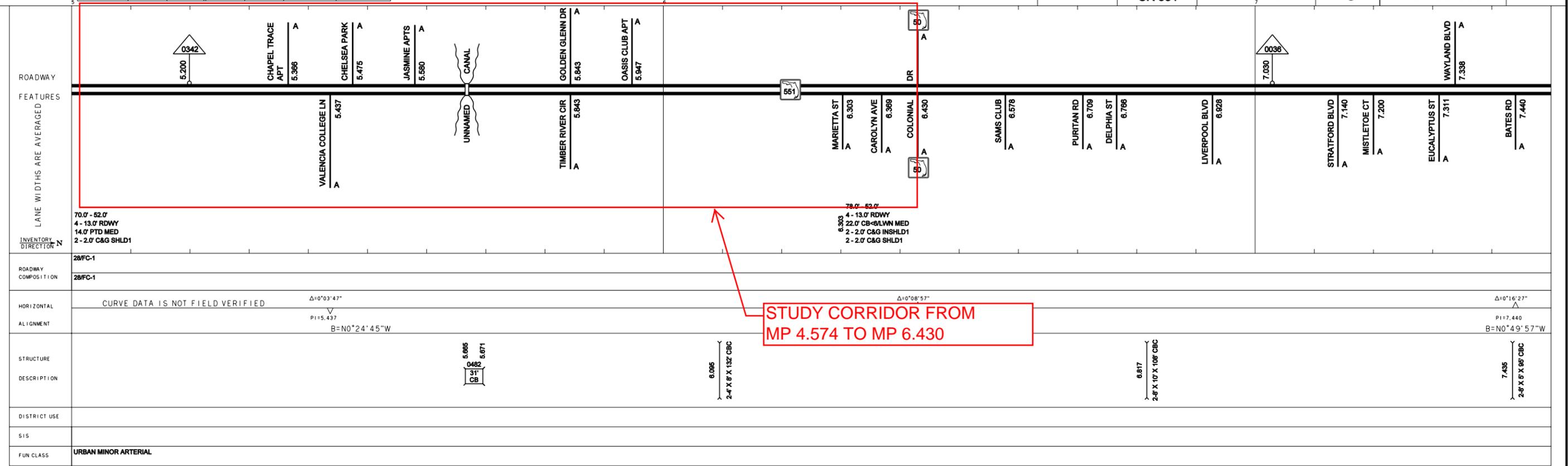
U:\OGN\575200-2010.dgn
PRINTED: 6/7/2010 3:30:57 PM

DATE		5 YR INV	SLD REV	BMP	EMP	INT. REV	SLD REV
BY	KA	URS	000.000	009.400	06/03/10	MR	06/07/10
			000.000	009.400	04/08/09	EAN	05/06/09

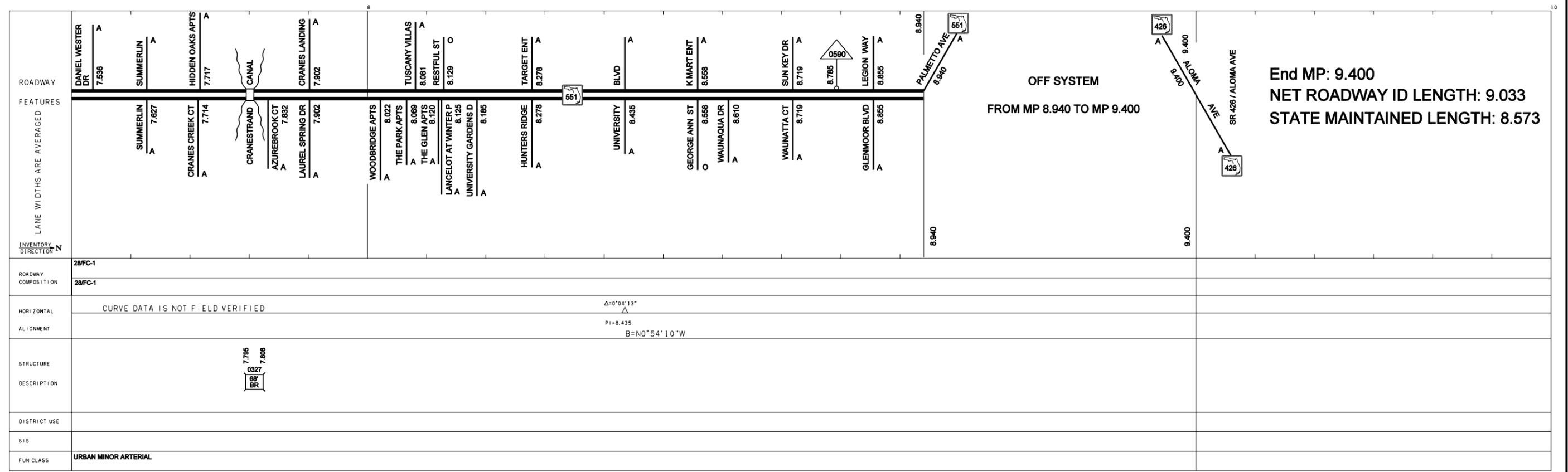
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

INT. or US ROUTE NO	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.:
	SR 551	ORANGE	5	75 200 000	2 OF 2



STUDY CORRIDOR FROM MP 4.574 TO MP 6.430



APPENDIX B

**(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**



MATCHLINE A

- ◊ Utility Pole
- ⊕ Traffic Sign
- Luminaire

Symbols:

- ⊠ Traffic Controller Cabinet
- ▣ Ditch Bottom Inlet

- Signal Pole
- Pedestrian Signal Pole
- ▭ Mitered End Section

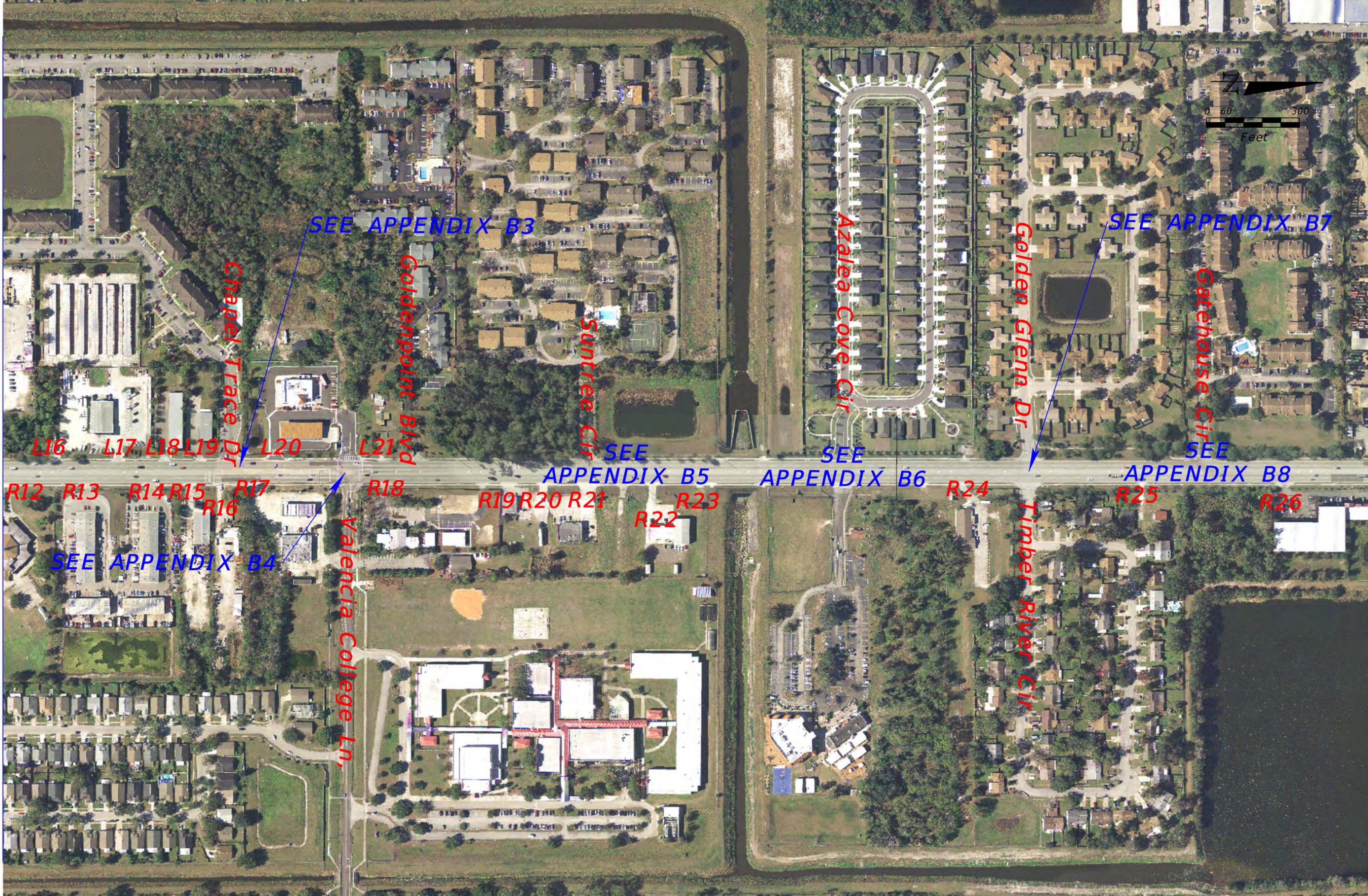
Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX B
 LOCATIONS OF TURNING MOVEMENT COUNTS AND
 DRIVEWAY COUNTS

PAGE
 NO.

1



MATCHLINE A

MATCHLINE B

- ◊ Utility Pole
- ⊕ Traffic Sign
- Luminaire

Symbols:

- ⊠ Traffic Controller Cabinet
- ⊡ Ditch Bottom Inlet

- Signal Pole
- Pedestrian Signal Pole
- ⊞ Mitered End Section

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

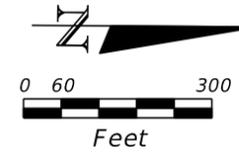
STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX B
 LOCATIONS OF TURNING MOVEMENT COUNTS AND
 DRIVEWAY COUNTS

PAGE NO.

2

MATCHLINE B



- ◇ Utility Pole
- ⊣ Traffic Sign
- Luminaire

Symbols:

- ⊠ Traffic Controller Cabinet
- ▣ Ditch Bottom Inlet

- Signal Pole
- Pedestrian Signal Pole
- ▭ Mitered End Section

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DeBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX B
 LOCATIONS OF TURNING MOVEMENT COUNTS AND
 DRIVEWAY COUNTS

PAGE NO.

3

APPENDIX B1

DRIVEWAY COUNTS

Two-Hour Turning Movement Summary at Driveways (PM Peak Period)

State Road 551 Corridor Driveway Study

State Road 551 Corridor Driveway Study

Right In	Left In	Right Out	Left Out	Time	Station	Right In	Left In	Right Out	Left Out	Time	Station
15	2	0	5	4-5pm	R1	4	7	7	5	4-5pm	L1
12	0	2	4	5-6pm		6	12	14	4	5-6pm	
2	0	13	0	4-5pm	R2	19	20	35	7	4-5pm	L2
3	0	11	0	5-6pm		13	10	36	3	5-6pm	
0	2	2	2	4-5pm	R3	0	0	3	0	4-5pm	L3
1	2	2	0	5-6pm		0	0	16	5	5-6pm	
0	0	1	0	4-5pm	R4	0	0	3	3	4-5pm	L4
0	0	0	0	5-6pm		1	0	9	1	5-6pm	
1	0	0	3	4-5pm	R5	0	0	0	0	4-5pm	L5
0	0	0	0	5-6pm		0	0	0	0	5-6pm	
3	3	4	2	4-5pm	R6	0	0	1	0	4-5pm	L6
1	2	1	3	5-6pm		0	0	0	0	5-6pm	
6	8	10	9	4-5pm	R7	0	0	0	0	4-5pm	L7
9	3	7	4	5-6pm		0	0	0	0	5-6pm	
2	2	7	3	4-5pm	R8	4	0	7	2	4-5pm	L8
1	1	4	3	5-6pm		2	10	2	6	5-6pm	
0	0	1	0	4-5pm	R9	3	2	3	1	4-5pm	L9
0	0	1	0	5-6pm		3	5	4	5	5-6pm	
0	0	1	1	4-5pm	R10	1	2	2	2	4-5pm	L10
1	0	2	8	5-6pm		0	0	0	1	5-6pm	
0	0	0	0	4-5pm	R11	4	2	3	3	4-5pm	L11
0	0	0	0	5-6pm		3	10	4	3	5-6pm	
0	1	1	0	4-5pm	R12	0	1	1	0	4-5pm	L12
0	1	1	0	5-6pm		1	0	4	0	5-6pm	
13	13	12	10	4-5pm	R13	0	1	6	2	4-5pm	L13
10	9	7	17	5-6pm		0	0	0	1	5-6pm	
7	11	21	4	4-5pm	R14	0	5	0	0	4-5pm	L14
4	12	16	12	5-6pm		0	7	1	0	5-6pm	
1	1	0	0	4-5pm	R15	0	0	9	6	4-5pm	L15
1	0	0	0	5-6pm		0	0	10	2	5-6pm	
1	0	2	3	4-5pm	R16	0	0	0	0	4-5pm	L16
0	0	0	0	5-6pm		0	0	0	0	5-6pm	
24	1	8	3	4-5pm	R17	2	1	4	2	4-5pm	L17
38	2	5	0	5-6pm		1	4	3	4	5-6pm	
0	2	1	0	4-5pm	R18	2	2	1	2	4-5pm	L18
4	1	1	0	5-6pm		3	3	3	1	5-6pm	
2	0	1	2	4-5pm	R19	2	0	2	1	4-5pm	L19
1	0	1	1	5-6pm		4	2	5	0	5-6pm	
7	2	4	5	4-5pm	R20	20	19	73	2	4-5pm	L20
8	0	1	4	5-6pm		6	25	82	1	5-6pm	
3	6	9	2	4-5pm	R21	0	0	0	0	4-5pm	L21
5	7	11	2	5-6pm		0	0	0	0	5-6pm	
1	1	5	3	4-5pm	R22	15	8	10	5	4-5pm	L22
0	0	1	1	5-6pm		11	7	14	6	5-6pm	
0	1	0	1	4-5pm	R23	0	0	0	0	4-5pm	L23
0	0	0	0	5-6pm		0	0	0	0	5-6pm	
0	0	0	0	4-5pm	R24	5	2	5	5	4-5pm	L24
0	0	0	0	5-6pm		3	3	8	6	5-6pm	
0	0	0	0	4-5pm	R25	4	1	8	5	4-5pm	L25
0	0	0	0	5-6pm		0	0	10	7	5-6pm	
6	0	2	5	4-5pm	R26	15	18	16	15	4-5pm	L26
5	3	4	8	5-6pm		34	19	17	24	5-6pm	
1	3	4	2	4-5pm	R27	0	3	4	2	4-5pm	L27
2	1	2	3	5-6pm		1	1	4	0	5-6pm	
0	0	1	0	4-5pm	R28	5	1	2	1	4-5pm	L28
0	1	1	1	5-6pm		1	0	4	1	5-6pm	
0	0	0	0	4-5pm	R29	0	0	0	0	4-5pm	L29
0	0	0	0	5-6pm		0	0	0	0	5-6pm	
0	0	0	0	4-5pm	R30	0	0	0	0	4-5pm	L30
0	0	0	0	5-6pm		0	0	0	0	5-6pm	

APPENDIX B2

**SR 551 AT YUCATAN DRIVE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Yucatan Drive
 OBSERVER AW DATE 1/30/2014

REMARKS

FORM COMPLETED BY PHF

DATE 02/20/14

State Road 551
 SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7 - 8	0	0	0
8 - 9	2	0	2
11 - 12	0	0	0
12 - 1	1	0	1
2 - 3	0	0	0
3 - 4	0	1	1
4 - 5	0	0	0
5 - 6	0	0	0
Total	3	1	4

Yucatan Drive
 EB ST NAME

7 - 8	0	0	0
8 - 9	0	0	0
11 - 12	0	0	0
12 - 1	0	0	0
2 - 3	0	0	0
3 - 4	0	0	0
4 - 5	0	0	0
5 - 6	0	0	0
Total	0	0	0

N/A
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

State Road 551
 NB ST NAME

**Northbound Photographs
State Road 551 & Yucatan Dr**



Looking North Toward Intersection

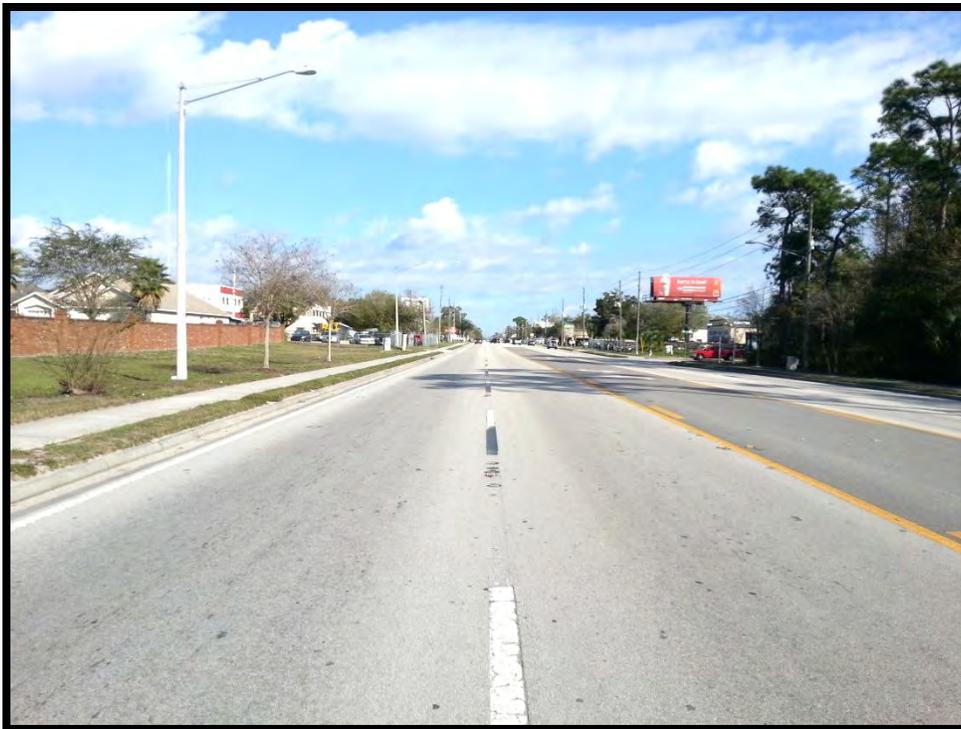


Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Yucatan Dr**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Yucatan Dr**



Looking East Toward Intersection



Looking West Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					YUCATAN DR Eastbound					YUCATAN DR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	16	252	0	0	268	0	263	24	0	287	26	0	11	0	37	0	0	0	0	0	592
07:15 AM	17	265	0	0	282	0	283	28	0	311	15	0	23	0	38	0	0	0	0	0	631
07:30 AM	7	313	0	0	320	0	298	36	0	334	12	0	26	0	38	0	0	0	0	0	692
07:45 AM	15	305	0	0	320	0	297	24	0	321	10	0	20	0	30	0	0	0	0	0	671
Total	55	1135	0	0	1190	0	1141	112	0	1253	63	0	80	0	143	0	0	0	0	0	2586
08:00 AM	13	294	0	0	307	0	265	35	1	301	8	0	14	0	22	0	0	0	0	0	630
08:15 AM	9	262	0	0	271	0	296	38	1	335	15	0	12	0	27	0	0	0	0	0	633
08:30 AM	12	252	0	0	264	0	274	23	0	297	13	0	24	0	37	0	0	0	0	0	598
08:45 AM	7	248	0	0	255	0	210	12	0	222	10	0	14	0	24	0	0	0	0	0	501
Total	41	1056	0	0	1097	0	1045	108	2	1155	46	0	64	0	110	0	0	0	0	0	2362
*** BREAK ***																					
11:00 AM	9	216	0	0	225	0	213	11	0	224	14	0	12	0	26	0	0	0	0	0	475
11:15 AM	8	205	0	0	213	0	213	11	0	224	14	0	11	0	25	0	0	0	0	0	462
11:30 AM	12	212	0	0	224	0	215	2	0	217	14	0	10	0	24	0	0	0	0	0	465
11:45 AM	7	243	0	0	250	0	200	12	0	212	8	0	8	0	16	0	0	0	0	0	478
Total	36	876	0	0	912	0	841	36	0	877	50	0	41	0	91	0	0	0	0	0	1880
12:00 PM	13	256	0	0	269	0	241	16	0	257	7	0	11	0	18	0	0	0	0	0	544
12:15 PM	10	232	0	0	242	0	213	12	0	225	10	0	14	0	24	0	0	0	0	0	491
12:30 PM	9	231	0	0	240	0	246	8	0	254	11	0	10	0	21	0	0	0	0	0	515
12:45 PM	16	240	0	0	256	1	246	14	1	262	7	0	12	0	19	0	0	0	0	0	537
Total	48	959	0	0	1007	1	946	50	1	998	35	0	47	0	82	0	0	0	0	0	2087
*** BREAK ***																					
02:00 PM	18	263	0	0	281	0	259	20	0	279	18	0	10	0	28	0	0	0	0	0	588
02:15 PM	13	233	0	0	246	0	274	27	0	301	15	0	16	0	31	0	0	0	0	0	578
02:30 PM	11	256	0	0	267	0	268	17	0	285	12	0	5	0	17	0	0	0	0	0	569
02:45 PM	12	240	0	0	252	0	255	20	0	275	8	0	8	0	16	0	0	0	0	0	543
Total	54	992	0	0	1046	0	1056	84	0	1140	53	0	39	0	92	0	0	0	0	0	2278
03:00 PM	14	273	0	0	287	0	240	16	0	256	15	0	14	0	29	0	0	0	0	0	572
03:15 PM	15	296	0	0	311	0	294	13	1	308	17	0	9	0	26	0	0	0	0	0	645
03:30 PM	18	311	0	0	329	0	304	22	0	326	23	0	22	0	45	0	0	0	0	0	700
03:45 PM	17	292	0	0	309	0	303	26	0	329	13	0	10	0	23	0	0	0	0	0	661
Total	64	1172	0	0	1236	0	1141	77	1	1219	68	0	55	0	123	0	0	0	0	0	2578
04:00 PM	11	288	0	0	299	0	293	26	0	319	19	0	18	0	37	0	0	0	0	0	655
04:15 PM	16	281	0	0	297	0	294	25	0	319	13	0	16	0	29	0	0	0	0	0	645
04:30 PM	17	328	0	0	345	0	291	21	0	312	16	0	13	0	29	0	0	0	0	0	686
04:45 PM	14	340	0	0	354	0	328	23	0	351	15	0	19	0	34	0	0	0	0	0	739
Total	58	1237	0	0	1295	0	1206	95	0	1301	63	0	66	0	129	0	0	0	0	0	2725
05:00 PM	30	344	0	0	374	0	324	18	0	342	21	0	18	0	39	0	0	0	0	0	755
05:15 PM	23	358	0	0	381	0	316	28	0	344	23	0	17	0	40	0	0	0	0	0	765
05:30 PM	20	319	0	0	339	0	355	31	0	386	15	0	18	0	33	0	0	0	0	0	758
05:45 PM	32	309	0	0	341	0	307	31	0	338	16	0	15	0	31	0	0	0	0	0	710
Total	105	1330	0	0	1435	0	1302	108	0	1410	75	0	68	0	143	0	0	0	0	0	2988
Grand Total	461	8757	0	0	9218	1	8678	670	4	9353	453	0	460	0	913	0	0	0	0	0	19484
Apprch %	5	95	0	0		0	92.8	7.2	0		49.6	0	50.4	0		0	0	0	0	0	
Total %	2.4	44.9	0	0	47.3	0	44.5	3.4	0	48	2.3	0	2.4	0	4.7	0	0	0	0	0	

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					YUCATAN DR Eastbound					YUCATAN DR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	14	0	0	14	0	18	0	0	18	1	0	0	0	1	0	0	0	0	0	33
07:15 AM	0	7	0	0	7	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	21
07:30 AM	0	5	0	0	5	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	17
07:45 AM	0	5	0	0	5	0	19	3	0	22	0	0	1	0	1	0	0	0	0	0	28
Total	0	31	0	0	31	0	62	4	0	66	1	0	1	0	2	0	0	0	0	0	99
08:00 AM	0	8	0	0	8	0	11	5	0	16	0	0	1	0	1	0	0	0	0	0	25
08:15 AM	1	8	0	0	9	0	10	1	0	11	0	0	2	0	2	0	0	0	0	0	22
08:30 AM	1	7	0	0	8	0	9	1	0	10	0	0	1	0	1	0	0	0	0	0	19
08:45 AM	0	11	0	0	11	0	9	1	0	10	1	0	0	0	1	0	0	0	0	0	22
Total	2	34	0	0	36	0	39	8	0	47	1	0	4	0	5	0	0	0	0	0	88
*** BREAK ***																					
11:00 AM	0	6	0	0	6	0	11	1	0	12	1	0	0	0	1	0	0	0	0	0	19
11:15 AM	1	9	0	0	10	0	10	0	0	10	3	0	0	0	3	0	0	0	0	0	23
11:30 AM	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
11:45 AM	0	8	0	0	8	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	13
Total	1	32	0	0	33	0	37	2	0	39	4	0	0	0	4	0	0	0	0	0	76
12:00 PM	1	7	0	0	8	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	15
12:15 PM	0	8	0	0	8	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	16
12:30 PM	0	14	0	0	14	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	20
12:45 PM	0	8	0	0	8	0	10	1	0	11	0	0	1	0	1	0	0	0	0	0	20
Total	1	37	0	0	38	0	28	1	0	29	1	0	3	0	4	0	0	0	0	0	71
*** BREAK ***																					
02:00 PM	0	12	0	0	12	0	14	0	0	14	0	0	1	0	1	0	0	0	0	0	27
02:15 PM	0	5	0	0	5	0	15	3	0	18	0	0	0	0	0	0	0	0	0	0	23
02:30 PM	0	6	0	0	6	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	31
02:45 PM	2	9	0	0	11	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	19
Total	2	32	0	0	34	0	62	3	0	65	0	0	1	0	1	0	0	0	0	0	100
03:00 PM	1	4	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
03:15 PM	0	8	0	0	8	0	10	0	1	11	1	0	1	0	2	0	0	0	0	0	21
03:30 PM	0	12	0	0	12	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	22
03:45 PM	1	5	0	0	6	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	15
Total	2	29	0	0	31	0	33	3	1	37	1	0	1	0	2	0	0	0	0	0	70
04:00 PM	0	3	0	0	3	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	9
04:15 PM	0	5	0	0	5	0	7	1	0	8	1	0	1	0	2	0	0	0	0	0	15
04:30 PM	0	7	0	0	7	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	12
04:45 PM	0	5	0	0	5	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	14
Total	0	20	0	0	20	0	23	3	0	26	2	0	2	0	4	0	0	0	0	0	50
05:00 PM	1	9	0	0	10	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	14
05:15 PM	0	5	0	0	5	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	11
05:30 PM	0	4	0	0	4	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	9
05:45 PM	2	5	0	0	7	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	10
Total	3	23	0	0	26	0	14	1	0	15	2	0	1	0	3	0	0	0	0	0	44
Grand Total	11	238	0	0	249	0	298	25	1	324	12	0	13	0	25	0	0	0	0	0	598
Apprch %	4.4	95.6	0	0		0	92	7.7	0.3		48	0	52	0		0	0	0	0		
Total %	1.8	39.8	0	0	41.6	0	49.8	4.2	0.2	54.2	2	0	2.2	0	4.2	0	0	0	0	0	

APPENDIX B3

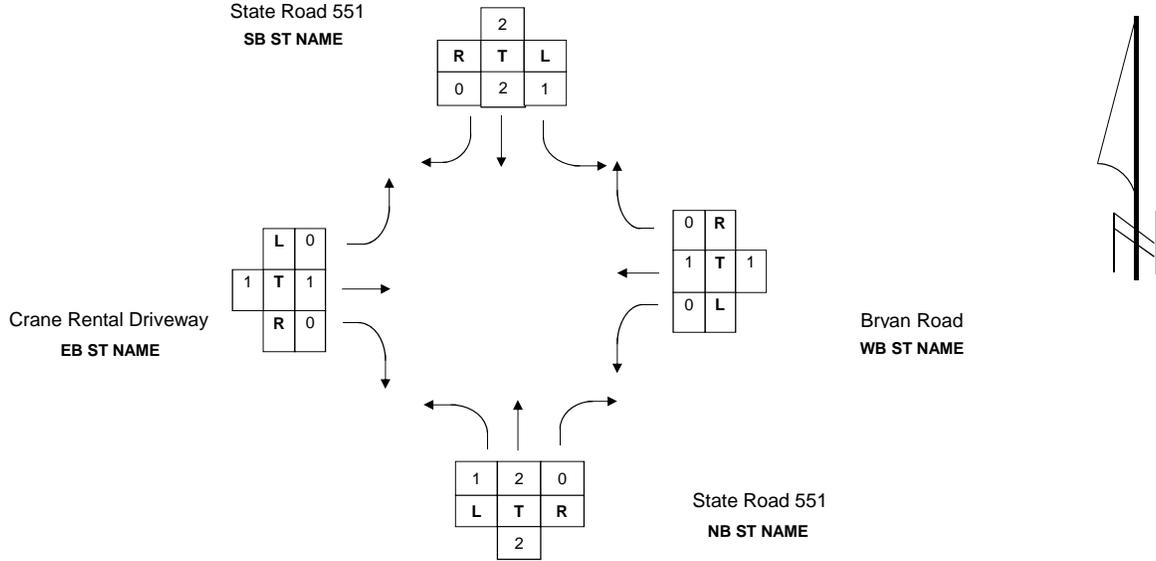
**SR 551 AT BRYAN ROAD
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Bryan Road
 OBSERVER AW DATE 2/6/2014 MILEPOST 4.921
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 02/20/14



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U	
7 - 8	9	1165	14	0	1188	9	1184	3	0	1196	2384	2	0	5	0	7	59	0	38	0	97	104
8 - 9	2	1168	27	0	1197	8	1195	2	0	1205	2402	0	0	3	0	3	72	0	27	0	99	102
11 - 12	3	963	31	0	997	22	899	1	0	922	1919	1	0	6	0	7	34	0	26	0	60	67
12 - 1	7	956	26	0	989	23	976	4	0	1003	1992	4	0	6	0	10	34	0	28	0	62	72
2 - 3	1	1015	22	0	1038	28	1112	1	0	1141	2179	0	0	1	0	1	27	0	36	0	63	64
3 - 4	1	1231	44	0	1276	42	1211	2	1	1256	2532	1	0	1	0	2	31	0	24	0	55	57
4 - 5	3	1310	57	0	1370	36	1276	2	0	1314	2684	0	0	6	0	6	30	0	31	0	61	67
5 - 6	0	1317	81	0	1398	65	1383	1	0	1449	2847	5	0	16	0	21	28	0	49	0	77	98
TOTAL	26	9125	302	0	9453	233	9236	16	1	9486	18939	13	0	44	0	57	315	0	259	0	574	631

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Bryan Road
 OBSERVER AW DATE 2/6/2014

REMARKS

FORM COMPLETED BY PHF

DATE 02/20/14

State Road 551
 SB ST NAME



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	1

7 - 8	1	1	2
8 - 9	2	0	2
11 - 12	1	1	2
12 - 1	3	0	3
2 - 3	7	2	9
3 - 4	1	3	4
4 - 5	2	3	5
5 - 6	0	1	1
Total	17	11	28

Crane Rental Driveway
 EB ST NAME

7 - 8	0	8	8
8 - 9	0	0	0
11 - 12	0	0	0
12 - 1	0	0	0
2 - 3	15	3	18
3 - 4	1	0	1
4 - 5	9	2	11
5 - 6	7	2	9
Total	32	15	47

Bryan Road
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	1	0	0	0	0	2	3
0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	2	3

State Road 551
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Bryan Road
 OBSERVER AW DATE 2/6/2014

REMARKS _____

FORM COMPLETED BY PHF

DATE 02/20/14

State Road 551
SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



Crane Rental Driveway
EB ST NAME

7 - 8	0	5	5
8 - 9	1	0	1
11 - 12	0	0	0
12 - 1	3	1	4
2 - 3	4	1	5
3 - 4	2	3	5
4 - 5	1	2	3
5 - 6	4	3	7
Total	15	15	30

Bryan Road
WB ST NAME

7 - 8	1	2	3
8 - 9	0	2	2
11 - 12	0	1	1
12 - 1	0	1	1
2 - 3	1	1	2
3 - 4	1	0	1
4 - 5	0	1	1
5 - 6	0	0	0
Total	3	8	11

State Road 551
NB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



**Northbound Photographs
State Road 551 & Bryan Rd**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Bryan Rd**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Bryan Rd**



Looking East Toward Intersection



Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Bryan Rd**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					BRYAN Eastbound					BRYAN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	266	1	7	278	1	209	1	2	213	1	0	0	0	1	13	0	9	0	22	514
07:15 AM	4	293	6	0	303	1	322	1	0	324	1	0	2	0	3	11	0	6	0	17	647
07:30 AM	1	271	2	1	275	3	332	1	0	336	0	0	0	0	0	13	0	9	0	22	633
07:45 AM	0	335	5	0	340	4	321	0	0	325	0	0	3	0	3	22	0	14	0	36	704
Total	9	1165	14	8	1196	9	1184	3	2	1198	2	0	5	0	7	59	0	38	0	97	2498
08:00 AM	0	347	5	0	352	1	289	0	1	291	0	0	0	0	0	14	0	1	0	15	658
08:15 AM	1	270	5	0	276	3	282	2	0	287	0	0	2	0	2	18	0	11	0	29	594
08:30 AM	1	261	7	0	269	1	333	0	0	334	0	0	0	0	0	19	0	7	0	26	629
08:45 AM	0	290	10	0	300	3	291	0	1	295	0	0	1	0	1	21	0	8	0	29	625
Total	2	1168	27	0	1197	8	1195	2	2	1207	0	0	3	0	3	72	0	27	0	99	2506
*** BREAK ***																					
11:00 AM	1	231	3	0	235	3	186	0	2	191	0	0	2	1	3	3	0	4	0	7	436
11:15 AM	0	245	10	0	255	5	233	1	0	239	0	0	2	0	2	6	0	5	0	11	507
11:30 AM	1	255	9	0	265	6	246	0	0	252	1	0	1	0	2	15	0	9	0	24	543
11:45 AM	1	232	9	0	242	8	234	0	0	242	0	0	1	0	1	10	0	8	0	18	503
Total	3	963	31	0	997	22	899	1	2	924	1	0	6	1	8	34	0	26	0	60	1989
12:00 PM	1	192	7	0	200	3	224	1	2	230	2	0	1	0	3	6	0	6	1	13	446
12:15 PM	1	275	6	0	282	9	230	1	0	240	0	0	3	0	3	8	0	9	0	17	542
12:30 PM	0	253	8	0	261	9	267	2	0	278	1	0	1	0	2	9	0	8	0	17	558
12:45 PM	5	236	5	0	246	2	255	0	1	258	1	0	1	0	2	11	0	5	0	16	522
Total	7	956	26	0	989	23	976	4	3	1006	4	0	6	0	10	34	0	28	1	63	2068
*** BREAK ***																					
02:00 PM	0	266	6	3	275	7	275	1	0	283	0	0	1	0	1	6	0	9	0	15	574
02:15 PM	1	252	5	6	264	5	257	0	7	269	0	0	0	0	0	10	0	8	0	18	551
02:30 PM	0	232	3	6	241	8	300	0	1	309	0	0	0	0	0	7	0	8	0	15	565
02:45 PM	0	265	8	3	276	8	280	0	1	289	0	0	0	0	0	4	0	11	0	15	580
Total	1	1015	22	18	1056	28	1112	1	9	1150	0	0	1	0	1	27	0	36	0	63	2270
03:00 PM	0	299	10	0	309	6	265	0	1	272	0	0	0	0	0	8	0	9	0	17	598
03:15 PM	1	300	10	0	311	15	301	0	0	316	1	0	1	0	2	10	0	4	0	14	643
03:30 PM	0	328	11	1	340	12	320	2	2	336	0	0	0	0	0	7	0	7	0	14	690
03:45 PM	0	304	13	0	317	10	325	0	1	336	0	0	0	0	0	7	0	4	0	11	664
Total	1	1231	44	1	1277	43	1211	2	4	1260	1	0	1	0	2	32	0	24	0	56	2595
04:00 PM	0	315	13	7	335	8	318	1	2	329	0	0	1	0	1	9	0	5	0	14	679
04:15 PM	1	315	13	2	331	11	311	0	3	325	0	0	1	0	1	8	0	11	0	19	676
04:30 PM	2	302	16	2	322	10	307	0	0	317	0	0	3	0	3	7	0	7	0	14	656
04:45 PM	0	378	15	0	393	7	340	1	0	348	0	0	1	0	1	6	0	8	0	14	756
Total	3	1310	57	11	1381	36	1276	2	5	1319	0	0	6	0	6	30	0	31	0	61	2767
05:00 PM	0	360	18	2	380	19	359	0	1	379	1	0	1	0	2	4	0	8	0	12	773
05:15 PM	0	344	17	5	366	8	368	1	0	377	1	0	2	0	3	10	0	16	0	26	772
05:30 PM	0	318	26	1	345	11	358	0	0	369	1	0	9	0	10	8	0	13	0	21	745
05:45 PM	0	295	20	1	316	27	298	0	0	325	2	0	4	2	8	6	0	12	0	18	667
Total	0	1317	81	9	1407	65	1383	1	1	1450	5	0	16	2	23	28	0	49	0	77	2957
Grand Total	26	9125	302	47	9500	234	9236	16	28	9514	13	0	44	3	60	316	0	259	1	576	19650
Apprch %	0.3	96.1	3.2	0.5		2.5	97.1	0.2	0.3		21.7	0	73.3	5		54.9	0	45	0.2		
Total %	0.1	46.4	1.5	0.2	48.3	1.2	47	0.1	0.1	48.4	0.1	0	0.2	0	0.3	1.6	0	1.3	0	2.9	

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					BRYAN Eastbound					BRYAN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	293	6	0	303	1	322	1	0	324	1	0	2	0	3	11	0	6	0	17	647
07:30 AM	1	271	2	1	275	3	332	1	0	336	0	0	0	0	0	13	0	9	0	22	633
07:45 AM	0	335	5	0	340	4	321	0	0	325	0	0	3	0	3	22	0	14	0	36	704
08:00 AM	0	347	5	0	352	1	289	0	1	291	0	0	0	0	0	14	0	1	0	15	658
Total Volume	5	1246	18	1	1270	9	1264	2	1	1276	1	0	5	0	6	60	0	30	0	90	2642
% App. Total	0.4	98.1	1.4	0.1		0.7	99.1	0.2	0.1		16.7	0	83.3	0		66.7	0	33.3	0		
PHF	.313	.898	.750	.250	.902	.563	.952	.500	.250	.949	.250	.000	.417	.000	.500	.682	.000	.536	.000	.625	.938

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:00 AM					07:45 AM				
+0 mins.	4	293	6	0	303	1	322	1	0	324	1	0	0	0	1	22	0	14	0	36
+15 mins.	1	271	2	1	275	3	332	1	0	336	1	0	2	0	3	14	0	1	0	15
+30 mins.	0	335	5	0	340	4	321	0	0	325	0	0	0	0	0	18	0	11	0	29
+45 mins.	0	347	5	0	352	1	289	0	1	291	0	0	3	0	3	19	0	7	0	26
Total Volume	5	1246	18	1	1270	9	1264	2	1	1276	2	0	5	0	7	73	0	33	0	106
% App. Total	0.4	98.1	1.4	0.1		0.7	99.1	0.2	0.1		28.6	0	71.4	0		68.9	0	31.1	0	
PHF	.313	.898	.750	.250	.902	.563	.952	.500	.250	.949	.500	.000	.417	.000	.583	.830	.000	.589	.000	.736

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	192	7	0	200	3	224	1	2	230	2	0	1	0	3	6	0	6	1	13	446
12:15 PM	1	275	6	0	282	9	230	1	0	240	0	0	3	0	3	8	0	9	0	17	542
12:30 PM	0	253	8	0	261	9	267	2	0	278	1	0	1	0	2	9	0	8	0	17	558
12:45 PM	5	236	5	0	246	2	255	0	1	258	1	0	1	0	2	11	0	5	0	16	522
Total Volume	7	956	26	0	989	23	976	4	3	1006	4	0	6	0	10	34	0	28	1	63	2068
% App. Total	0.7	96.7	2.6	0		2.3	97	0.4	0.3		40	0	60	0		54	0	44.4	1.6		
PHF	.350	.869	.813	.000	.877	.639	.914	.500	.375	.905	.500	.000	.500	.000	.833	.773	.000	.778	.250	.926	.927

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:																					
+0 mins.	11:00 AM					12:00 PM					12:00 PM					11:30 AM					
+15 mins.	1	231	3	0	235	3	224	1	2	230	2	0	1	0	3	15	0	9	0	24	
+30 mins.	0	245	10	0	255	9	230	1	0	240	0	0	3	0	3	10	0	8	0	18	
+45 mins.	1	255	9	0	265	9	267	2	0	278	1	0	1	0	2	6	0	6	1	13	
	1	232	9	0	242	2	255	0	1	258	1	0	1	0	2	8	0	9	0	17	
Total Volume	3	963	31	0	997	23	976	4	3	1006	4	0	6	0	10	39	0	32	1	72	
% App. Total	0.3	96.6	3.1	0		2.3	97	0.4	0.3		40	0	60	0		54.2	0	44.4	1.4		
PHF	.750	.944	.775	.000	.941	.639	.914	.500	.375	.905	.500	.000	.500	.000	.833	.650	.000	.889	.250	.750	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	378	15	0	393	7	340	1	0	348	0	0	1	0	1	6	0	8	0	14	756
05:00 PM	0	360	18	2	380	19	359	0	1	379	1	0	1	0	2	4	0	8	0	12	773
05:15 PM	0	344	17	5	366	8	368	1	0	377	1	0	2	0	3	10	0	16	0	26	772
05:30 PM	0	318	26	1	345	11	358	0	0	369	1	0	9	0	10	8	0	13	0	21	745
Total Volume	0	1400	76	8	1484	45	1425	2	1	1473	3	0	13	0	16	28	0	45	0	73	3046
% App. Total	0	94.3	5.1	0.5		3.1	96.7	0.1	0.1		18.8	0	81.2	0		38.4	0	61.6	0		
PHF	.000	.926	.731	.400	.944	.592	.968	.500	.250	.972	.750	.000	.361	.000	.400	.700	.000	.703	.000	.702	.985

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:																					
+0 mins.	04:45 PM					04:45 PM					05:00 PM					05:00 PM					
+15 mins.	0	378	15	0	393	7	340	1	0	348	1	0	1	0	2	4	0	8	0	12	
+30 mins.	0	360	18	2	380	19	359	0	1	379	1	0	2	0	3	10	0	16	0	26	
+45 mins.	0	344	17	5	366	8	368	1	0	377	1	0	9	0	10	8	0	13	0	21	
	0	318	26	1	345	11	358	0	0	369	2	0	4	2	8	6	0	12	0	18	
Total Volume	0	1400	76	8	1484	45	1425	2	1	1473	5	0	16	2	23	28	0	49	0	77	
% App. Total	0	94.3	5.1	0.5		3.1	96.7	0.1	0.1		21.7	0	69.6	8.7		36.4	0	63.6	0		
PHF	.000	.926	.731	.400	.944	.592	.968	.500	.250	.972	.625	.000	.444	.250	.575	.700	.000	.766	.000	.740	

Groups Printed- Heavy Vehicles

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					BRYAN Eastbound					BRYAN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	21	0	0	21	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	30
07:15 AM	0	16	0	0	16	0	15	0	0	15	1	0	0	0	1	1	0	0	0	1	33
07:30 AM	0	5	0	0	5	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	23
07:45 AM	0	6	0	0	6	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	20
Total	0	48	0	0	48	0	52	1	1	54	1	0	2	0	3	1	0	0	0	1	106
08:00 AM	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
08:15 AM	0	13	0	0	13	0	11	0	0	11	0	0	2	0	2	0	0	0	0	0	26
08:30 AM	0	7	1	0	8	0	10	0	0	10	0	0	0	0	0	0	0	1	0	1	19
08:45 AM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	22
Total	0	32	1	0	33	0	45	0	0	45	0	0	2	0	2	0	0	1	0	1	81
*** BREAK ***																					
11:00 AM	0	8	0	0	8	0	4	0	1	5	0	0	0	1	1	0	0	0	0	0	14
11:15 AM	0	15	0	0	15	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	22
11:30 AM	1	13	0	0	14	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	20
11:45 AM	0	5	1	0	6	0	15	0	0	15	0	0	0	0	0	0	0	1	0	1	22
Total	1	41	1	0	43	0	31	0	1	32	1	0	0	1	2	0	0	1	0	1	78
12:00 PM	1	8	0	0	9	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	15
12:15 PM	0	10	0	0	10	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	17
12:30 PM	0	13	0	0	13	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	19
12:45 PM	0	7	0	0	7	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	17
Total	1	38	0	0	39	0	27	0	0	27	0	0	1	0	1	1	0	0	0	1	68
*** BREAK ***																					
02:00 PM	0	9	0	1	10	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	23
02:15 PM	1	6	0	6	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	30
02:30 PM	0	12	0	5	17	1	33	0	1	35	0	0	0	0	0	0	0	0	0	0	52
02:45 PM	0	8	0	3	11	0	21	0	1	22	0	0	0	0	0	0	0	0	0	0	33
Total	1	35	0	15	51	1	84	0	2	87	0	0	0	0	0	0	0	0	0	0	138
03:00 PM	0	7	0	0	7	0	15	0	1	16	0	0	0	0	0	0	0	0	0	0	23
03:15 PM	0	13	1	0	14	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	22
03:30 PM	0	9	0	1	10	0	11	1	2	14	0	0	0	0	0	0	0	1	0	1	25
03:45 PM	0	10	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	19
Total	0	39	1	1	41	1	42	1	3	47	0	0	0	0	0	0	0	1	0	1	89
04:00 PM	0	14	0	5	19	0	8	1	0	9	0	0	1	0	1	0	0	0	0	0	29
04:15 PM	1	13	0	2	16	0	13	0	3	16	0	0	0	0	0	0	0	0	0	0	32
04:30 PM	2	5	0	2	9	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	18
04:45 PM	0	13	0	0	13	0	8	1	0	9	0	0	1	0	1	0	0	0	0	0	23
Total	3	45	0	9	57	0	37	2	3	42	0	0	3	0	3	0	0	0	0	0	102
05:00 PM	0	3	0	2	5	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	2	0	5	7	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	9
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	2	2	0	0	0	0	0	5
Total	0	8	0	7	15	0	15	1	1	17	0	0	0	2	2	1	0	0	0	1	35
Grand Total	6	286	3	32	327	2	333	5	11	351	2	0	8	3	13	3	0	3	0	6	697
Apprch %	1.8	87.5	0.9	9.8		0.6	94.9	1.4	3.1		15.4	0	61.5	23.1		50	0	50	0		
Total %	0.9	41	0.4	4.6	46.9	0.3	47.8	0.7	1.6	50.4	0.3	0	1.1	0.4	1.9	0.4	0	0.4	0	0.9	

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					BRYAN Eastbound					BRYAN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	21	0	0	21	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	30
07:15 AM	0	16	0	0	16	0	15	0	0	15	1	0	0	0	1	1	0	0	0	1	33
07:30 AM	0	5	0	0	5	0	17	1	0	18	0	0	0	0	0	0	0	0	0	0	23
07:45 AM	0	6	0	0	6	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	20
Total Volume	0	48	0	0	48	0	52	1	1	54	1	0	2	0	3	1	0	0	0	1	106
% App. Total	0	100	0	0		0	96.3	1.9	1.9		33.3	0	66.7	0		100	0	0	0		
PHF	.000	.571	.000	.000	.571	.000	.765	.250	.250	.750	.250	.000	.250	.000	.375	.250	.000	.000	.000	.250	.803

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:30 AM					07:45 AM					
+0 mins.	0	21	0	0	21	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	16	0	0	16	0	17	1	0	18	0	0	2	0	2	1	0	0	0	0	1
+30 mins.	0	5	0	0	5	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	6	0	0	6	0	10	0	0	10	0	0	2	0	2	0	0	0	0	0	0
Total Volume	0	48	0	0	48	0	54	1	0	55	0	0	4	0	4	1	0	0	0	0	1
% App. Total	0	100	0	0		0	98.2	1.8	0		0	0	100	0		100	0	0	0		
PHF	.000	.571	.000	.000	.571	.000	.794	.250	.000	.764	.000	.000	.500	.000	.500	.250	.000	.000	.000	.250	.898

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:15 AM

11:15 AM	0	15	0	0	15	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	22
11:30 AM	1	13	0	0	14	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	20
11:45 AM	0	5	1	0	6	0	15	0	0	15	0	0	0	0	0	0	1	0	0	1	22
12:00 PM	1	8	0	0	9	0	5	0	0	5	0	0	0	0	0	1	0	0	0	0	15
Total Volume	2	41	1	0	44	0	32	0	0	32	1	0	0	0	1	1	0	1	0	2	79
% App. Total	4.5	93.2	2.3	0		0	100	0	0		100	0	0	0		50	0	50	0		
PHF	.500	.683	.250	.000	.733	.000	.533	.000	.000	.533	.250	.000	.000	.000	.250	.250	.000	.250	.000	.500	.898

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:15 AM					11:00 AM					10:45 AM					11:15 AM					
+0 mins.	0	15	0	0	15	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	13	0	0	14	0	7	0	0	7	0	0	0	1	1	0	0	0	0	0	0
+30 mins.	0	5	1	0	6	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	22
+45 mins.	1	8	0	0	9	0	15	0	0	15	1	0	0	0	1	1	0	0	0	0	15
Total Volume	2	41	1	0	44	0	31	0	1	32	1	0	0	1	2	1	0	1	0	2	79
% App. Total	4.5	93.2	2.3	0		0	96.9	0	3.1		50	0	0	50		50	0	50	0		
PHF	.500	.683	.250	.000	.733	.000	.517	.000	.250	.533	.250	.000	.000	.250	.500	.250	.000	.250	.000	.500	.898

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	9	0	1	10	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	23
02:15 PM	1	6	0	6	13	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	30
02:30 PM	0	12	0	5	17	1	33	0	1	35	0	0	0	0	0	0	0	0	0	0	52
02:45 PM	0	8	0	3	11	0	21	0	1	22	0	0	0	0	0	0	0	0	0	0	33
Total Volume	1	35	0	15	51	1	84	0	2	87	0	0	0	0	0	0	0	0	0	0	138
% App. Total	2	68.6	0	29.4		1.1	96.6	0	2.3		0	0	0	0		0	0	0	0		
PHF	.250	.729	.000	.625	.750	.250	.636	.000	.500	.621	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.663

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					02:15 PM					04:00 PM					02:45 PM					
+0 mins.	0	14	0	5	19	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	0
+15 mins.	1	13	0	2	16	1	33	0	1	35	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	5	0	2	9	0	21	0	1	22	0	0	1	0	1	0	0	0	0	0	0
+45 mins.	0	13	0	0	13	0	15	0	1	16	0	0	1	0	1	0	0	1	0	1	33
Total Volume	3	45	0	9	57	1	86	0	3	90	0	0	3	0	3	0	0	1	0	1	66
% App. Total	5.3	78.9	0	15.8		1.1	95.6	0	3.3		0	0	100	0		0	0	100	0		
PHF	.375	.804	.000	.450	.750	.250	.652	.000	.750	.643	.000	.000	.750	.000	.750	.000	.000	.250	.000	.250	.663

APPENDIX B4

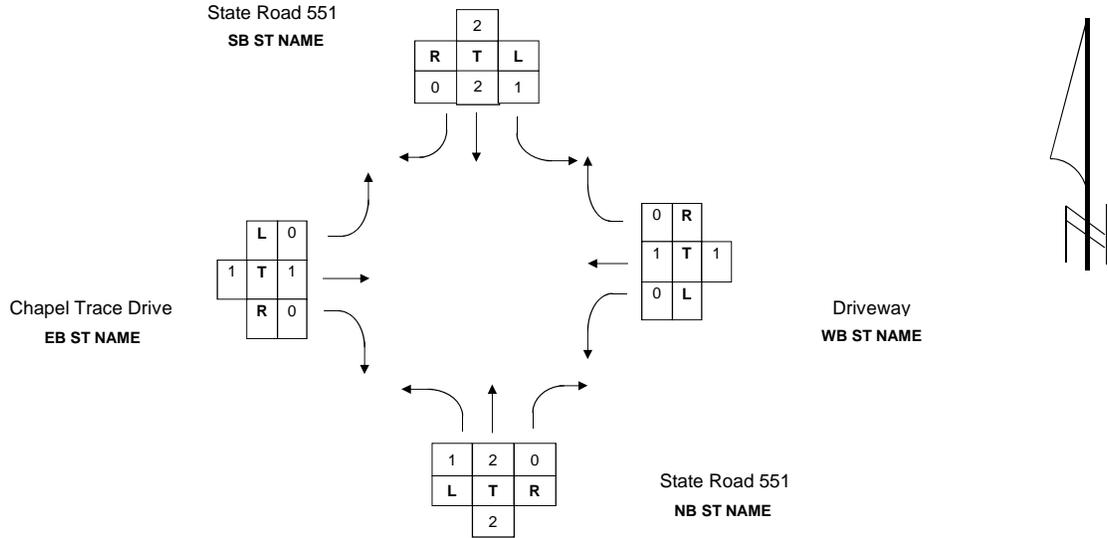
**SR 551 AT CHAPEL TRACE DRIVE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Chapel Trace Drive
 OBSERVER AK DATE 2/5/2014 MILEPOST 5.366
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

FORM COMPLETED BY PHF DATE 03/04/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	9	1195	0	0	1204	31	1107	20	0	1158	2362	39	0	47	0	86	0	0	0	0	0	86
8 - 9	27	1298	0	0	1325	0	1020	33	0	1053	2378	40	0	62	0	102	1	0	0	0	1	103
11 - 12	20	1098	0	0	1118	0	892	16	0	908	2026	19	0	17	0	36	0	0	0	0	0	36
12 - 1	39	1220	0	0	1259	0	1016	31	0	1047	2306	21	0	33	0	54	1	0	1	0	2	56
2 - 3	40	1194	1	0	1235	0	1075	39	0	1114	2349	34	0	38	0	72	2	0	3	0	5	77
3 - 4	39	1376	1	0	1416	0	1148	48	0	1196	2612	25	0	33	0	58	2	0	1	0	3	61
4 - 5	30	1601	1	0	1632	0	1153	56	0	1209	2841	30	0	37	0	67	1	0	1	0	2	69
5 - 6	51	1634	0	0	1685	0	1260	54	0	1314	2999	30	0	44	0	74	0	0	1	0	1	75
TOTAL	255	10616	3	0	10874	31	8671	297	0	8999	19873	238	0	311	0	549	7	0	7	0	14	563

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200

CITY Orlando

COUNTY Orange

STATE ROUTE State Road 551

INTERSECTING ROUTE Chapel Trace Drive

OBSERVER AK

DATE 2/5/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/04/14

State Road 551

SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
2	0	1	0	1	0	0	1	5
0	0	3	4	1	0	2	4	14
2	0	4	4	2	0	2	5	19



7 - 8	8 - 9	11 - 12	12 - 1
1	2	3	
6	4	10	
4	2	6	
1	4	5	
1	6	7	
2	1	3	
1	1	2	
2	2	4	
Total	18	22	40

Chapel Trace Drive
EB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1
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	0	0	0

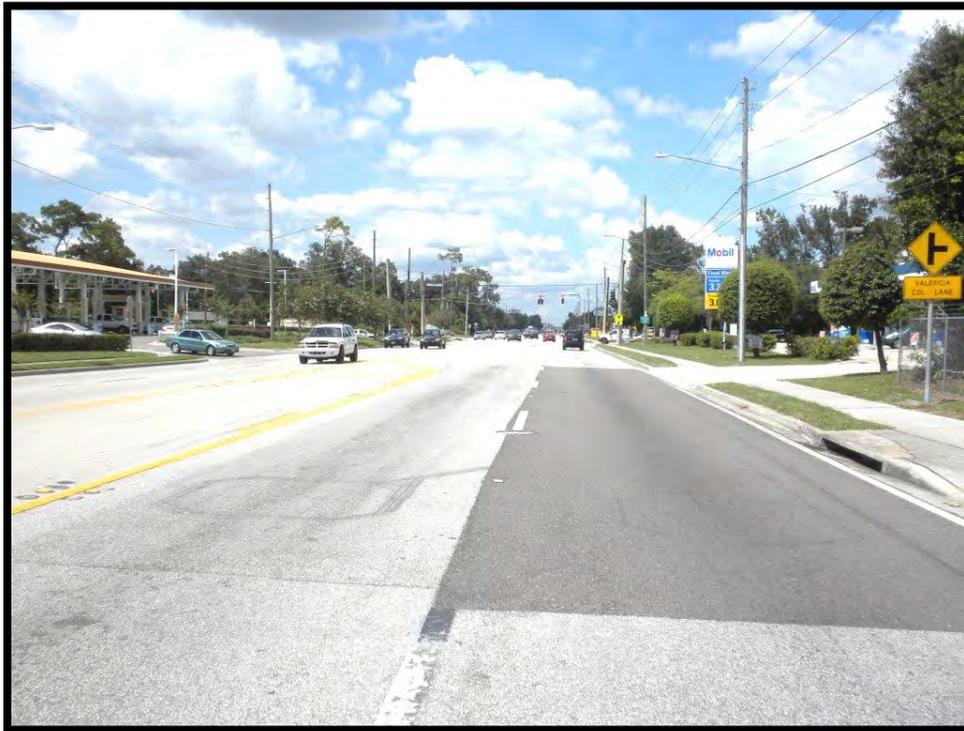
Driveway
WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1

State Road 551

NB ST NAME

**Northbound Photographs
State Road 551 & Chapel Chase Drive**



Looking North Toward Intersection

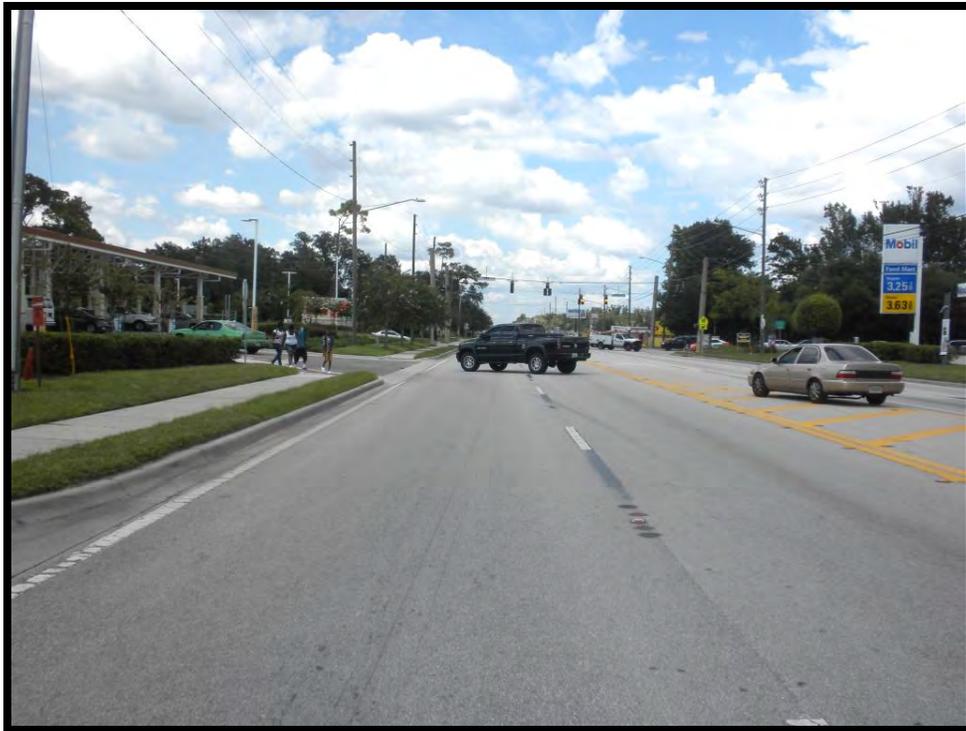


Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Chapel Chase Drive**



Looking South Toward Intersection

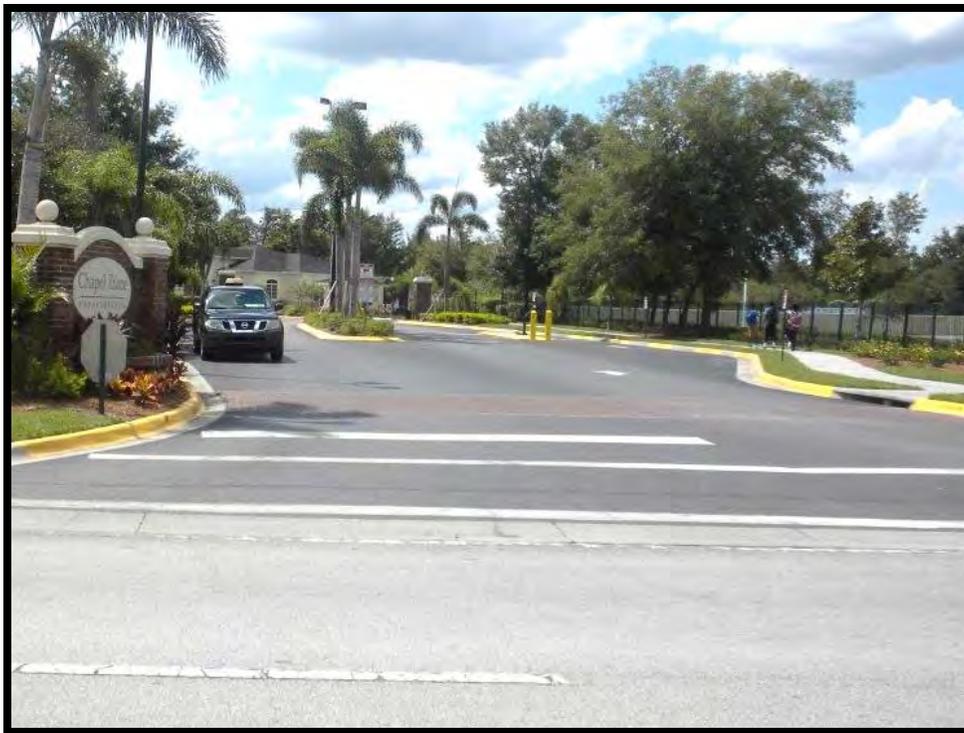


Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Chapel Chase Drive**



Looking East Toward Intersection

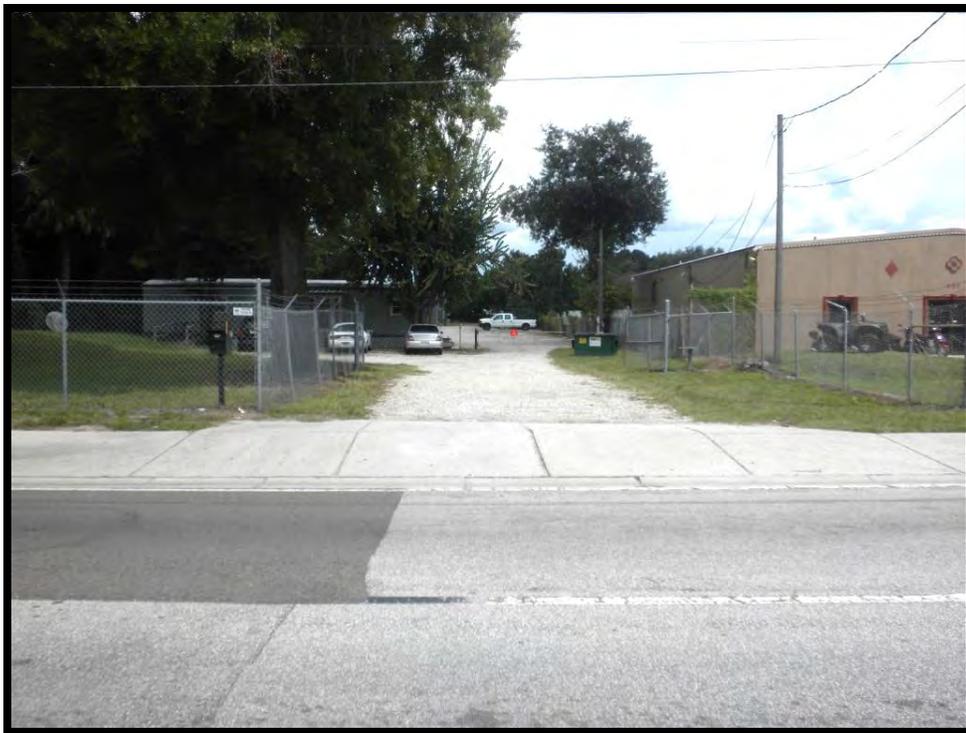


Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Chapel Chase Drive**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	551 Northbound					551 Southbound					CHAPEL TRACE Eastbound					CHAPEL TRACE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	254	0	0	256	16	255	2	0	273	8	0	12	0	20	0	0	0	0	0	549
07:15 AM	1	278	0	0	279	15	272	7	1	295	9	0	9	0	18	0	0	0	0	0	592
07:30 AM	4	294	0	0	298	0	309	8	0	317	11	0	8	0	19	0	0	0	2	2	636
07:45 AM	2	369	0	0	371	0	271	3	2	276	11	0	18	0	29	0	0	0	0	0	676
Total	9	1195	0	0	1204	31	1107	20	3	1161	39	0	47	0	86	0	0	0	2	2	2453
08:00 AM	7	347	0	0	354	0	220	7	1	228	13	0	18	0	31	0	0	0	0	0	613
08:15 AM	7	373	0	0	380	0	287	9	2	298	10	0	21	0	31	0	0	0	0	0	709
08:30 AM	6	278	0	0	284	0	299	7	4	310	8	0	14	0	22	1	0	0	0	1	617
08:45 AM	7	300	0	0	307	0	214	10	3	227	9	0	9	0	18	0	0	0	0	0	552
Total	27	1298	0	0	1325	0	1020	33	10	1063	40	0	62	0	102	1	0	0	0	1	2491
*** BREAK ***																					
11:00 AM	1	257	0	0	258	0	186	2	3	191	2	0	4	0	6	0	0	0	1	1	456
11:15 AM	4	285	0	0	289	0	231	6	2	239	4	0	2	0	6	0	0	0	1	1	535
11:30 AM	4	249	0	0	253	0	221	3	1	225	4	0	4	0	8	0	0	0	0	0	486
11:45 AM	11	307	0	0	318	0	254	5	0	259	9	0	7	0	16	0	0	0	2	2	595
Total	20	1098	0	0	1118	0	892	16	6	914	19	0	17	0	36	0	0	0	4	4	2072
12:00 PM	13	263	0	0	276	0	233	11	0	244	5	0	8	0	13	0	0	0	2	2	535
12:15 PM	12	262	0	0	274	0	257	5	2	264	2	0	11	0	13	0	0	1	2	3	554
12:30 PM	3	356	0	0	359	0	286	4	2	292	9	0	7	0	16	1	0	0	0	1	668
12:45 PM	11	339	0	0	350	0	240	11	1	252	5	0	7	0	12	0	0	0	0	0	614
Total	39	1220	0	0	1259	0	1016	31	5	1052	21	0	33	0	54	1	0	1	4	6	2371
*** BREAK ***																					
02:00 PM	12	332	0	0	344	0	226	14	4	244	8	0	8	0	16	1	0	0	0	1	605
02:15 PM	8	280	0	0	288	0	256	9	0	265	12	0	15	0	27	1	0	1	2	4	584
02:30 PM	10	303	0	0	313	0	275	7	1	283	7	0	11	0	18	0	0	0	0	0	614
02:45 PM	10	279	1	0	290	0	318	9	2	329	7	0	4	0	11	0	0	2	0	2	632
Total	40	1194	1	0	1235	0	1075	39	7	1121	34	0	38	0	72	2	0	3	2	7	2435
03:00 PM	10	296	0	0	306	0	280	9	0	289	10	0	9	0	19	0	0	0	0	0	614
03:15 PM	6	294	0	0	300	0	280	14	0	294	6	0	4	0	10	0	0	0	0	0	604
03:30 PM	15	411	0	0	426	0	257	8	2	267	6	0	11	0	17	1	0	0	0	1	711
03:45 PM	8	375	1	0	384	0	331	17	1	349	3	0	9	0	12	1	0	1	0	2	747
Total	39	1376	1	0	1416	0	1148	48	3	1199	25	0	33	0	58	2	0	1	0	3	2676
04:00 PM	7	408	0	0	415	0	280	16	0	296	7	0	12	0	19	0	0	0	1	1	731
04:15 PM	8	447	1	0	456	0	277	15	0	292	7	0	9	0	16	1	0	0	1	2	766
04:30 PM	6	359	0	0	365	0	279	13	1	293	7	0	5	0	12	0	0	1	0	1	671
04:45 PM	9	387	0	0	396	0	317	12	1	330	9	0	11	1	21	0	0	0	0	0	747
Total	30	1601	1	0	1632	0	1153	56	2	1211	30	0	37	1	68	1	0	1	2	4	2915
05:00 PM	14	395	0	0	409	0	320	12	0	332	8	0	13	0	21	0	0	0	5	5	767
05:15 PM	14	432	0	0	446	0	348	11	3	362	8	0	11	0	19	0	0	0	0	0	827
05:30 PM	11	376	0	0	387	0	307	11	0	318	7	0	10	0	17	0	0	0	0	0	722
05:45 PM	12	431	0	0	443	0	285	20	1	306	7	0	10	0	17	0	0	1	0	1	767
Total	51	1634	0	0	1685	0	1260	54	4	1318	30	0	44	0	74	0	0	1	5	6	3083
Grand Total	255	10616	3	0	10874	31	8671	297	40	9039	238	0	311	1	550	7	0	7	19	33	20496
Apprch %	2.3	97.6	0	0		0.3	95.9	3.3	0.4		43.3	0	56.5	0.2		21.2	0	21.2	57.6		
Total %	1.2	51.8	0	0	53.1	0.2	42.3	1.4	0.2	44.1	1.2	0	1.5	0	2.7	0	0	0	0.1	0.2	

Start Time	551 Northbound					551 Southbound					CHAPEL TRACE Eastbound					CHAPEL TRACE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	294	0	0	298	0	309	8	0	317	11	0	8	0	19	0	0	0	2	2	636
07:45 AM	2	369	0	0	371	0	271	3	2	276	11	0	18	0	29	0	0	0	0	0	676
08:00 AM	7	347	0	0	354	0	220	7	1	228	13	0	18	0	31	0	0	0	0	0	613
08:15 AM	7	373	0	0	380	0	287	9	2	298	10	0	21	0	31	0	0	0	0	0	709
Total Volume	20	1383	0	0	1403	0	1087	27	5	1119	45	0	65	0	110	0	0	0	2	2	2634
% App. Total	1.4	98.6	0	0		0	97.1	2.4	0.4		40.9	0	59.1	0		0	0	0	100		
PHF	.714	.927	.000	.000	.923	.000	.879	.750	.625	.882	.865	.000	.774	.000	.887	.000	.000	.000	.250	.250	.929

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:45 AM					07:00 AM					
+0 mins.	4	294	0	0	298	16	255	2	0	273	11	0	18	0	29	0	0	0	0	0	0
+15 mins.	2	369	0	0	371	15	272	7	1	295	13	0	18	0	31	0	0	0	0	0	0
+30 mins.	7	347	0	0	354	0	309	8	0	317	10	0	21	0	31	0	0	0	2	2	2
+45 mins.	7	373	0	0	380	0	271	3	2	276	8	0	14	0	22	0	0	0	0	0	0
Total Volume	20	1383	0	0	1403	31	1107	20	3	1161	42	0	71	0	113	0	0	0	2	2	2
% App. Total	1.4	98.6	0	0		2.7	95.3	1.7	0.3		37.2	0	62.8	0		0	0	0	100		
PHF	.714	.927	.000	.000	.923	.484	.896	.625	.375	.916	.808	.000	.845	.000	.911	.000	.000	.000	.250	.250	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	13	263	0	0	276	0	233	11	0	244	5	0	8	0	13	0	0	0	2	2	535
12:15 PM	12	262	0	0	274	0	257	5	2	264	2	0	11	0	13	0	0	1	2	3	554
12:30 PM	3	356	0	0	359	0	286	4	2	292	9	0	7	0	16	1	0	0	0	1	668
12:45 PM	11	339	0	0	350	0	240	11	1	252	5	0	7	0	12	0	0	0	0	0	614
Total Volume	39	1220	0	0	1259	0	1016	31	5	1052	21	0	33	0	54	1	0	1	4	6	2371
% App. Total	3.1	96.9	0	0		0	96.6	2.9	0.5		38.9	0	61.1	0		16.7	0	16.7	66.7		
PHF	.750	.857	.000	.000	.877	.000	.888	.705	.625	.901	.583	.000	.750	.000	.844	.250	.000	.250	.500	.500	.887

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:45 AM					11:45 AM					
+0 mins.	13	263	0	0	276	0	254	5	0	259	9	0	7	0	16	0	0	0	2	2	2
+15 mins.	12	262	0	0	274	0	233	11	0	244	5	0	8	0	13	0	0	0	2	2	2
+30 mins.	3	356	0	0	359	0	257	5	2	264	2	0	11	0	13	0	0	1	2	3	3
+45 mins.	11	339	0	0	350	0	286	4	2	292	9	0	7	0	16	1	0	0	0	1	1
Total Volume	39	1220	0	0	1259	0	1030	25	4	1059	25	0	33	0	58	1	0	1	6	8	8
% App. Total	3.1	96.9	0	0		0	97.3	2.4	0.4		43.1	0	56.9	0		12.5	0	12.5	75		
PHF	.750	.857	.000	.000	.877	.000	.900	.568	.500	.907	.694	.000	.750	.000	.906	.250	.000	.250	.750	.667	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	14	395	0	0	409	0	320	12	0	332	8	0	13	0	21	0	0	0	5	5	767
05:15 PM	14	432	0	0	446	0	348	11	3	362	8	0	11	0	19	0	0	0	0	0	827
05:30 PM	11	376	0	0	387	0	307	11	0	318	7	0	10	0	17	0	0	0	0	0	722
05:45 PM	12	431	0	0	443	0	285	20	1	306	7	0	10	0	17	0	0	1	0	1	767
Total Volume	51	1634	0	0	1685	0	1260	54	4	1318	30	0	44	0	74	0	0	1	5	6	3083
% App. Total	3	97	0	0		0	95.6	4.1	0.3		40.5	0	59.5	0		0	0	16.7	83.3		
PHF	.911	.946	.000	.000	.945	.000	.905	.675	.333	.910	.938	.000	.846	.000	.881	.000	.000	.250	.250	.300	.932

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:45 PM					04:15 PM					
+0 mins.	14	395	0	0	409	0	317	12	1	330	9	0	11	1	21	1	0	0	1	2	2
+15 mins.	14	432	0	0	446	0	320	12	0	332	8	0	13	0	21	0	0	1	0	1	1
+30 mins.	11	376	0	0	387	0	348	11	3	362	8	0	11	0	19	0	0	0	0	0	0
+45 mins.	12	431	0	0	443	0	307	11	0	318	7	0	10	0	17	0	0	0	5	5	5
Total Volume	51	1634	0	0	1685	0	1292	46	4	1342	32	0	45	1	78	1	0	1	6	8	8
% App. Total	3	97	0	0		0	96.3	3.4	0.3		41	0	57.7	1.3		12.5	0	12.5	75		
PHF	.911	.946	.000	.000	.945	.000	.928	.958	.333	.927	.889	.000	.865	.250	.929	.250	.000	.250	.300	.400	

Groups Printed- Heavy Vehicles

Start Time	551 Northbound					551 Southbound					CHAPEL TRACE Eastbound					CHAPEL TRACE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	15	0	0	15	2	14	0	0	16	0	0	0	0	0	0	0	0	0	0	31
07:15 AM	0	3	0	0	3	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	4	0	0	4	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	17
Total	0	27	0	0	27	2	47	0	2	51	0	0	0	0	0	0	0	0	0	0	78
08:00 AM	0	5	0	0	5	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	13
08:15 AM	0	7	0	0	7	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0	16
08:30 AM	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	14
08:45 AM	1	8	0	0	9	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	18
Total	1	28	0	0	29	0	28	0	4	32	0	0	0	0	0	0	0	0	0	0	61
*** BREAK ***																					
11:00 AM	0	6	0	0	6	0	6	0	2	8	0	0	0	0	0	0	0	0	1	1	15
11:15 AM	1	7	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	1	1	17
11:30 AM	1	5	0	0	6	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	12
11:45 AM	0	5	0	0	5	0	8	0	0	8	1	0	0	0	1	0	0	0	1	1	15
Total	2	23	0	0	25	0	27	0	2	29	2	0	0	0	2	0	0	0	3	3	59
12:00 PM	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	0	0	0	2	2	11
12:15 PM	0	8	0	0	8	0	5	0	1	6	0	0	2	0	2	0	0	0	2	2	18
12:30 PM	0	11	0	0	11	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	17
12:45 PM	0	14	0	0	14	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	19
Total	0	36	0	0	36	0	17	2	4	23	0	0	2	0	2	0	0	0	4	4	65
*** BREAK ***																					
02:00 PM	0	6	0	0	6	0	7	0	4	11	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	1	1	17
02:30 PM	0	5	0	0	5	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	5	0	0	5	0	10	0	1	11	0	0	0	0	0	0	0	0	0	0	16
Total	0	23	0	0	23	0	34	0	6	40	0	0	0	0	0	0	0	0	1	1	64
03:00 PM	1	5	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
03:15 PM	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
03:30 PM	0	8	0	0	8	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	14
03:45 PM	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	1	23	0	0	24	0	27	1	1	29	0	0	0	0	0	0	0	0	0	0	53
04:00 PM	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	1	1	12
04:15 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	1	1	10
04:30 PM	0	1	0	0	1	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	5
Total	0	14	0	0	14	0	14	0	1	15	0	0	0	1	1	0	0	0	2	2	32
05:00 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	4	4	10
05:15 PM	0	3	0	0	3	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	4	0	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
Total	1	12	0	0	13	0	5	0	2	7	0	0	1	0	1	0	0	0	4	4	25
Grand Total	5	186	0	0	191	2	199	3	22	226	2	0	3	1	6	0	0	0	14	14	437
Apprch %	2.6	97.4	0	0		0.9	88.1	1.3	9.7		33.3	0	50	16.7		0	0	0	100		
Total %	1.1	42.6	0	0	43.7	0.5	45.5	0.7	5	51.7	0.5	0	0.7	0.2	1.4	0	0	0	3.2	3.2	

Start Time	551 Northbound					551 Southbound					CHAPEL TRACE Eastbound					CHAPEL TRACE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	15	0	0	15	2	14	0	0	16	0	0	0	0	0	0	0	0	0	0	31
07:15 AM	0	3	0	0	3	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	4	0	0	4	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	17
Total Volume	0	27	0	0	27	2	47	0	2	51	0	0	0	0	0	0	0	0	0	0	78
% App. Total	0	100	0	0		3.9	92.2	0	3.9		0	0	0	0		0	0	0	0		
PHF	.000	.450	.000	.000	.450	.250	.839	.000	.250	.797	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.629

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	5	0	0	5	2	14	0	0	16	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	7	0	0	7	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	8	0	0	8	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	28	0	0	29	2	47	0	2	51	0	0	0	0	0	0	0	0	0	0	0
% App. Total	3.4	96.6	0	0		3.9	92.2	0	3.9		0	0	0	0		0	0	0	0		
PHF	.250	.875	.000	.000	.806	.250	.839	.000	.250	.797	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	0	0	0	2	2	11
12:15 PM	0	8	0	0	8	0	5	0	1	6	0	0	2	0	2	0	0	0	2	2	18
12:30 PM	0	11	0	0	11	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	17
12:45 PM	0	14	0	0	14	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	19
Total Volume	0	36	0	0	36	0	17	2	4	23	0	0	2	0	2	0	0	0	4	4	65
% App. Total	0	100	0	0		0	73.9	8.7	17.4		0	0	100	0		0	0	0	100		
PHF	.000	.643	.000	.000	.643	.000	.850	.250	.500	.958	.000	.000	.250	.000	.250	.000	.000	.000	.500	.500	.855

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:00 AM					11:30 AM					11:30 AM					
+0 mins.	0	3	0	0	3	0	6	0	2	8	1	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	8	0	0	8	0	8	0	0	8	1	0	0	0	1	0	0	0	1	1	1
+30 mins.	0	11	0	0	11	0	5	0	0	5	0	0	0	0	0	0	0	0	2	2	2
+45 mins.	0	14	0	0	14	0	8	0	0	8	0	0	2	0	2	0	0	0	2	2	2
Total Volume	0	36	0	0	36	0	27	0	2	29	2	0	2	0	4	0	0	0	5	5	5
% App. Total	0	100	0	0		0	93.1	0	6.9		50	0	50	0		0	0	0	100		
PHF	.000	.643	.000	.000	.643	.000	.844	.000	.250	.906	.500	.000	.250	.000	.500	.000	.000	.000	.625	.625	.625

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	6	0	0	6	0	7	0	4	11	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	1	1	17
02:30 PM	0	5	0	0	5	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	14
02:45 PM	0	5	0	0	5	0	10	0	1	11	0	0	0	0	0	0	0	0	0	0	16
Total Volume	0	23	0	0	23	0	34	0	6	40	0	0	0	0	0	0	0	0	1	1	64
% App. Total	0	100	0	0		0	85	0	15		0	0	0	0		0	0	0	100		
PHF	.000	.821	.000	.000	.821	.000	.850	.000	.375	.909	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.941

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:00 PM					02:00 PM					04:00 PM					04:15 PM					
+0 mins.	0	8	0	0	8	0	7	0	4	11	0	0	0	0	0	0	0	0	1	1	1
+15 mins.	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	7	0	0	7	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	6	0	0	6	0	10	0	1	11	0	0	0	1	1	0	0	0	4	4	4
Total Volume	0	26	0	0	26	0	34	0	6	40	0	0	0	1	1	0	0	0	5	5	5
% App. Total	0	100	0	0		0	85	0	15		0	0	0	100		0	0	0	100		
PHF	.000	.813	.000	.000	.813	.000	.850	.000	.375	.909	.000	.000	.000	.250	.250	.000	.000	.000	.313	.313	.313

APPENDIX B5

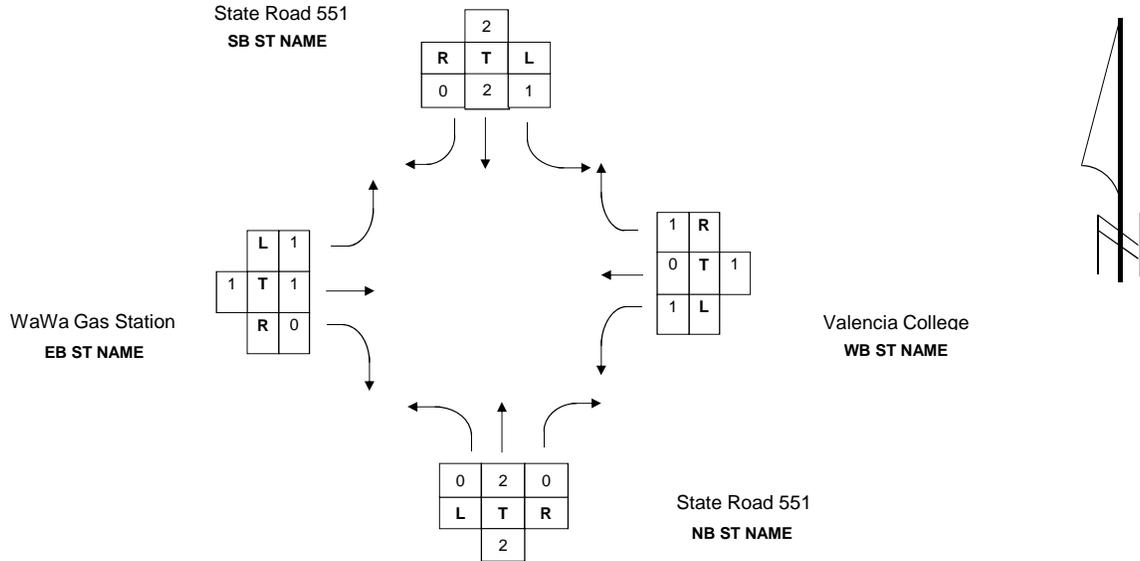
**SR 551 AT VALENCIA COLLEGE LANE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Valencia College Lane
 OBSERVER DM DATE 2/5/2014 MILEPOST 5.437
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 03/06/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	10	900	221	0	1131	146	876	106	0	1128	2259	41	42	12	0	95	286	39	303	0	628	723
8 - 9	9	967	187	0	1163	172	830	89	0	1091	2254	65	36	13	0	114	206	45	324	0	575	689
11 - 12	7	804	130	0	941	127	713	51	0	891	1832	20	12	16	0	48	145	28	154	0	327	375
12 - 1	13	858	168	0	1039	178	836	60	0	1074	2113	42	14	11	0	67	152	20	184	0	356	423
2 - 3	12	858	213	0	1083	208	859	72	0	1139	2222	38	19	11	0	68	201	21	206	0	428	496
3 - 4	14	929	196	0	1139	223	942	64	1	1230	2369	25	21	4	0	50	189	13	220	0	422	472
4 - 5	9	1110	192	0	1311	231	980	66	0	1277	2588	38	20	7	0	65	206	23	214	0	443	508
5 - 6	4	1134	229	0	1367	293	1068	92	0	1453	2820	40	35	8	0	83	180	24	217	0	421	504
TOTAL	78	7560	1536	0	9174	1578	7104	600	1	9283	18457	309	199	82	0	590	1565	213	1822	0	3600	4190

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Valencia College Lane
 OBSERVER DM DATE 2/5/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/06/14

State Road 551
 SB ST NAME



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	3	1	0	1	5	2	1	13
7	1	1	0	1	0	0	3	13
7	4	2	0	2	5	2	4	26

7 - 8	2	2	4
8 - 9	5	2	7
11 - 12	2	0	2
12 - 1	5	4	9
2 - 3	2	2	4
3 - 4	5	0	5
4 - 5	3	1	4
5 - 6	0	3	3
Total	24	14	38

WaWa Gas Station
 EB ST NAME

7 - 8	1	2	3
8 - 9	1	0	1
11 - 12	0	0	0
12 - 1	4	0	4
2 - 3	2	0	2
3 - 4	0	0	0
4 - 5	1	0	1
5 - 6	2	1	3
Total	11	3	14

Valencia College Lane
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
2	2	0	1	0	4	0	0	9
4	0	1	0	6	0	0	0	11
6	2	1	1	6	4	0	0	20

State Road 551
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Valencia College Lane
 OBSERVER DM DATE 2/5/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/06/14

State Road 551
SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	2	2	0	0	4
1	0	0	0	0	2	0	0	3
1	0	0	0	2	4	0	0	7



7 - 8	0	2	2
8 - 9	2	0	2
11 - 12	1	0	1
12 - 1	1	1	2
2 - 3	0	2	2
3 - 4	0	4	4
4 - 5	1	2	3
5 - 6	2	0	2
Total	7	11	18

WaWa Gas Station
EB ST NAME

7 - 8	0	1	1
8 - 9	0	1	1
11 - 12	0	1	1
12 - 1	0	0	0
2 - 3	1	3	4
3 - 4	0	1	1
4 - 5	0	0	0
5 - 6	1	1	2
Total	2	8	10

Valencia College Lane
WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	1	0	0	2	0	0	0	3
0	1	0	0	2	0	0	0	3

State Road 551
NB ST NAME

**Northbound Photographs
State Road 551 & Valencia College Ln**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Valencia College Ln**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Valencia College Ln**



Looking East Toward Intersection



Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Valencia College Ln**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					VALENCIA COLLEGE LN Eastbound					VALENCIA COLLEGE LN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	175	64	1	242	18	202	21	2	243	3	11	2	0	16	66	9	58	3	136	637
07:15 AM	2	221	49	1	273	33	218	25	1	277	11	9	4	2	26	88	15	99	4	206	782
07:30 AM	4	226	51	1	282	38	230	28	0	296	15	11	3	3	32	71	6	67	0	144	754
07:45 AM	2	278	57	0	337	57	226	32	1	316	12	11	3	1	27	61	9	79	0	149	829
Total	10	900	221	3	1134	146	876	106	4	1132	41	42	12	6	101	286	39	303	7	635	3002
08:00 AM	2	243	63	0	308	48	171	15	3	237	18	10	5	2	35	53	17	102	0	172	752
08:15 AM	6	266	63	0	335	62	237	28	2	329	15	14	1	0	30	58	11	95	1	165	859
08:30 AM	1	223	30	1	255	36	241	27	2	306	18	7	4	0	29	57	14	77	3	151	741
08:45 AM	0	235	31	0	266	26	181	19	0	226	14	5	3	0	22	38	3	50	0	91	605
Total	9	967	187	1	1164	172	830	89	7	1098	65	36	13	2	116	206	45	324	4	579	2957
*** BREAK ***																					
11:00 AM	2	189	38	0	229	31	158	11	0	200	4	5	6	1	16	32	4	35	0	71	516
11:15 AM	3	227	28	0	258	36	190	13	2	241	3	1	3	0	7	39	7	35	1	82	588
11:30 AM	1	189	32	0	222	23	167	10	0	200	4	2	3	0	9	38	9	45	0	92	523
11:45 AM	1	199	32	0	232	37	198	17	0	252	9	4	4	0	17	36	8	39	1	84	585
Total	7	804	130	0	941	127	713	51	2	893	20	12	16	1	49	145	28	154	2	329	2212
12:00 PM	4	189	39	3	235	30	184	11	2	227	13	5	4	1	23	45	4	35	0	84	569
12:15 PM	1	204	24	0	229	44	218	15	4	281	10	3	1	0	14	38	5	50	0	93	617
12:30 PM	4	234	53	1	292	52	241	22	2	317	6	4	2	0	12	27	7	41	0	75	696
12:45 PM	4	231	52	0	287	52	193	12	1	258	13	2	4	0	19	42	4	58	0	104	668
Total	13	858	168	4	1043	178	836	60	9	1083	42	14	11	1	68	152	20	184	0	356	2550
*** BREAK ***																					
02:00 PM	2	239	52	1	294	42	203	16	1	262	2	2	3	0	7	34	6	43	2	85	648
02:15 PM	2	179	63	1	245	70	211	23	1	305	15	4	5	3	27	34	5	53	0	92	669
02:30 PM	2	234	62	0	298	50	212	16	0	278	9	8	1	0	18	48	7	52	0	107	701
02:45 PM	6	206	36	0	248	46	233	17	2	298	12	5	2	3	22	85	3	58	0	146	714
Total	12	858	213	2	1085	208	859	72	4	1143	38	19	11	6	74	201	21	206	2	430	2732
03:00 PM	3	238	36	0	277	39	221	15	0	275	5	6	1	0	12	47	2	58	1	108	672
03:15 PM	1	221	44	0	266	51	238	10	0	299	5	2	0	4	11	38	3	48	0	89	665
03:30 PM	5	253	61	0	319	77	224	15	1	317	2	7	0	0	9	43	4	51	0	98	743
03:45 PM	5	217	55	0	277	57	259	24	4	344	13	6	3	0	22	61	4	63	4	132	775
Total	14	929	196	0	1139	224	942	64	5	1235	25	21	4	4	54	189	13	220	5	427	2855
04:00 PM	3	287	46	0	336	49	219	9	0	277	7	11	1	0	19	60	7	47	0	114	746
04:15 PM	2	275	45	1	323	66	225	21	1	313	9	4	4	0	17	47	6	54	0	107	760
04:30 PM	2	258	54	0	314	51	272	17	2	342	12	3	1	0	16	53	3	59	1	116	788
04:45 PM	2	290	47	0	339	65	264	19	1	349	10	2	1	0	13	46	7	54	1	108	809
Total	9	1110	192	1	1312	231	980	66	4	1281	38	20	7	0	65	206	23	214	2	445	3103
05:00 PM	2	283	58	0	343	67	267	20	0	354	14	11	4	0	29	48	6	67	0	121	847
05:15 PM	1	305	63	0	369	82	277	29	0	388	12	7	3	0	22	48	7	52	0	107	886
05:30 PM	0	261	54	1	316	75	260	24	2	361	12	11	1	0	24	40	10	50	4	104	805
05:45 PM	1	285	54	2	342	69	264	19	1	353	2	6	0	0	8	44	1	48	0	93	796
Total	4	1134	229	3	1370	293	1068	92	3	1456	40	35	8	0	83	180	24	217	4	425	3334
Grand Total	78	7560	1536	14	9188	1579	7104	600	38	9321	309	199	82	20	610	1565	213	1822	26	3626	22745
Apprch %	0.8	82.3	16.7	0.2		16.9	76.2	6.4	0.4		50.7	32.6	13.4	3.3		43.2	5.9	50.2	0.7		
Total %	0.3	33.2	6.8	0.1	40.4	6.9	31.2	2.6	0.2	41	1.4	0.9	0.4	0.1	2.7	6.9	0.9	8	0.1	15.9	

Start Time	SR 551 Northbound					SR 551 Southbound					VALENCIA COLLEGE LN Eastbound					VALENCIA COLLEGE LN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	226	51	1	282	38	230	28	0	296	15	11	3	3	32	71	6	67	0	144	754
07:45 AM	2	278	57	0	337	57	226	32	1	316	12	11	3	1	27	61	9	79	0	149	829
08:00 AM	2	243	63	0	308	48	171	15	3	237	18	10	5	2	35	53	17	102	0	172	752
08:15 AM	6	266	63	0	335	62	237	28	2	329	15	14	1	0	30	58	11	95	1	165	859
Total Volume	14	1013	234	1	1262	205	864	103	6	1178	60	46	12	6	124	243	43	343	1	630	3194
% App. Total	1.1	80.3	18.5	0.1		17.4	73.3	8.7	0.5		48.4	37.1	9.7	4.8		38.6	6.8	54.4	0.2		
PHF	.583	.911	.929	.250	.936	.827	.911	.805	.500	.895	.833	.821	.600	.500	.886	.856	.632	.841	.250	.916	.930

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:30 AM					07:15 AM				
+0 mins.	4	226	51	1	282	57	226	32	1	316	15	11	3	3	32	88	15	99	4	206
+15 mins.	2	278	57	0	337	48	171	15	3	237	12	11	3	1	27	71	6	67	0	144
+30 mins.	2	243	63	0	308	62	237	28	2	329	18	10	5	2	35	61	9	79	0	149
+45 mins.	6	266	63	0	335	36	241	27	2	306	15	14	1	0	30	53	17	102	0	172
Total Volume	14	1013	234	1	1262	203	875	102	8	1188	60	46	12	6	124	273	47	347	4	671
% App. Total	1.1	80.3	18.5	0.1		17.1	73.7	8.6	0.7		48.4	37.1	9.7	4.8		40.7	7	51.7	0.6	
PHF	.583	.911	.929	.250	.936	.819	.908	.797	.667	.903	.833	.821	.600	.500	.886	.776	.691	.850	.250	.814

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	4	189	39	3	235	30	184	11	2	227	13	5	4	1	23	45	4	35	0	84	569
12:15 PM	1	204	24	0	229	44	218	15	4	281	10	3	1	0	14	38	5	50	0	93	617
12:30 PM	4	234	53	1	292	52	241	22	2	317	6	4	2	0	12	27	7	41	0	75	696
12:45 PM	4	231	52	0	287	52	193	12	1	258	13	2	4	0	19	42	4	58	0	104	668
Total Volume	13	858	168	4	1043	178	836	60	9	1083	42	14	11	1	68	152	20	184	0	356	2550
% App. Total	1.2	82.3	16.1	0.4		16.4	77.2	5.5	0.8		61.8	20.6	16.2	1.5		42.7	5.6	51.7	0		
PHF	.813	.917	.792	.333	.893	.856	.867	.682	.563	.854	.808	.700	.688	.250	.739	.844	.714	.793	.000	.856	.916

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					12:00 PM					12:00 PM					12:00 PM				
+0 mins.	4	189	39	3	235	30	184	11	2	227	13	5	4	1	23	45	4	35	0	84
+15 mins.	1	204	24	0	229	44	218	15	4	281	10	3	1	0	14	38	5	50	0	93
+30 mins.	4	234	53	1	292	52	241	22	2	317	6	4	2	0	12	27	7	41	0	75
+45 mins.	4	231	52	0	287	52	193	12	1	258	13	2	4	0	19	42	4	58	0	104
Total Volume	13	858	168	4	1043	178	836	60	9	1083	42	14	11	1	68	152	20	184	0	356
% App. Total	1.2	82.3	16.1	0.4		16.4	77.2	5.5	0.8		61.8	20.6	16.2	1.5		42.7	5.6	51.7	0	
PHF	.813	.917	.792	.333	.893	.856	.867	.682	.563	.854	.808	.700	.688	.250	.739	.844	.714	.793	.000	.856

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	290	47	0	339	65	264	19	1	349	10	2	1	0	13	46	7	54	1	108	809
05:00 PM	2	283	58	0	343	67	267	20	0	354	14	11	4	0	29	48	6	67	0	121	847
05:15 PM	1	305	63	0	369	82	277	29	0	388	12	7	3	0	22	48	7	52	0	107	886
05:30 PM	0	261	54	1	316	75	260	24	2	361	12	11	1	0	24	40	10	50	4	104	805
Total Volume	5	1139	222	1	1367	289	1068	92	3	1452	48	31	9	0	88	182	30	223	5	440	3347
% App. Total	0.4	83.3	16.2	0.1		19.9	73.6	6.3	0.2		54.5	35.2	10.2	0		41.4	6.8	50.7	1.1		
PHF	.625	.934	.881	.250	.926	.881	.964	.793	.375	.936	.857	.705	.563	.000	.759	.906	.714	.885	.313	.909	.944

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:45 PM					03:45 PM				
+0 mins.	2	283	58	0	343	67	267	20	0	354	10	2	1	0	13	61	4	63	4	132
+15 mins.	1	305	63	0	369	82	277	29	0	388	14	11	4	0	29	60	7	47	0	114
+30 mins.	0	261	54	1	316	75	260	24	2	361	12	7	3	0	22	47	6	54	0	107
+45 mins.	1	285	54	2	342	69	264	19	1	353	12	11	1	0	24	53	3	59	1	116
Total Volume	4	1134	229	3	1370	293	1068	92	3	1456	48	31	9	0	88	221	20	223	5	469
% App. Total	0.3	82.8	16.7	0.2		20.1	73.4	6.3	0.2		54.5	35.2	10.2	0		47.1	4.3	47.5	1.1	
PHF	.500	.930	.909	.375	.928	.893	.964	.793	.375	.938	.857	.705	.563	.000	.759	.906	.714	.885	.313	.888

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					VALENCIA COLLEGE LN Eastbound					VALENCIA COLLEGE LN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	9	9	0	18	0	17	0	2	19	0	0	0	0	0	1	1	6	3	11	48
07:15 AM	0	2	2	0	4	0	12	1	0	13	0	0	0	1	1	2	2	0	4	8	26
07:30 AM	0	2	0	1	3	3	5	1	0	9	1	0	0	0	1	0	0	2	0	2	15
07:45 AM	0	2	1	0	3	2	7	0	0	9	0	2	0	1	3	0	0	1	0	1	16
Total	0	15	12	1	28	5	41	2	2	50	1	2	0	2	5	3	3	9	7	22	105
08:00 AM	1	4	1	0	6	0	0	0	0	0	0	0	0	2	2	2	0	2	0	4	12
08:15 AM	0	4	0	0	4	0	6	0	2	8	0	0	0	0	0	1	0	1	0	2	14
08:30 AM	0	4	1	1	6	1	4	0	0	5	0	0	0	0	0	0	0	1	1	2	13
08:45 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	9
Total	1	16	2	1	20	1	14	0	2	17	0	0	0	2	2	4	0	4	1	9	48
*** BREAK ***																					
11:00 AM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
11:15 AM	0	5	0	0	5	1	6	0	0	7	0	0	0	0	0	1	0	1	0	2	14
11:30 AM	0	7	0	0	7	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	11
11:45 AM	0	3	0	0	3	1	5	0	0	6	0	0	0	0	0	0	0	1	1	2	11
Total	0	21	0	0	21	2	18	1	0	21	0	0	0	0	0	1	0	2	1	4	46
12:00 PM	0	3	1	3	7	1	4	0	1	6	0	0	0	1	1	0	0	0	0	0	14
12:15 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	8	2	1	11	1	4	1	2	8	0	0	0	0	0	0	0	0	0	0	19
12:45 PM	0	4	4	0	8	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	11
Total	0	21	7	4	32	2	15	1	4	22	0	0	0	1	1	0	0	0	0	0	55
*** BREAK ***																					
02:00 PM	0	6	0	1	7	2	5	0	1	8	0	0	1	0	1	0	0	1	1	2	18
02:15 PM	0	5	1	1	7	3	5	0	1	9	0	0	0	0	0	2	0	1	0	3	19
02:30 PM	0	3	1	0	4	1	5	0	0	6	0	0	0	0	0	3	1	0	0	4	14
02:45 PM	1	2	1	0	4	1	7	0	0	8	0	0	0	0	0	2	0	2	0	4	16
Total	1	16	3	2	22	7	22	0	2	31	0	0	1	0	1	7	1	4	1	13	67
03:00 PM	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	13
03:15 PM	0	2	2	0	4	1	9	0	0	10	0	0	0	4	4	0	0	3	0	3	21
03:30 PM	0	6	1	0	7	0	2	1	0	3	0	0	0	0	0	3	0	0	0	3	13
03:45 PM	0	3	1	0	4	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	10
Total	0	15	4	0	19	1	24	1	0	26	0	1	0	4	5	3	0	4	0	7	57
04:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
04:15 PM	0	3	0	1	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	6
04:45 PM	0	1	0	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	1	10	0	10	0	1	11	0	0	1	0	1	0	0	1	0	1	23
05:00 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
05:45 PM	0	3	0	2	5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6
Total	0	7	1	2	10	0	2	0	3	5	0	0	0	0	0	0	0	0	3	3	18
Grand Total	2	120	29	11	162	18	146	5	14	183	1	3	2	9	15	18	4	24	13	59	419
Apprch %	1.2	74.1	17.9	6.8		9.8	79.8	2.7	7.7		6.7	20	13.3	60		30.5	6.8	40.7	22		
Total %	0.5	28.6	6.9	2.6	38.7	4.3	34.8	1.2	3.3	43.7	0.2	0.7	0.5	2.1	3.6	4.3	1	5.7	3.1	14.1	

Start Time	SR 551 Northbound					SR 551 Southbound					VALENCIA COLLEGE LN Eastbound					VALENCIA COLLEGE LN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	9	9	0	18	0	17	0	2	19	0	0	0	0	0	1	1	6	3	11	48
07:15 AM	0	2	2	0	4	0	12	1	0	13	0	0	0	1	1	2	2	0	4	8	26
07:30 AM	0	2	0	1	3	3	5	1	0	9	1	0	0	0	1	0	0	2	0	2	15
07:45 AM	0	2	1	0	3	2	7	0	0	9	0	2	0	1	3	0	0	1	0	1	16
Total Volume	0	15	12	1	28	5	41	2	2	50	1	2	0	2	5	3	3	9	7	22	105
% App. Total	0	53.6	42.9	3.6		10	82	4	4		20	40	0	40		13.6	13.6	40.9	31.8		
PHF	.000	.417	.333	.250	.389	.417	.603	.500	.250	.658	.250	.250	.000	.500	.417	.375	.375	.375	.438	.500	.547

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:15 AM					07:00 AM					
+0 mins.	0	9	9	0	18	0	17	0	2	19	0	0	0	1	1	1	1	6	3	11	
+15 mins.	0	2	2	0	4	0	12	1	0	13	1	0	0	0	1	2	2	0	4	8	
+30 mins.	0	2	0	1	3	3	5	1	0	9	0	2	0	1	3	0	0	2	0	2	
+45 mins.	0	2	1	0	3	2	7	0	0	9	0	0	0	2	2	0	0	1	0	1	
Total Volume	0	15	12	1	28	5	41	2	2	50	1	2	0	4	7	3	3	9	7	22	
% App. Total	0	53.6	42.9	3.6		10	82	4	4		14.3	28.6	0	57.1		13.6	13.6	40.9	31.8		
PHF	.000	.417	.333	.250	.389	.417	.603	.500	.250	.658	.250	.250	.000	.500	.583	.375	.375	.375	.438	.500	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	0	3	0	0	3	1	5	0	0	6	0	0	0	0	0	0	0	1	1	2	11
12:00 PM	0	3	1	3	7	1	4	0	1	6	0	0	0	1	1	0	0	0	0	0	14
12:15 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	8	2	1	11	1	4	1	2	8	0	0	0	0	0	0	0	0	0	0	19
Total Volume	0	20	3	4	27	3	18	1	3	25	0	0	0	1	1	0	0	1	1	2	55
% App. Total	0	74.1	11.1	14.8		12	72	4	12		0	0	0	100		0	0	50	50		
PHF	.000	.625	.375	.333	.614	.750	.900	.250	.375	.781	.000	.000	.000	.250	.250	.000	.000	.250	.250	.250	.724

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:15 AM					11:00 AM					
+0 mins.	0	3	1	3	7	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	6	0	0	6	1	4	0	1	6	0	0	0	0	0	1	0	1	0	2	
+30 mins.	0	8	2	1	11	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	4	4	0	8	1	4	1	2	8	0	0	0	1	1	0	0	1	1	2	
Total Volume	0	21	7	4	32	3	18	1	3	25	0	0	0	1	1	1	0	2	1	4	
% App. Total	0	65.6	21.9	12.5		12	72	4	12		0	0	0	100		25	0	50	25		
PHF	.000	.656	.438	.333	.727	.750	.900	.250	.375	.781	.000	.000	.000	.250	.250	.250	.000	.500	.250	.500	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	6	0	1	7	2	5	0	1	8	0	0	1	0	1	0	0	1	1	2	18
02:15 PM	0	5	1	1	7	3	5	0	1	9	0	0	0	0	0	2	0	1	0	3	19
02:30 PM	0	3	1	0	4	1	5	0	0	6	0	0	0	0	0	3	1	0	0	4	14
02:45 PM	1	2	1	0	4	1	7	0	0	8	0	0	0	0	0	2	0	2	0	4	16
Total Volume	1	16	3	2	22	7	22	0	2	31	0	0	1	0	1	7	1	4	1	13	67
% App. Total	4.5	72.7	13.6	9.1		22.6	71	0	6.5		0	0	100	0		53.8	7.7	30.8	7.7		
PHF	.250	.667	.750	.500	.786	.583	.786	.000	.500	.861	.000	.000	.250	.000	.250	.583	.250	.500	.250	.813	.882

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM					02:30 PM					03:15 PM					02:00 PM					
+0 mins.	0	6	0	1	7	1	5	0	0	6	0	0	0	4	4	0	0	1	1	2	
+15 mins.	0	5	1	1	7	1	7	0	0	8	0	0	0	0	0	2	0	1	0	3	
+30 mins.	0	3	1	0	4	0	8	0	0	8	0	1	0	0	1	3	1	0	0	4	
+45 mins.	1	2	1	0	4	1	9	0	0	10	0	0	1	0	1	2	0	2	0	4	
Total Volume	1	16	3	2	22	3	29	0	0	32	0	1	1	4	6	7	1	4	1	13	
% App. Total	4.5	72.7	13.6	9.1		9.4	90.6	0	0		0	16.7	16.7	66.7		53.8	7.7	30.8	7.7		
PHF	.250	.667	.750	.500	.786	.750	.806	.000	.000	.800	.000	.250	.250	.250	.375	.583	.250	.500	.250	.813	

APPENDIX B6

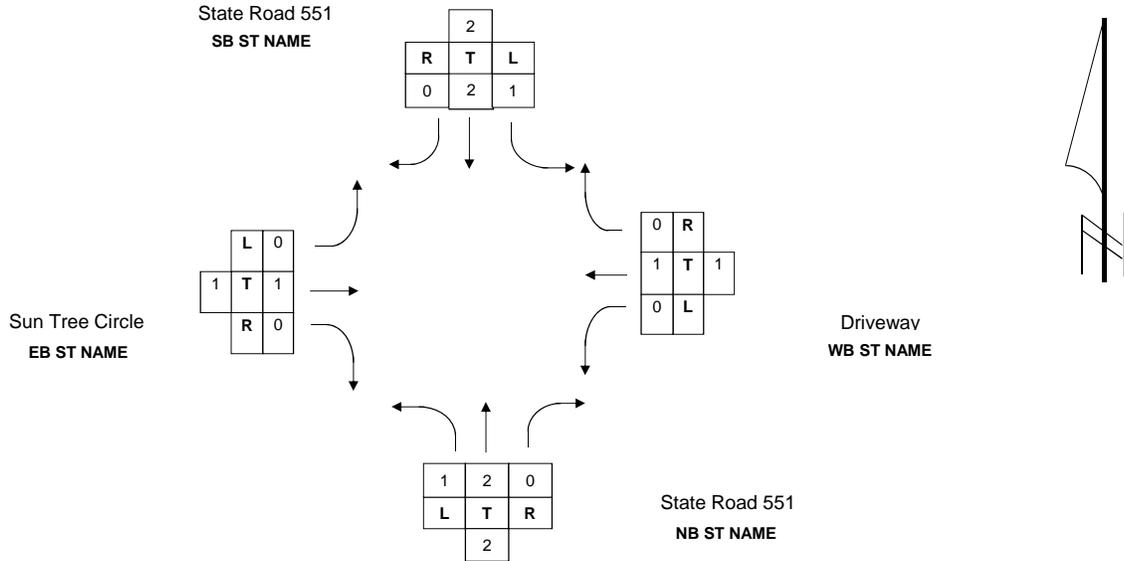
**SR 551 AT SUNTREE CIRCLE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Sun Tree Circle
 OBSERVER AK DATE 2/11/2014 MILEPOST 5.580
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 03/05/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	19	1401	0	0	1420	0	1049	3	0	1052	2472	23	0	37	1	61	1	0	0	0	1	62
8 - 9	16	1714	1	3	1734	0	1188	11	0	1199	2933	32	0	18	2	52	1	0	1	0	2	54
11 - 12	21	995	0	0	1016	0	900	13	0	913	1929	15	0	28	0	43	7	0	0	0	7	50
12 - 1	21	1197	0	2	1220	0	1081	14	0	1095	2315	15	0	22	1	38	2	0	0	0	2	40
2 - 3	29	1205	0	0	1234	0	1216	15	0	1231	2465	19	0	29	0	48	0	0	0	0	0	48
3 - 4	32	1415	0	2	1449	1	1322	32	0	1355	2804	13	0	25	2	40	0	0	2	0	2	42
4 - 5	43	1526	1	6	1576	0	1409	34	0	1443	3019	18	0	23	2	43	0	0	1	0	1	44
5 - 6	54	1676	0	5	1735	1	1499	26	1	1527	3262	25	0	42	2	69	2	0	2	0	4	73
TOTAL	235	11129	2	18	11384	2	9664	148	1	9815	21199	160	0	224	10	394	13	0	6	0	19	413

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Sun Tree Circle
 OBSERVER AK DATE 2/11/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/05/14

State Road 551
 SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
1	0	3	1	1	1	2	2	11
1	0	0	2	1	1	2	2	9
2	0	3	3	2	2	4	4	20



Sun Tree Circle
 EB ST NAME

7 - 8	5	0	5
8 - 9	7	7	14
11 - 12	1	0	1
12 - 1	1	1	2
2 - 3	0	8	8
3 - 4	9	8	17
4 - 5	9	1	10
5 - 6	9	5	14
Total	41	30	71

Driveway
 WB ST NAME

7 - 8	0	0	0
8 - 9	0	0	0
11 - 12	0	0	0
12 - 1	0	0	0
2 - 3	0	0	0
3 - 4	0	0	0
4 - 5	0	0	0
5 - 6	0	0	0
Total	0	0	0

State Road 551
 NB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	1	0	0	3	0	0	0	4
0	1	0	0	3	0	0	0	4

FLORIDA DEPARTMENT OF TRANSPORTATION

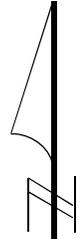
BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Sun Tree Circle
 OBSERVER AK DATE 2/11/2014

REMARKS _____

FORM COMPLETED BY PHF DATE 03/05/14

State Road 551
 SB ST NAME



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	2	0	0	1	0	3
0	0	0	2	0	0	1	0	3

7 - 8	1	0	1
8 - 9	0	0	0
11 - 12	2	0	2
12 - 1	1	1	2
2 - 3	5	0	5
3 - 4	2	2	4
4 - 5	1	1	2
5 - 6	8	1	9
Total	20	5	25

Sun Tree Circle
 EB ST NAME

7 - 8	0	0	0
8 - 9	0	0	0
11 - 12	0	0	0
12 - 1	0	0	0
2 - 3	0	0	0
3 - 4	0	0	0
4 - 5	0	0	0
5 - 6	0	0	0
Total	0	0	0

Driveway
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

State Road 551
 NB ST NAME

**Northbound Photographs
State Road 551 & Sun Tree Cir**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Sun Tree Cir**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Sun Tree Cir**



Looking East Toward Intersection



Looking West Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					SUN TREE CIR Eastbound					SUN TREE CIR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	262	0	0	264	0	205	1	5	211	3	0	4	0	7	0	0	0	2	2	484
07:15 AM	3	333	0	0	336	0	244	1	0	245	3	0	7	0	10	0	0	0	0	0	591
07:30 AM	8	389	0	0	397	0	301	1	0	302	9	0	18	0	27	1	0	0	0	1	727
07:45 AM	6	417	0	0	423	0	299	0	0	299	9	0	8	0	17	0	0	0	0	0	739
Total	19	1401	0	0	1420	0	1049	3	5	1057	24	0	37	0	61	1	0	0	2	3	2541
08:00 AM	4	467	0	0	471	0	306	2	8	316	13	0	7	0	20	1	0	0	0	1	808
08:15 AM	2	440	0	0	442	0	341	4	0	345	8	0	4	0	12	0	0	0	0	0	799
08:30 AM	5	417	0	0	422	0	288	3	4	295	7	0	4	1	12	0	0	0	0	0	729
08:45 AM	8	390	1	0	399	0	253	2	2	257	6	0	3	0	9	0	0	1	0	1	666
Total	19	1714	1	0	1734	0	1188	11	14	1213	34	0	18	1	53	1	0	1	0	2	3002
*** BREAK ***																					
11:00 AM	6	223	0	0	229	0	220	4	1	225	5	0	8	0	13	0	0	0	0	0	467
11:15 AM	4	245	0	0	249	0	214	4	0	218	5	0	6	0	11	5	0	0	2	7	485
11:30 AM	6	250	0	0	256	0	228	4	0	232	2	0	5	0	7	1	0	0	0	1	496
11:45 AM	5	277	0	0	282	0	238	1	0	239	3	0	9	0	12	1	0	0	1	2	535
Total	21	995	0	0	1016	0	900	13	1	914	15	0	28	0	43	7	0	0	3	10	1983
12:00 PM	4	311	0	0	315	0	248	5	2	255	4	0	4	0	8	0	0	0	0	0	578
12:15 PM	8	305	0	0	313	0	256	3	0	259	2	0	8	0	10	0	0	0	0	0	582
12:30 PM	4	278	0	0	282	0	284	5	0	289	3	0	6	0	9	2	0	0	0	2	582
12:45 PM	7	303	0	0	310	0	293	1	0	294	7	0	4	0	11	0	0	0	3	3	618
Total	23	1197	0	0	1220	0	1081	14	2	1097	16	0	22	0	38	2	0	0	3	5	2360
*** BREAK ***																					
02:00 PM	8	278	0	0	286	0	287	4	1	292	4	0	5	2	11	0	0	0	1	1	590
02:15 PM	4	319	0	0	323	0	304	7	6	317	7	0	9	1	17	0	0	0	1	1	658
02:30 PM	6	306	0	0	312	0	343	3	1	347	1	0	11	0	12	0	0	0	0	0	671
02:45 PM	11	302	0	0	313	0	282	1	0	283	7	0	4	0	11	0	0	0	0	0	607
Total	29	1205	0	0	1234	0	1216	15	8	1239	19	0	29	3	51	0	0	0	2	2	2526
03:00 PM	7	323	0	0	330	0	298	10	3	311	5	0	4	0	9	0	0	0	0	0	650
03:15 PM	5	350	0	0	355	0	322	8	0	330	3	0	6	0	9	0	0	0	0	0	694
03:30 PM	11	376	0	0	387	1	374	8	8	391	3	0	7	0	10	0	0	0	2	2	790
03:45 PM	11	366	0	0	377	0	328	6	6	340	4	0	8	0	12	0	0	2	0	2	731
Total	34	1415	0	0	1449	1	1322	32	17	1372	15	0	25	0	40	0	0	2	2	4	2865
04:00 PM	7	348	1	0	356	0	274	6	1	281	5	0	5	0	10	0	0	1	2	3	650
04:15 PM	14	355	0	0	369	0	393	13	4	410	2	0	3	0	5	0	0	0	0	0	784
04:30 PM	8	432	0	0	440	0	375	9	0	384	10	0	5	0	15	0	0	0	0	0	839
04:45 PM	20	391	0	0	411	0	367	6	5	378	3	0	10	0	13	0	0	0	2	2	804
Total	49	1526	1	0	1576	0	1409	34	10	1453	20	0	23	0	43	0	0	1	4	5	3077
05:00 PM	17	403	0	0	420	0	361	4	3	368	7	0	7	0	14	2	0	0	0	2	804
05:15 PM	13	429	1	0	443	20	365	7	4	396	7	0	12	0	19	0	0	0	0	0	858
05:30 PM	18	437	0	0	455	0	400	11	6	417	3	0	12	0	15	0	0	1	2	3	890
05:45 PM	11	407	0	0	418	0	373	4	1	378	10	0	11	0	21	0	0	1	2	3	820
Total	59	1676	1	0	1736	20	1499	26	14	1559	27	0	42	0	69	2	0	2	4	8	3372
Grand Total	253	11129	3	0	11385	21	9664	148	71	9904	170	0	224	4	398	13	0	6	20	39	21726
Apprch %	2.2	97.8	0	0		0.2	97.6	1.5	0.7		42.7	0	56.3	1		33.3	0	15.4	51.3		
Total %	1.2	51.2	0	0	52.4	0.1	44.5	0.7	0.3	45.6	0.8	0	1	0	1.8	0.1	0	0	0.1	0.2	

Start Time	SR 551 Northbound					SR 551 Southbound					SUN TREE CIR Eastbound					SUN TREE CIR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	417	0	0	423	0	299	0	0	299	9	0	8	0	17	0	0	0	0	0	739
08:00 AM	4	467	0	0	471	0	306	2	8	316	13	0	7	0	20	1	0	0	0	1	808
08:15 AM	2	440	0	0	442	0	341	4	0	345	8	0	4	0	12	0	0	0	0	0	799
08:30 AM	5	417	0	0	422	0	288	3	4	295	7	0	4	1	12	0	0	0	0	0	729
Total Volume	17	1741	0	0	1758	0	1234	9	12	1255	37	0	23	1	61	1	0	0	0	1	3075
% App. Total	1	99	0	0		0	98.3	0.7	1		60.7	0	37.7	1.6		100	0	0	0		
PHF	.708	.932	.000	.000	.933	.000	.905	.563	.375	.909	.712	.000	.719	.250	.763	.250	.000	.000	.000	.250	.951

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					07:00 AM									
+0 mins.	6	417	0	0	423	0	301	1	0	302	9	0	18	0	27	0	0	0	2	2
+15 mins.	4	467	0	0	471	0	299	0	0	299	9	0	8	0	17	0	0	0	0	0
+30 mins.	2	440	0	0	442	0	306	2	8	316	13	0	7	0	20	1	0	0	0	1
+45 mins.	5	417	0	0	422	0	288	3	4	295	7	0	4	1	12	0	0	0	0	0
Total Volume	17	1741	0	0	1758	0	1234	9	12	1255	37	0	23	1	61	1	0	0	2	3
% App. Total	1	99	0	0		0	98.8	0.6	0.6		51.3	0	48.7	0		33.3	0	0	66.7	
PHF	.708	.932	.000	.000	.933	.000	.914	.438	.250	.914	.750	.000	.514	.000	.704	.250	.000	.000	.250	.375

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	4	311	0	0	315	0	248	5	2	255	4	0	4	0	8	0	0	0	0	0	578
12:15 PM	8	305	0	0	313	0	256	3	0	259	2	0	8	0	10	0	0	0	0	0	582
12:30 PM	4	278	0	0	282	0	284	5	0	289	3	0	6	0	9	2	0	0	0	2	582
12:45 PM	7	303	0	0	310	0	293	1	0	294	7	0	4	0	11	0	0	0	3	3	618
Total Volume	23	1197	0	0	1220	0	1081	14	2	1097	16	0	22	0	38	2	0	0	3	5	2360
% App. Total	1.9	98.1	0	0		0	98.5	1.3	0.2		42.1	0	57.9	0		40	0	0	60		
PHF	.719	.962	.000	.000	.968	.000	.922	.700	.250	.933	.571	.000	.688	.000	.864	.250	.000	.000	.250	.417	.955

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					12:00 PM					11:00 AM									
+0 mins.	4	311	0	0	315	0	248	5	2	255	5	0	8	0	13	0	0	0	0	0
+15 mins.	8	305	0	0	313	0	256	3	0	259	5	0	6	0	11	5	0	0	2	7
+30 mins.	4	278	0	0	282	0	284	5	0	289	2	0	5	0	7	1	0	0	0	1
+45 mins.	7	303	0	0	310	0	293	1	0	294	3	0	4	0	12	1	0	0	1	2
Total Volume	23	1197	0	0	1220	0	1081	14	2	1097	15	0	28	0	43	7	0	0	3	10
% App. Total	1.9	98.1	0	0		0	98.5	1.3	0.2		34.9	0	65.1	0		70	0	0	30	
PHF	.719	.962	.000	.000	.968	.000	.922	.700	.250	.933	.750	.000	.778	.000	.827	.350	.000	.000	.375	.357

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	17	403	0	0	420	0	361	4	3	368	7	0	7	0	14	2	0	0	0	2	804
05:15 PM	13	429	1	0	443	20	365	7	4	396	7	0	12	0	19	0	0	0	0	0	858
05:30 PM	18	437	0	0	455	0	400	11	6	417	3	0	12	0	15	0	0	1	2	3	890
05:45 PM	11	407	0	0	418	0	373	4	1	378	10	0	11	0	21	0	0	1	2	3	820
Total Volume	59	1676	1	0	1736	20	1499	26	14	1559	27	0	42	0	69	2	0	2	4	8	3372
% App. Total	3.4	96.5	0.1	0		1.3	96.2	1.7	0.9		39.1	0	60.9	0		25	0	25	50		
PHF	.819	.959	.250	.000	.954	.250	.937	.591	.583	.935	.675	.000	.875	.000	.821	.250	.000	.500	.500	.667	.947

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					05:00 PM					05:00 PM				
+0 mins.	17	403	0	0	420	0	367	6	5	378	7	0	7	0	14	2	0	0	0	2
+15 mins.	13	429	1	0	443	0	361	4	3	368	7	0	12	0	19	0	0	0	0	0
+30 mins.	18	437	0	0	455	20	365	7	4	396	3	0	12	0	15	0	0	1	2	3
+45 mins.	11	407	0	0	418	0	373	4	1	378	10	0	11	0	21	0	0	1	2	3
Total Volume	59	1676	1	0	1736	20	1499	26	14	1559	27	0	42	0	69	2	0	2	4	8
% App. Total	3.4	96.5	0.1	0		1.3	95.8	1.8	1.2		39.1	0	60.9	0		25	0	25	50	
PHF	.819	.959	.250	.000	.954	.250	.933	.636	.750	.935	.675	.000	.875	.000	.821	.250	.000	.500	.500	.667

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					SUN TREE CIR Eastbound					SUN TREE CIR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	0	1	1	30
07:15 AM	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	21
07:30 AM	0	3	0	0	3	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Total	0	31	0	0	31	0	47	0	0	47	0	0	0	0	0	0	0	0	1	1	79
08:00 AM	0	4	0	0	4	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
08:30 AM	0	4	0	0	4	0	8	0	4	12	0	0	0	0	0	0	0	0	0	0	16
08:45 AM	0	8	0	0	8	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	16
Total	0	23	0	0	23	0	27	0	7	34	0	0	0	0	0	0	0	0	0	0	57
*** BREAK ***																					
11:00 AM	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	0	4	0	0	4	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	9
11:30 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	1	16	0	0	17	0	15	0	0	15	1	0	0	0	1	0	0	0	0	0	33
12:00 PM	0	4	0	0	4	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	2	2	11
Total	0	16	0	0	16	0	21	0	1	22	0	0	0	0	0	0	0	0	2	2	40
*** BREAK ***																					
02:00 PM	0	9	0	0	9	0	6	0	1	7	0	0	0	0	0	0	0	0	1	1	17
02:15 PM	1	4	0	0	5	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	15
02:30 PM	0	9	0	0	9	0	25	0	1	26	0	0	1	0	1	0	0	0	0	0	36
02:45 PM	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
Total	1	27	0	0	28	0	45	0	8	53	0	0	1	0	1	0	0	0	1	1	83
03:00 PM	0	4	0	0	4	0	8	0	3	11	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
03:30 PM	0	8	0	0	8	0	8	0	4	12	0	0	0	0	0	0	0	0	1	1	21
03:45 PM	0	9	0	0	9	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	18
Total	0	28	0	0	28	0	31	0	8	39	0	0	0	0	0	0	0	0	1	1	68
04:00 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	6
04:15 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
04:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	3	0	0	3	0	9	0	1	10	0	0	0	0	0	0	0	0	1	1	14
Total	0	15	0	0	15	0	20	0	1	21	0	0	0	0	0	0	0	0	2	2	38
05:00 PM	1	3	0	0	4	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	3	0	0	3	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	0	0	0	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	2	2	6
Total	1	7	0	0	8	0	9	0	5	14	0	0	1	0	1	0	0	0	2	2	25
Grand Total	3	163	0	0	166	0	215	0	30	245	1	0	2	0	3	0	0	0	9	9	423
Apprch %	1.8	98.2	0	0		0	87.8	0	12.2		33.3	0	66.7	0		0	0	0	100		
Total %	0.7	38.5	0	0	39.2	0	50.8	0	7.1	57.9	0.2	0	0.5	0	0.7	0	0	0	2.1	2.1	

Start Time	SR 551 Northbound					SR 551 Southbound					SUN TREE CIR Eastbound					SUN TREE CIR Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	0	1	1	30
07:15 AM	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	21
07:30 AM	0	3	0	0	3	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Total Volume	0	31	0	0	31	0	47	0	0	47	0	0	0	0	0	0	0	0	1	1	79
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.517	.000	.000	.517	.000	.839	.000	.000	.839	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.658

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	15	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	0	1	1	
+15 mins.	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	0	3	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	31	0	0	31	0	47	0	0	47	0	0	0	0	0	0	0	0	1	1	
% App. Total	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.517	.000	.000	.517	.000	.839	.000	.000	.839	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	4	0	0	4	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	2	2	11
Total Volume	0	16	0	0	16	0	21	0	1	22	0	0	0	0	0	0	0	0	2	2	40
% App. Total	0	100	0	0		0	95.5	0	4.5		0	0	0	0		0	0	0	100		
PHF	.000	.667	.000	.000	.667	.000	.750	.000	.250	.786	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.909

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:																					
+0 mins.	11:45 AM					12:00 PM					10:30 AM					12:00 PM					
+0 mins.	0	4	0	0	4	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	6	0	0	6	0	7	0	0	7	1	0	0	0	1	0	0	0	2	2	
Total Volume	0	18	0	0	18	0	21	0	1	22	1	0	0	0	1	0	0	0	2	2	
% App. Total	0	100	0	0		0	95.5	0	4.5		100	0	0	0		0	0	0	100		
PHF	.000	.750	.000	.000	.750	.000	.750	.000	.250	.786	.250	.000	.000	.000	.250	.000	.000	.000	.250	.250	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	9	0	0	9	0	6	0	1	7	0	0	0	0	0	0	0	0	1	1	17
02:15 PM	1	4	0	0	5	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	15
02:30 PM	0	9	0	0	9	0	25	0	1	26	0	0	1	0	1	0	0	0	0	0	36
02:45 PM	0	5	0	0	5	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	15
Total Volume	1	27	0	0	28	0	45	0	8	53	0	0	1	0	1	0	0	0	1	1	83
% App. Total	3.6	96.4	0	0		0	84.9	0	15.1		0	0	100	0		0	0	0	100		
PHF	.250	.750	.000	.000	.778	.000	.450	.000	.333	.510	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.576

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:																					
+0 mins.	02:00 PM					02:15 PM					02:00 PM					03:15 PM					
+0 mins.	0	9	0	0	9	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	4	0	0	5	0	25	0	1	26	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	9	0	0	9	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	0
+45 mins.	0	5	0	0	5	0	8	0	3	11	0	0	0	0	0	0	0	0	1	1	
Total Volume	1	27	0	0	28	0	47	0	10	57	0	0	1	0	1	0	0	0	2	2	
% App. Total	3.6	96.4	0	0		0	82.5	0	17.5		0	0	100	0		0	0	0	100		
PHF	.250	.750	.000	.000	.778	.000	.470	.000	.417	.548	.000	.000	.250	.000	.250	.000	.000	.000	.500	.500	

APPENDIX B7

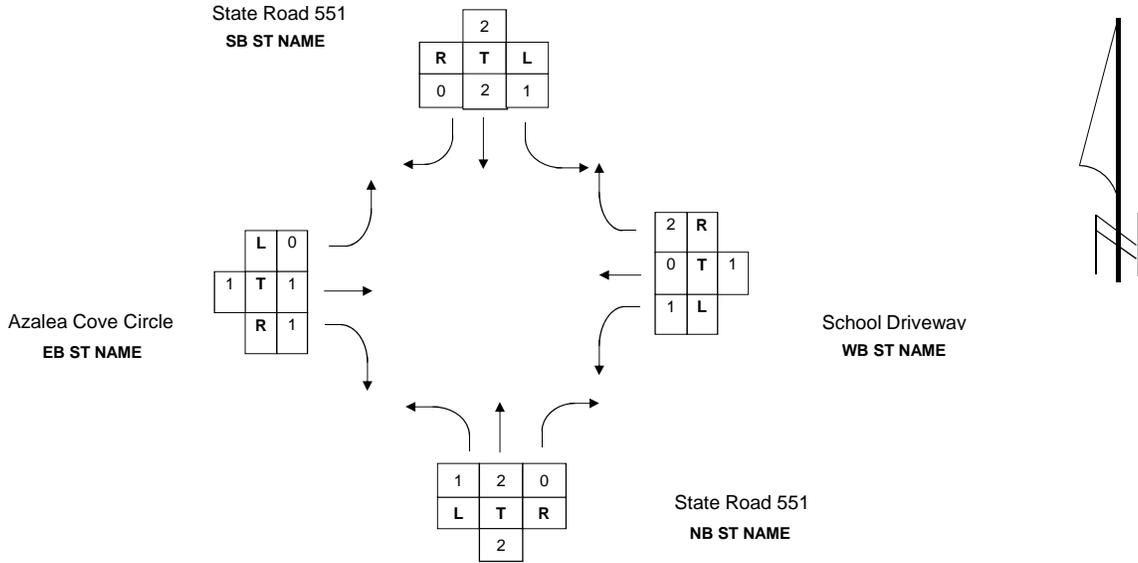
**SR 551 AT AZALEA COVE CIRCLE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Azalea Cove Circle
 OBSERVER DM DATE 2/11/2014 MILEPOST 5.700
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

FORM COMPLETED BY PHF DATE 02/20/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	1	1324	17	0	1342	7	1013	7	0	1027	2369	19	1	26	0	46	10	0	8	0	18	64
8 - 9	4	1254	71	1	1330	29	1013	10	0	1052	2382	15	1	20	0	36	36	2	42	0	80	116
11 - 12	7	912	8	2	929	2	854	10	0	866	1795	10	0	12	0	22	5	0	5	0	10	32
12 - 1	12	1033	22	0	1067	12	1039	7	1	1059	2126	6	0	14	0	20	7	0	9	0	16	36
2 - 3	9	1083	5	1	1098	6	1168	11	0	1185	2283	6	1	11	0	18	12	0	19	0	31	49
3 - 4	21	1125	42	1	1189	25	1193	15	0	1233	2422	4	1	12	0	17	41	1	28	0	70	87
4 - 5	11	1247	15	0	1273	24	1316	10	0	1350	2623	9	0	4	0	13	24	1	19	0	44	57
5 - 6	19	1369	28	0	1416	18	1451	18	0	1487	2903	12	0	8	0	20	22	0	17	0	39	59
TOTAL	84	9347	208	5	9644	123	9047	88	1	9259	18903	81	4	107	0	192	157	4	147	0	308	500

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Azalea Cove Circle
 OBSERVER DM DATE 2/11/2014

REMARKS

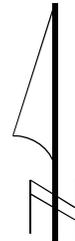
FORM COMPLETED BY PHF

DATE 02/20/14

State Road 551

SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	2	0	1	0	2	0	0	5
0	0	0	0	0	0	0	0	0
0	2	0	1	0	2	0	0	5



7 - 8	3	2	5
8 - 9	2	1	3
11 - 12	0	1	1
12 - 1	1	1	2
2 - 3	0	8	8
3 - 4	6	4	10
4 - 5	1	8	9
5 - 6	8	4	12
Total	21	29	50

Azalea Cove Circle
 EB ST NAME

7 - 8	5	2	7
8 - 9	1	0	1
11 - 12	2	0	2
12 - 1	1	4	5
2 - 3	0	3	3
3 - 4	3	1	4
4 - 5	4	4	8
5 - 6	3	0	3
Total	19	14	33

School Driveway
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	2
0	0	1	0	0	0	0	1	2

State Road 551
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Azalea Cove Circle
 OBSERVER DM DATE 2/11/2014

REMARKS _____

FORM COMPLETED BY PHF DATE 02/20/14

State Road 551
SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7 - 8	3	0	3
8 - 9	0	0	0
11 - 12	3	0	3
12 - 1	3	0	3
2 - 3	6	1	7
3 - 4	4	3	7
4 - 5	4	1	5
5 - 6	3	0	3
Total	26	5	31

Azalea Cove Circle
EB ST NAME

7 - 8	1	1	2
8 - 9	1	2	3
11 - 12	0	1	1
12 - 1	0	0	0
2 - 3	2	2	4
3 - 4	1	4	5
4 - 5	0	0	0
5 - 6	1	1	2
Total	6	11	17

School Driveway
WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	1	0	2

State Road 551
NB ST NAME

**Northbound Photographs
State Road 551 & Azelea Cove**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Azelea Cove**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Azelea Cove**

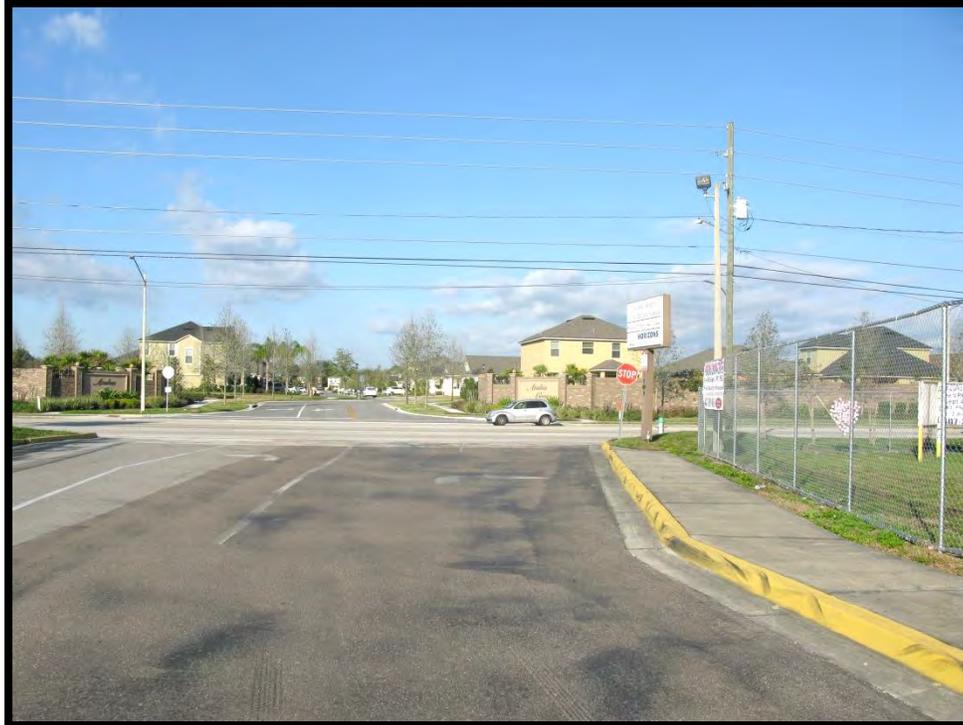


Looking East Toward Intersection

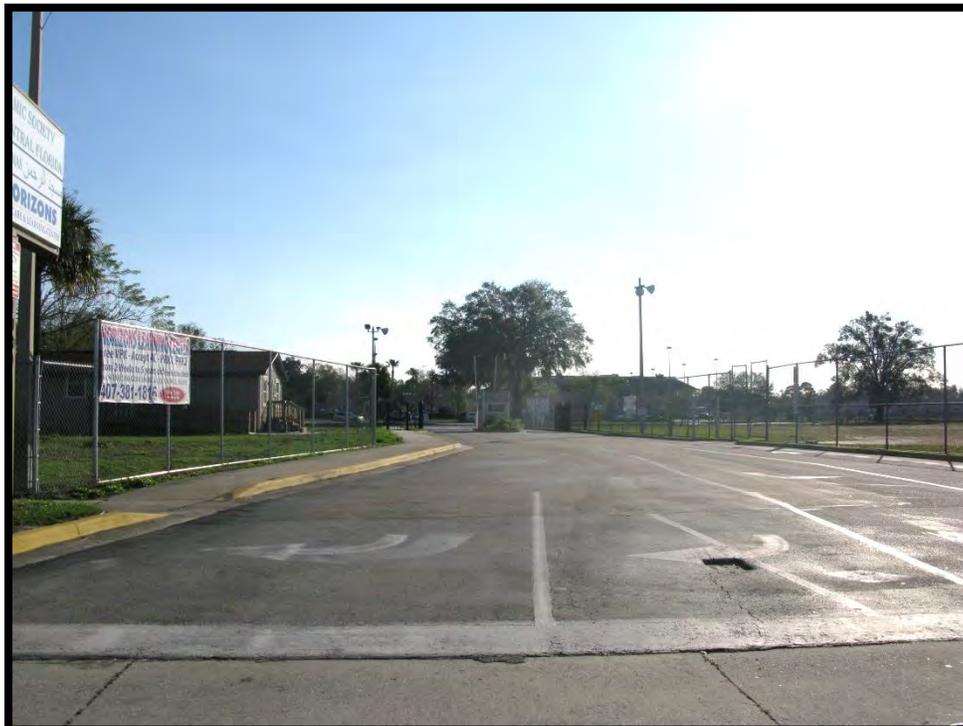


Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Azelea Cove**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					AZALEA COVE CIRCLE Eastbound					AZALEA COVE CIRCLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	287	1	1	289	0	241	2	4	247	3	0	12	0	15	0	0	2	0	2	553
07:15 AM	0	311	2	3	316	3	223	0	1	227	5	0	5	0	10	2	0	4	0	6	559
07:30 AM	1	359	2	3	365	2	280	3	0	285	4	0	6	0	10	4	0	1	0	5	665
07:45 AM	0	367	12	0	379	2	269	2	0	273	7	1	3	0	11	4	0	1	0	5	668
Total	1	1324	17	7	1349	7	1013	7	5	1032	19	1	26	0	46	10	0	8	0	18	2445
08:00 AM	0	327	21	0	348	8	259	3	3	273	3	0	2	0	5	12	0	7	0	19	645
08:15 AM	3	325	25	0	353	10	271	1	0	282	4	1	9	0	14	13	1	18	0	32	681
08:30 AM	1	303	19	0	323	10	244	5	0	259	4	0	4	0	8	9	0	11	1	21	611
08:45 AM	1	299	6	1	307	1	239	1	0	241	4	0	5	0	9	2	1	6	1	10	567
Total	5	1254	71	1	1331	29	1013	10	3	1055	15	1	20	0	36	36	2	42	2	82	2504
*** BREAK ***																					
11:00 AM	2	207	3	1	213	0	198	0	0	198	2	0	2	1	5	1	0	1	0	2	418
11:15 AM	1	221	0	1	223	0	206	5	0	211	6	0	4	0	10	2	0	0	0	2	446
11:30 AM	1	228	1	0	230	0	230	1	0	231	2	0	1	0	3	1	0	3	0	4	468
11:45 AM	5	256	4	0	265	2	220	4	1	227	0	0	5	0	5	1	0	1	0	2	499
Total	9	912	8	2	931	2	854	10	1	867	10	0	12	1	23	5	0	5	0	10	1831
12:00 PM	1	278	5	1	285	0	240	2	2	244	1	0	2	0	3	0	0	2	1	3	535
12:15 PM	2	258	5	0	265	4	250	5	0	259	1	0	4	0	5	3	0	2	0	5	534
12:30 PM	3	243	6	1	253	8	285	0	0	293	3	0	3	0	6	4	0	4	0	8	560
12:45 PM	6	254	6	3	269	1	264	0	0	265	1	0	5	0	6	0	0	1	0	1	541
Total	12	1033	22	5	1072	13	1039	7	2	1061	6	0	14	0	20	7	0	9	1	17	2170
*** BREAK ***																					
02:00 PM	0	268	1	2	271	1	277	2	1	281	1	0	4	0	5	5	0	15	0	20	577
02:15 PM	3	277	0	1	281	0	295	4	6	305	1	0	2	0	3	2	0	1	0	3	592
02:30 PM	5	269	3	0	277	1	299	4	1	305	2	0	4	0	6	4	0	1	0	5	593
02:45 PM	2	269	1	0	272	4	297	1	0	302	2	1	1	0	4	1	0	2	0	3	581
Total	10	1083	5	3	1101	6	1168	11	8	1193	6	1	11	0	18	12	0	19	0	31	2343
03:00 PM	8	246	18	1	273	11	303	5	2	321	1	0	1	0	2	5	0	2	0	7	603
03:15 PM	2	261	9	0	272	6	276	7	0	289	2	0	4	0	6	18	0	20	0	38	605
03:30 PM	7	314	9	1	331	4	311	2	2	319	1	1	3	0	5	10	1	3	0	14	669
03:45 PM	5	304	6	2	317	4	303	1	6	314	0	0	4	0	4	8	0	3	2	13	648
Total	22	1125	42	4	1193	25	1193	15	10	1243	4	1	12	0	17	41	1	28	2	72	2525
04:00 PM	1	285	1	6	293	5	277	0	1	283	6	0	0	0	6	1	0	4	0	5	587
04:15 PM	1	324	1	1	327	3	345	3	7	358	1	0	2	0	3	13	1	6	0	20	708
04:30 PM	5	316	5	0	326	9	335	2	0	346	1	0	0	0	1	5	0	2	0	7	680
04:45 PM	4	322	8	1	335	7	359	5	1	372	1	0	2	0	3	5	0	7	0	12	722
Total	11	1247	15	8	1281	24	1316	10	9	1359	9	0	4	0	13	24	1	19	0	44	2697
05:00 PM	7	335	20	0	362	12	345	3	1	361	2	0	1	0	3	12	0	10	0	22	748
05:15 PM	4	342	3	0	349	3	338	5	3	349	5	0	2	0	7	5	0	4	0	9	714
05:30 PM	6	332	2	0	340	3	388	2	5	398	3	0	3	1	7	5	0	3	0	8	753
05:45 PM	2	360	3	3	368	0	380	8	3	391	2	0	2	0	4	0	0	0	0	0	763
Total	19	1369	28	3	1419	18	1451	18	12	1499	12	0	8	1	21	22	0	17	0	39	2978
Grand Total	89	9347	208	33	9677	124	9047	88	50	9309	81	4	107	2	194	157	4	147	5	313	19493
Apprch %	0.9	96.6	2.1	0.3		1.3	97.2	0.9	0.5		41.8	2.1	55.2	1		50.2	1.3	47	1.6		
Total %	0.5	48	1.1	0.2	49.6	0.6	46.4	0.5	0.3	47.8	0.4	0	0.5	0	1	0.8	0	0.8	0	1.6	

Start Time	SR 551 Northbound					SR 551 Southbound					AZALEA COVE CIRCLE Eastbound					AZALEA COVE CIRCLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	359	2	3	365	2	280	3	0	285	4	0	6	0	10	4	0	1	0	5	665
07:45 AM	0	367	12	0	379	2	269	2	0	273	7	1	3	0	11	4	0	1	0	5	668
08:00 AM	0	327	21	0	348	8	259	3	3	273	3	0	2	0	5	12	0	7	0	19	645
08:15 AM	3	325	25	0	353	10	271	1	0	282	4	1	9	0	14	13	1	18	0	32	681
Total Volume	4	1378	60	3	1445	22	1079	9	3	1113	18	2	20	0	40	33	1	27	0	61	2659
% App. Total	0.3	95.4	4.2	0.2		2	96.9	0.8	0.3		45	5	50	0		54.1	1.6	44.3	0		
PHF	.333	.939	.600	.250	.953	.550	.963	.750	.250	.976	.643	.500	.556	.000	.714	.635	.250	.375	.000	.477	.976

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:00 AM					08:00 AM				
+0 mins.	1	359	2	3	365	2	280	3	0	285	3	0	12	0	15	12	0	7	0	19
+15 mins.	0	367	12	0	379	2	269	2	0	273	5	0	5	0	10	13	1	18	0	32
+30 mins.	0	327	21	0	348	8	259	3	3	273	4	0	6	0	10	9	0	11	1	21
+45 mins.	3	325	25	0	353	10	271	1	0	282	7	1	3	0	11	2	1	6	1	10
Total Volume	4	1378	60	3	1445	22	1079	9	3	1113	19	1	26	0	46	36	2	42	2	82
% App. Total	0.3	95.4	4.2	0.2		2	96.9	0.8	0.3		41.3	2.2	56.5	0		43.9	2.4	51.2	2.4	
PHF	.333	.939	.600	.250	.953	.550	.963	.750	.250	.976	.679	.250	.542	.000	.767	.692	.500	.583	.500	.641

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	1	278	5	1	285	0	240	2	2	244	1	0	2	0	3	0	0	2	1	3	535
12:15 PM	2	258	5	0	265	4	250	5	0	259	1	0	4	0	5	3	0	2	0	5	534
12:30 PM	3	243	6	1	253	8	285	0	0	293	3	0	3	0	6	4	0	4	0	8	560
12:45 PM	6	254	6	3	269	1	264	0	0	265	1	0	5	0	6	0	0	1	0	1	541
Total Volume	12	1033	22	5	1072	13	1039	7	2	1061	6	0	14	0	20	7	0	9	1	17	2170
% App. Total	1.1	96.4	2.1	0.5		1.2	97.9	0.7	0.2		30	0	70	0		41.2	0	52.9	5.9		
PHF	.500	.929	.917	.417	.940	.406	.911	.350	.250	.905	.500	.000	.700	.000	.833	.438	.000	.563	.250	.531	.969

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					12:00 PM					11:00 AM					11:45 AM				
+0 mins.	1	278	5	1	285	0	240	2	2	244	2	0	2	1	5	1	0	1	0	2
+15 mins.	2	258	5	0	265	4	250	5	0	259	6	0	4	0	10	0	0	2	1	3
+30 mins.	3	243	6	1	253	8	285	0	0	293	2	0	1	0	3	3	0	2	0	5
+45 mins.	6	254	6	3	269	1	264	0	0	265	0	0	5	0	5	4	0	4	0	8
Total Volume	12	1033	22	5	1072	13	1039	7	2	1061	10	0	12	1	23	8	0	9	1	18
% App. Total	1.1	96.4	2.1	0.5		1.2	97.9	0.7	0.2		43.5	0	52.2	4.3		44.4	0	50	5.6	
PHF	.500	.929	.917	.417	.940	.406	.911	.350	.250	.905	.417	.000	.600	.250	.575	.500	.000	.563	.250	.563

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	7	335	20	0	362	12	345	3	1	361	2	0	1	0	3	12	0	10	0	22	748
05:15 PM	4	342	3	0	349	3	338	5	3	349	5	0	2	0	7	5	0	4	0	9	714
05:30 PM	6	332	2	0	340	3	388	2	5	398	3	0	3	1	7	5	0	3	0	8	753
05:45 PM	2	360	3	3	368	0	380	8	3	391	2	0	2	0	4	0	0	0	0	0	763
Total Volume	19	1369	28	3	1419	18	1451	18	12	1499	12	0	8	1	21	22	0	17	0	39	2978
% App. Total	1.3	96.5	2	0.2		1.2	96.8	1.2	0.8		57.1	0	38.1	4.8		56.4	0	43.6	0		
PHF	.679	.951	.350	.250	.964	.375	.935	.563	.600	.942	.600	.000	.667	.250	.750	.458	.000	.425	.000	.443	.976

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					03:15 PM					03:00 PM				
+0 mins.	7	335	20	0	362	12	345	3	1	361	2	0	4	0	6	5	0	2	0	7
+15 mins.	4	342	3	0	349	3	338	5	3	349	1	1	3	0	5	18	0	20	0	38
+30 mins.	6	332	2	0	340	3	388	2	5	398	0	0	4	0	4	10	1	3	0	14
+45 mins.	2	360	3	3	368	0	380	8	3	391	6	0	0	0	6	8	0	3	2	13
Total Volume	19	1369	28	3	1419	18	1451	18	12	1499	9	1	11	0	21	41	1	28	2	72
% App. Total	1.3	96.5	2	0.2		1.2	96.8	1.2	0.8		42.9	4.8	52.4	0		56.9	1.4	38.9	2.8	
PHF	.679	.951	.350	.250	.964	.375	.935	.563	.600	.942	.375	.250	.688	.000	.875	.569	.250	.350	.250	.474

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					AZALEA COVE CIRCLE Eastbound					AZALEA COVE CIRCLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	14	0	1	15	0	13	0	1	14	0	0	1	0	1	0	0	0	0	0	30
07:15 AM	0	6	0	1	7	0	12	0	1	13	0	0	0	0	0	0	0	0	0	0	20
07:30 AM	0	5	0	3	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
07:45 AM	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	12
Total	0	29	0	5	34	0	42	0	2	44	0	0	1	0	1	0	0	0	0	0	79
08:00 AM	0	4	0	0	4	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	7	0	1	8	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	17
Total	0	20	0	1	21	0	19	0	1	20	0	0	0	0	0	0	1	0	0	1	42
*** BREAK ***																					
11:00 AM	0	3	0	1	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	3	0	1	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
11:45 AM	0	7	0	0	7	0	4	1	1	6	0	0	1	0	1	0	0	0	0	0	14
Total	0	16	0	2	18	0	11	1	1	13	0	0	1	0	1	0	0	0	0	0	32
12:00 PM	0	1	0	0	1	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	5	0	1	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	12	0	1	13	0	17	0	1	18	0	0	0	0	0	0	0	0	0	0	31
*** BREAK ***																					
02:00 PM	0	9	0	0	9	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	15
02:15 PM	0	5	0	0	5	0	4	0	6	10	0	0	0	0	0	0	0	0	0	0	15
02:30 PM	0	6	0	0	6	0	25	0	1	26	0	0	0	0	0	0	0	0	0	0	32
02:45 PM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
Total	0	25	0	0	25	0	43	0	8	51	0	0	0	0	0	0	0	0	0	0	76
03:00 PM	0	4	0	1	5	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	13
03:15 PM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
03:30 PM	0	3	0	1	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
03:45 PM	0	6	0	1	7	0	7	0	2	9	0	0	0	0	0	0	0	0	0	0	16
Total	0	16	0	3	19	0	24	0	4	28	0	0	0	0	0	0	0	0	0	0	47
04:00 PM	0	5	0	4	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	5	0	0	5	0	9	0	7	16	0	0	0	0	0	0	0	0	0	0	21
04:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	7
Total	0	14	0	4	18	0	19	0	8	27	0	0	0	0	0	0	0	0	0	0	45
05:00 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	2	0	0	2	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	0	3	4	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	8
Total	0	6	0	3	9	0	9	0	4	13	0	0	0	0	0	0	0	0	0	0	22
Grand Total	0	138	0	19	157	0	184	1	29	214	0	0	2	0	2	0	1	0	0	1	374
Apprch %	0	87.9	0	12.1		0	86	0.5	13.6		0	0	100	0		0	100	0	0		
Total %	0	36.9	0	5.1	42	0	49.2	0.3	7.8	57.2	0	0	0.5	0	0.5	0	0.3	0	0	0.3	

APPENDIX B8

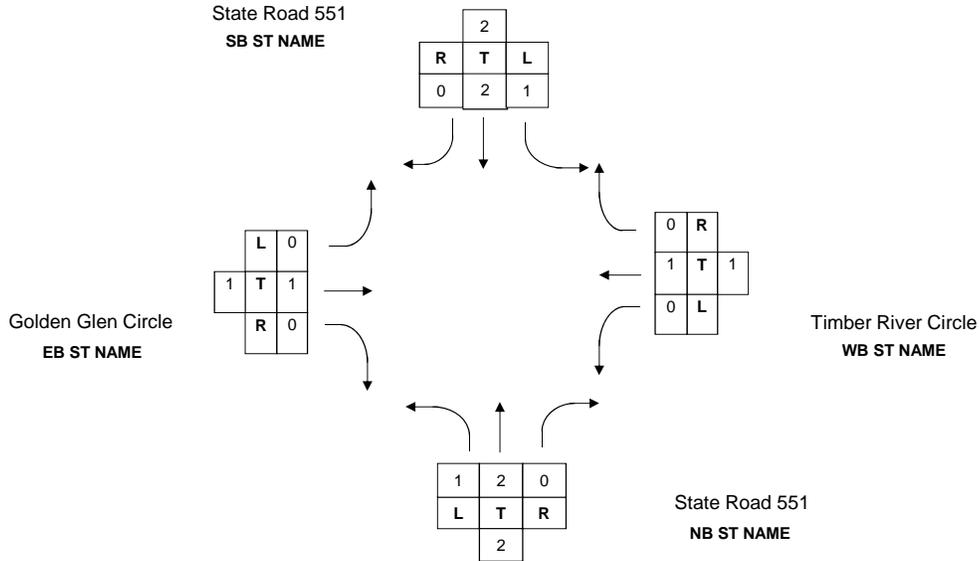
**SR 551 AT GOLDEN GLENN DRIVE/
TIMBER RIVER CIRCLE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Golden Glen Circle
 OBSERVER AK DATE 2/12/2014 MILEPOST 5.843
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 03/04/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	5	1344	3	0	1352	3	971	3	0	977	2329	11	0	23	0	34	13	1	14	0	28	62
8 - 9	10	1259	15	0	1284	13	1005	10	0	1028	2312	15	0	15	0	30	24	1	17	0	42	72
11 - 12	9	1093	11	0	1113	4	923	6	0	933	2046	6	0	20	0	26	8	0	13	0	21	47
12 - 1	12	1095	13	0	1120	15	1061	7	0	1083	2203	12	0	7	0	19	10	1	14	0	25	44
2 - 3	18	1114	12	0	1144	14	1223	21	0	1258	2402	9	0	15	0	24	10	0	14	0	24	48
3 - 4	18	1112	14	0	1144	16	1151	10	0	1177	2321	11	0	23	0	34	8	1	8	0	17	51
4 - 5	19	1158	18	0	1195	17	1284	15	0	1316	2511	10	0	21	0	31	6	0	12	0	18	49
5 - 6	21	1302	13	0	1336	24	1510	16	0	1550	2886	8	0	15	0	23	7	0	20	0	27	50
TOTAL	112	9477	99	0	9688	106	9128	88	0	9322	19010	82	0	139	0	221	86	4	112	0	202	423

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Golden Glen Circle
 OBSERVER AK DATE 2/12/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/04/14

State Road 551
 SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	1	1	2
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1	2



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
1	1	1	0	7	8	7	7	36
1	9	1	0	10	4	3	4	32
2	14	2	0	17	12	10	11	68

Golden Glen Circle
 EB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	1	0	0	0	0	0	3	4
0	1	2	1	1	0	2	4	11
0	2	1	1	1	0	2	7	15

Timber River Circle
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2

State Road 551
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Golden Glen Circle
 OBSERVER AK DATE 2/12/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/04/14

State Road 551
 SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	1



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
1	1	1	1	1	1	1	2	8
0	2	3	1	3	2	2	1	15
1	3	4	1	3	3	3	3	23

Golden Glen Circle
 EB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	2	0	0	1	3	3	0	9
0	0	0	0	1	3	3	2	14

Timber River Circle
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	1	0	0	0	1	2
0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	2

State Road 551
 NB ST NAME

**Northbound Photographs
State Road 551 & Golden Glenn Dr/Timber River Cir**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Golden Glenn Dr/Timber River Cir**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Golden Glenn Dr/Timber River Cir**



Looking East Toward Intersection



Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Golden Glenn Dr/Timber River Cir**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					GOLDEN GLEN Eastbound					GOLDEN GLEN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	285	0	0	286	1	220	1	0	222	2	0	5	0	7	3	0	1	0	4	519
07:15 AM	2	331	0	0	333	2	242	2	1	247	4	0	6	1	11	3	0	3	0	6	597
07:30 AM	1	332	1	0	334	0	245	0	0	245	2	0	7	0	9	6	0	1	0	7	595
07:45 AM	1	396	2	0	399	0	264	0	1	265	3	0	5	0	8	1	1	9	0	11	683
Total	5	1344	3	0	1352	3	971	3	2	979	11	0	23	1	35	13	1	14	0	28	2394
08:00 AM	1	323	1	2	327	1	249	2	6	258	4	0	3	0	7	6	0	5	0	11	603
08:15 AM	4	332	6	0	342	1	260	3	3	267	3	0	5	0	8	8	0	7	0	15	632
08:30 AM	3	299	4	0	306	4	253	2	4	263	6	0	2	0	8	4	1	2	0	7	584
08:45 AM	2	305	4	0	311	7	243	3	1	254	2	0	5	1	8	6	0	3	0	9	582
Total	10	1259	15	2	1286	13	1005	10	14	1042	15	0	15	1	31	24	1	17	0	42	2401
*** BREAK ***																					
11:00 AM	0	268	4	2	274	0	205	1	1	207	0	0	5	0	5	0	0	4	0	4	490
11:15 AM	3	238	3	0	244	1	263	1	0	265	2	0	7	0	9	6	0	1	0	7	525
11:30 AM	4	281	1	0	286	2	206	2	0	210	1	0	2	0	3	1	0	5	0	6	505
11:45 AM	2	306	3	0	311	1	249	2	1	253	3	0	6	0	9	1	0	3	0	4	577
Total	9	1093	11	2	1115	4	923	6	2	935	6	0	20	0	26	8	0	13	0	21	2097
12:00 PM	3	253	4	0	260	5	264	1	0	270	2	0	1	0	3	1	0	5	0	6	539
12:15 PM	2	271	3	0	276	4	270	2	0	276	3	0	3	0	6	2	0	3	0	5	563
12:30 PM	3	293	5	0	301	3	276	1	0	280	4	0	2	0	6	4	1	3	0	8	595
12:45 PM	4	278	1	1	284	3	251	3	0	257	3	0	1	0	4	3	0	3	0	6	551
Total	12	1095	13	1	1121	15	1061	7	0	1083	12	0	7	0	19	10	1	14	0	25	2248
*** BREAK ***																					
02:00 PM	2	278	5	1	286	1	312	5	1	319	3	0	2	0	5	1	0	3	0	4	614
02:15 PM	4	275	3	0	282	7	313	5	5	330	1	0	4	0	5	5	0	3	0	8	625
02:30 PM	7	263	0	0	270	2	328	6	8	344	4	0	6	0	10	3	0	5	0	8	632
02:45 PM	5	298	4	0	307	4	270	5	3	282	1	0	3	0	4	1	0	3	0	4	597
Total	18	1114	12	1	1145	14	1223	21	17	1275	9	0	15	0	24	10	0	14	0	24	2468
03:00 PM	4	314	3	0	321	3	265	0	5	273	1	0	4	0	5	3	1	1	0	5	604
03:15 PM	6	251	8	0	265	4	309	4	3	320	5	0	8	0	13	2	0	1	0	3	601
03:30 PM	2	264	0	0	266	7	269	1	1	278	4	0	4	0	8	2	0	5	0	7	559
03:45 PM	6	283	3	0	292	2	308	5	3	318	1	0	7	0	8	1	0	1	0	2	620
Total	18	1112	14	0	1144	16	1151	10	12	1189	11	0	23	0	34	8	1	8	0	17	2384
04:00 PM	2	325	5	1	333	4	328	7	1	340	1	0	3	0	4	2	0	4	0	6	683
04:15 PM	8	264	4	0	276	5	286	1	4	296	3	0	4	0	7	1	0	2	0	3	582
04:30 PM	6	310	7	1	324	6	323	4	3	336	3	0	7	0	10	3	0	5	1	9	679
04:45 PM	3	259	2	0	264	2	347	3	2	354	3	0	7	0	10	0	0	1	0	1	629
Total	19	1158	18	2	1197	17	1284	15	10	1326	10	0	21	0	31	6	0	12	1	19	2573
05:00 PM	5	309	4	1	319	4	360	5	1	370	1	0	4	0	5	3	0	7	0	10	704
05:15 PM	4	345	1	2	352	6	401	4	7	418	4	0	1	0	5	0	0	4	1	5	780
05:30 PM	4	348	3	2	357	10	376	3	0	389	2	0	7	0	9	2	0	3	0	5	760
05:45 PM	8	300	5	2	315	5	373	4	3	385	1	0	3	0	4	2	0	6	0	8	712
Total	21	1302	13	7	1343	25	1510	16	11	1562	8	0	15	0	23	7	0	20	1	28	2956
Grand Total	112	9477	99	15	9703	107	9128	88	68	9391	82	0	139	2	223	86	4	112	2	204	19521
Apprch %	1.2	97.7	1	0.2		1.1	97.2	0.9	0.7		36.8	0	62.3	0.9		42.2	2	54.9	1		
Total %	0.6	48.5	0.5	0.1	49.7	0.5	46.8	0.5	0.3	48.1	0.4	0	0.7	0	1.1	0.4	0	0.6	0	1	

Start Time	SR 551 Northbound					SR 551 Southbound					GOLDEN GLEN Eastbound					GOLDEN GLEN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	332	1	0	334	0	245	0	0	245	2	0	7	0	9	6	0	1	0	7	595
07:45 AM	1	396	2	0	399	0	264	0	1	265	3	0	5	0	8	1	1	9	0	11	683
08:00 AM	1	323	1	2	327	1	249	2	6	258	4	0	3	0	7	6	0	5	0	11	603
08:15 AM	4	332	6	0	342	1	260	3	3	267	3	0	5	0	8	8	0	7	0	15	632
Total Volume	7	1383	10	2	1402	2	1018	5	10	1035	12	0	20	0	32	21	1	22	0	44	2513
% App. Total	0.5	98.6	0.7	0.1		0.2	98.4	0.5	1		37.5	0	62.5	0		47.7	2.3	50	0		
PHF	.438	.873	.417	.250	.878	.500	.964	.417	.417	.969	.750	.000	.714	.000	.889	.656	.250	.611	.000	.733	.920

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:00 AM					07:30 AM					
+0 mins.	1	332	1	0	334	0	264	0	1	265	2	0	5	0	7	6	0	1	0	7	
+15 mins.	1	³⁹⁶	2	0	³⁹⁹	1	249	2	⁶	258	4	0	6	¹	11	1	¹	⁹	0	11	
+30 mins.	1	323	1	2	327	1	260	3	3	²⁶⁷	2	0	7	0	9	6	0	5	0	11	
+45 mins.	4	332	6	0	342	4	253	2	4	263	3	0	5	0	8	8	0	7	0	15	
Total Volume	7	1383	10	2	1402	6	1026	7	14	1053	11	0	23	1	35	21	1	22	0	44	
% App. Total	0.5	98.6	0.7	0.1		0.6	97.4	0.7	1.3		31.4	0	65.7	2.9		47.7	2.3	50	0		
PHF	.438	.873	.417	.250	.878	.375	.972	.583	.583	.986	.688	.000	.821	.250	.795	.656	.250	.611	.000	.733	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	2	306	3	0	311	1	249	2	1	253	3	0	6	0	9	1	0	3	0	4	577
12:00 PM	3	253	4	0	260	5	264	1	0	270	2	0	1	0	3	1	0	5	0	6	539
12:15 PM	2	271	3	0	276	4	270	2	0	276	3	0	3	0	6	2	0	3	0	5	563
12:30 PM	3	293	5	0	301	3	276	1	0	280	4	0	2	0	6	4	1	3	0	8	595
Total Volume	10	1123	15	0	1148	13	1059	6	1	1079	12	0	12	0	24	8	1	14	0	23	2274
% App. Total	0.9	97.8	1.3	0		1.2	98.1	0.6	0.1		50	0	50	0		34.8	4.3	60.9	0		
PHF	.833	.917	.750	.000	.923	.650	.959	.750	.250	.963	.750	.000	.500	.000	.667	.500	.250	.700	.000	.719	.955

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:45 AM					12:00 PM					11:00 AM					12:00 PM					
+0 mins.	2	³⁰⁶	3	0	³¹¹	5	264	1	0	270	0	0	5	0	5	1	0	5	0	6	
+15 mins.	3	253	4	0	260	4	270	2	0	276	2	0	7	0	9	2	0	3	0	5	
+30 mins.	2	271	3	0	276	3	²⁷⁶	1	0	²⁸⁰	1	0	2	0	3	4	1	3	0	8	
+45 mins.	3	293	5	0	301	3	251	3	0	257	3	0	6	0	9	3	0	3	0	6	
Total Volume	10	1123	15	0	1148	15	1061	7	0	1083	6	0	20	0	26	10	1	14	0	25	
% App. Total	0.9	97.8	1.3	0		1.4	98	0.6	0		23.1	0	76.9	0		40	4	56	0		
PHF	.833	.917	.750	.000	.923	.750	.961	.583	.000	.967	.500	.000	.714	.000	.722	.625	.250	.700	.000	.781	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	5	309	4	1	319	4	360	5	1	370	1	0	4	0	5	3	0	7	0	10	704
05:15 PM	4	345	1	2	352	6	401	4	7	418	4	0	1	0	5	0	0	4	1	5	780
05:30 PM	4	348	3	2	357	10	376	3	0	389	2	0	7	0	9	2	0	3	0	5	760
05:45 PM	8	300	5	2	315	5	373	4	3	385	1	0	3	0	4	2	0	6	0	8	712
Total Volume	21	1302	13	7	1343	25	1510	16	11	1562	8	0	15	0	23	7	0	20	1	28	2956
% App. Total	1.6	96.9	1	0.5		1.6	96.7	1	0.7		34.8	0	65.2	0		25	0	71.4	3.6		
PHF	.656	.935	.650	.875	.940	.625	.941	.800	.393	.934	.500	.000	.536	.000	.639	.583	.000	.714	.250	.700	.947

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					03:00 PM					05:00 PM					
+0 mins.	5	309	4	1	319	4	360	5	1	370	1	0	4	0	5	3	0	7	0	10	
+15 mins.	4	345	1	2	352	6	⁴⁰¹	4	7	⁴¹⁸	5	0	8	0	13	0	0	4	1	5	
+30 mins.	4	³⁴⁸	3	2	³⁵⁷	10	376	3	0	389	4	0	4	0	8	2	0	3	0	5	
+45 mins.	8	300	5	2	315	5	373	4	3	385	1	0	7	0	8	2	0	6	0	8	
Total Volume	21	1302	13	7	1343	25	1510	16	11	1562	11	0	23	0	34	7	0	20	1	28	
% App. Total	1.6	96.9	1	0.5		1.6	96.7	1	0.7		32.4	0	67.6	0		25	0	71.4	3.6		
PHF	.656	.935	.650	.875	.940	.625	.941	.800	.393	.934	.550	.000	.719	.000	.654	.583	.000	.714	.250	.700	

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					GOLDEN GLEN Eastbound					GOLDEN GLEN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	13	0	0	13	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	24
07:15 AM	0	3	0	0	3	0	12	0	1	13	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	3	0	0	3	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	20
07:45 AM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	22
Total	0	27	0	0	27	0	54	0	1	55	0	0	0	0	0	0	0	0	0	0	82
08:00 AM	0	10	0	1	11	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	19
08:15 AM	0	4	0	0	4	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	3	1	0	4	0	5	0	4	9	0	0	0	0	0	0	1	0	0	1	14
08:45 AM	0	10	0	0	10	0	11	0	1	12	0	0	1	0	1	0	0	0	0	0	23
Total	0	27	1	1	29	0	28	0	9	37	0	0	1	0	1	0	1	0	0	1	68
*** BREAK ***																					
11:00 AM	0	6	0	0	6	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	14
11:15 AM	1	2	0	0	3	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	10
11:30 AM	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
11:45 AM	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
Total	1	24	0	0	25	0	25	0	1	26	1	0	0	0	1	0	0	0	0	0	52
12:00 PM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	10	0	0	10	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Total	0	25	0	0	25	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	43
*** BREAK ***																					
02:00 PM	0	6	0	0	6	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	8	0	0	8	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	17
02:30 PM	1	3	0	0	4	0	3	0	6	9	0	0	1	0	1	0	0	0	0	0	14
02:45 PM	0	7	0	0	7	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	15
Total	1	24	0	0	25	0	27	0	10	37	0	0	1	0	1	0	0	0	0	0	63
03:00 PM	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
03:15 PM	0	6	0	0	6	0	8	0	2	10	0	0	0	0	0	0	0	0	0	0	16
03:30 PM	0	9	0	0	9	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	17
03:45 PM	0	4	0	0	4	0	5	1	1	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	25	0	0	25	0	28	1	4	33	0	0	0	0	0	0	0	0	0	0	58
04:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	8
04:15 PM	0	3	0	0	3	0	3	0	3	6	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	3	1	0	4	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	11
*** BREAK ***																					
Total	0	10	1	0	11	0	12	0	3	15	0	0	1	0	1	0	0	1	0	1	28
05:00 PM	0	3	0	1	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
05:15 PM	0	2	0	0	2	0	4	0	4	8	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	3	12	0	13	0	4	17	0	0	0	0	0	0	0	0	0	0	29
Grand Total	2	171	2	4	179	0	205	1	32	238	1	0	3	0	4	0	1	1	0	2	423
Apprch %	1.1	95.5	1.1	2.2		0	86.1	0.4	13.4		25	0	75	0		0	50	50	0		
Total %	0.5	40.4	0.5	0.9	42.3	0	48.5	0.2	7.6	56.3	0.2	0	0.7	0	0.9	0	0.2	0.2	0	0.5	

Start Time	SR 551 Northbound					SR 551 Southbound					GOLDEN GLEN Eastbound					GOLDEN GLEN Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	13	0	0	13	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	24
07:15 AM	0	3	0	0	3	0	12	0	1	13	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	3	0	0	3	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	20
07:45 AM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	22
Total Volume	0	27	0	0	27	0	54	0	1	55	0	0	0	0	0	0	0	0	0	0	82
% App. Total	0	100	0	0		0	98.2	0	1.8		0	0	0	0		0	0	0	0		
PHF	.000	.519	.000	.000	.519	.000	.794	.000	.250	.809	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.854

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					07:45 AM					
+0 mins.	0	10	0	1	11	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	4	0	0	4	0	12	0	1	13	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	1	0	4	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	10	0	0	10	0	14	0	0	14	0	0	1	0	1	0	1	0	0	0	1
Total Volume	0	27	1	1	29	0	54	0	1	55	0	0	1	0	1	0	1	0	0	0	1
% App. Total	0	93.1	3.4	3.4		0	98.2	0	1.8		0	0	100	0		0	100	0	0		
PHF	.000	.675	.250	.250	.659	.000	.794	.000	.250	.809	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	6	0	0	6	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	14
11:15 AM	1	2	0	0	3	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	10
11:30 AM	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
11:45 AM	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
Total Volume	1	24	0	0	25	0	25	0	1	26	1	0	0	0	1	0	0	0	0	0	52
% App. Total	4	96	0	0		0	96.2	0	3.8		100	0	0	0		0	0	0	0		
PHF	.250	.600	.000	.000	.625	.000	.893	.000	.250	.813	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.813

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:00 AM					10:30 AM					10:00 AM					
+0 mins.	0	10	0	0	10	0	7	0	1	8	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	10	0	0	10	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	0
Total Volume	0	29	0	0	29	0	25	0	1	26	1	0	0	0	1	0	0	0	0	0	0
% App. Total	0	100	0	0		0	96.2	0	3.8		100	0	0	0		0	0	0	0		
PHF	.000	.725	.000	.000	.725	.000	.893	.000	.250	.813	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	6	0	0	6	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	8	0	0	8	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	17
02:30 PM	1	3	0	0	4	0	3	0	6	9	0	0	1	0	1	0	0	0	0	0	14
02:45 PM	0	7	0	0	7	0	5	0	3	8	0	0	0	0	0	0	0	0	0	0	15
Total Volume	1	24	0	0	25	0	27	0	10	37	0	0	1	0	1	0	0	0	0	0	63
% App. Total	4	96	0	0		0	73	0	27		0	0	100	0		0	0	0	0		
PHF	.250	.750	.000	.000	.781	.000	.614	.000	.417	.841	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.926

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM					02:00 PM					02:00 PM					03:45 PM					
+0 mins.	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	6	0	0	6	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	6	0	0	6	0	3	0	6	9	0	0	1	0	1	0	0	0	0	0	0
+45 mins.	0	9	0	0	9	0	5	0	3	8	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	28	0	0	28	0	27	0	10	37	0	0	1	0	1	0	0	1	0	0	1
% App. Total	0	100	0	0		0	73	0	27		0	0	100	0		0	0	100	0		
PHF	.000	.778	.000	.000	.778	.000	.614	.000	.417	.841	.000	.000	.250	.000	.250	.000	.000	.250	.000	.000	.250

APPENDIX B9

**SR 551 AT GATEHOUSE CIRCLE
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Gatehouse Circle
 OBSERVER DM DATE 2/12/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/04/14

State Road 551
 SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	4	1	1	4	3	1	4	19
5	4	0	0	2	2	2	2	16
1	0	1	0	2	2	2	6	35
1	0	1	0	2	5	3	6	
4	2	6						
3	2	5						
1	2	3						
4	2	6						

Gatehouse Circle
 EB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	2	2						
0	0	0						
0	0	0						
0	0	0						
3	3	6						

N/A
 WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	0	1

State Road 551
 NB ST NAME

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Gatehouse Circle
 OBSERVER DM DATE 2/12/2014

REMARKS _____

FORM COMPLETED BY PHF

DATE 03/04/14

State Road 551
SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7 - 8	1	2	3
8 - 9	0	2	2
11 - 12	1	1	2
12 - 1	1	1	2
2 - 3	2	3	5
3 - 4	2	2	4
4 - 5	1	2	3
5 - 6	3	3	6
Total	11	16	27

Gatehouse Circle
EB ST NAME

7 - 8	0	0	0
8 - 9	0	2	2
11 - 12	0	0	0
12 - 1	0	0	0
2 - 3	0	1	1
3 - 4	1	2	3
4 - 5	0	2	2
5 - 6	2	1	3
Total	3	8	11

N/A
WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

State Road 551
NB ST NAME

**Northbound Photographs
State Road 551 & Gatehouse Cir**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Gatehouse Cir**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Gatehouse Cir**



Looking East Toward Intersection



Looking West Away from Intersection

Groups Printed- All Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					GATEHOUSE CIRCLE Eastbound					GATEHOUSE CIRCLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	4	297	0	0	301	0	212	6	0	218	9	0	10	0	19	0	0	0	0	0	538
07:15 AM	3	317	0	0	320	0	224	2	4	230	5	0	5	0	10	0	0	0	0	0	560
07:30 AM	2	354	0	0	356	0	242	5	0	247	7	0	8	0	15	0	0	0	0	0	618
07:45 AM	3	392	0	0	395	0	259	1	0	260	5	0	11	0	16	0	0	0	0	0	671
Total	12	1360	0	0	1372	0	937	14	4	955	26	0	34	0	60	0	0	0	0	0	2387
08:00 AM	1	316	0	0	317	0	234	3	9	246	11	0	8	1	20	0	0	0	0	0	583
08:15 AM	7	347	0	0	354	0	244	7	0	251	18	0	12	0	30	0	0	0	0	0	635
08:30 AM	4	304	0	0	308	0	255	5	0	260	5	0	7	0	12	0	0	0	0	0	580
08:45 AM	3	313	0	0	316	0	249	4	0	253	6	0	4	0	10	0	0	0	0	0	579
Total	15	1280	0	0	1295	0	982	19	9	1010	40	0	31	1	72	0	0	0	0	0	2377
*** BREAK ***																					
11:00 AM	6	256	0	0	262	0	225	6	1	232	2	0	7	0	9	0	0	0	0	0	503
11:15 AM	4	221	0	0	225	0	230	3	0	233	3	0	3	0	6	0	0	0	0	0	464
11:30 AM	5	284	0	0	289	0	244	2	0	246	6	0	4	0	10	0	0	0	0	0	545
11:45 AM	6	284	0	0	290	0	228	2	0	230	4	0	5	0	9	0	0	0	0	0	529
Total	21	1045	0	0	1066	0	927	13	1	941	15	0	19	0	34	0	0	0	0	0	2041
12:00 PM	2	262	0	1	265	0	259	5	0	264	2	1	4	0	7	0	0	0	0	0	536
12:15 PM	4	269	0	0	273	0	280	3	0	283	8	1	8	0	17	0	0	0	0	0	573
12:30 PM	5	296	0	0	301	0	278	6	0	284	4	0	6	0	10	0	0	0	0	0	595
12:45 PM	1	274	0	1	276	0	245	7	1	253	7	0	2	0	9	0	0	0	0	0	538
Total	12	1101	0	2	1115	0	1062	21	1	1084	21	2	20	0	43	0	0	0	0	0	2242
*** BREAK ***																					
02:00 PM	10	258	0	0	268	0	315	13	2	330	6	0	6	0	12	0	0	0	0	0	610
02:15 PM	7	289	0	0	296	0	322	15	0	337	8	0	7	0	15	0	0	0	0	0	648
02:30 PM	5	267	0	0	272	0	293	10	2	305	5	0	8	0	13	0	0	0	0	0	590
02:45 PM	5	291	0	0	296	0	278	5	2	285	7	0	5	0	12	0	0	0	0	0	593
Total	27	1105	0	0	1132	0	1208	43	6	1257	26	0	26	0	52	0	0	0	0	0	2441
03:00 PM	9	279	0	0	288	0	283	5	0	288	4	0	5	0	9	0	0	0	0	0	585
03:15 PM	9	291	0	0	300	0	305	7	2	314	6	0	10	0	16	0	0	0	0	0	630
03:30 PM	7	288	0	0	295	0	303	4	2	309	8	0	4	0	12	0	0	0	0	0	616
03:45 PM	5	305	0	0	310	0	321	8	1	330	6	0	13	0	19	0	0	0	0	0	659
Total	30	1163	0	0	1193	0	1212	24	5	1241	24	0	32	0	56	0	0	0	0	0	2490
04:00 PM	8	294	0	0	302	0	307	7	1	315	3	0	9	0	12	0	0	0	0	0	629
04:15 PM	6	287	0	0	293	0	298	12	1	311	9	0	12	0	21	0	0	0	0	0	625
04:30 PM	4	327	0	0	331	0	340	4	1	345	3	0	6	0	9	0	0	0	0	0	685
04:45 PM	7	271	0	0	278	0	367	8	0	375	4	0	11	0	15	0	0	0	0	0	668
Total	25	1179	0	0	1204	0	1312	31	3	1346	19	0	38	0	57	0	0	0	0	0	2607
05:00 PM	10	323	0	1	334	0	385	5	1	391	7	0	8	0	15	0	0	0	0	0	740
05:15 PM	11	341	0	0	352	0	375	4	2	381	8	0	8	0	16	0	0	0	0	0	749
05:30 PM	14	307	0	3	324	0	372	5	0	377	5	0	11	0	16	0	0	0	0	0	717
05:45 PM	9	292	0	2	303	0	376	8	3	387	6	0	9	0	15	0	0	0	0	0	705
Total	44	1263	0	6	1313	0	1508	22	6	1536	26	0	36	0	62	0	0	0	0	0	2911
Grand Total	186	9496	0	8	9690	0	9148	187	35	9370	197	2	236	1	436	0	0	0	0	0	19496
Apprch %	1.9	98	0	0.1		0	97.6	2	0.4		45.2	0.5	54.1	0.2		0	0	0	0	0	
Total %	1	48.7	0	0	49.7	0	46.9	1	0.2	48.1	1	0	1.2	0	2.2	0	0	0	0	0	

Groups Printed- Heavy Vehicles

Start Time	SR 551 Northbound					SR 551 Southbound					GATEHOUSE CIRCLE Eastbound					GATEHOUSE CIRCLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	10	0	0	10	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	22
07:15 AM	0	3	0	0	3	0	9	1	4	14	0	0	0	0	0	0	0	0	0	0	17
07:30 AM	0	3	0	0	3	0	13	0	0	13	0	0	1	0	1	0	0	0	0	0	17
07:45 AM	0	5	0	0	5	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	19
Total	0	21	0	0	21	0	48	1	4	53	0	0	1	0	1	0	0	0	0	0	75
08:00 AM	0	9	0	0	9	0	6	0	4	10	0	0	0	0	0	0	0	0	0	0	19
08:15 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
Total	0	24	0	0	24	0	23	0	4	27	0	0	0	0	0	0	0	0	0	0	51
*** BREAK ***																					
11:00 AM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
11:45 AM	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
Total	0	19	0	0	19	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	43
12:00 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
12:30 PM	0	11	0	0	11	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	14
12:45 PM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	25	0	0	25	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	37
*** BREAK ***																					
02:00 PM	0	6	0	0	6	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	17
02:15 PM	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
02:30 PM	0	3	0	0	3	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	8
02:45 PM	1	6	0	0	7	0	4	0	1	5	1	0	0	0	1	0	0	0	0	0	13
Total	1	21	0	0	22	0	27	0	2	29	1	0	0	0	1	0	0	0	0	0	52
03:00 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
03:15 PM	0	4	0	0	4	0	6	0	2	8	0	0	0	0	0	0	0	0	0	0	12
03:30 PM	0	8	0	0	8	0	7	1	0	8	0	0	1	0	1	0	0	0	0	0	17
03:45 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	0	21	0	0	21	0	23	1	2	26	0	0	1	0	1	0	0	0	0	0	48
04:00 PM	0	2	0	0	2	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	5	0	2	7	0	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	2	0	1	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	5	0	3	8	0	11	0	2	13	0	0	0	0	0	0	0	0	0	0	21
Grand Total	1	143	0	3	147	0	173	2	16	191	1	0	2	0	3	0	0	0	0	0	341
Apprch %	0.7	97.3	0	2		0	90.6	1	8.4		33.3	0	66.7	0		0	0	0	0		
Total %	0.3	41.9	0	0.9	43.1	0	50.7	0.6	4.7	56	0.3	0	0.6	0	0.9	0	0	0	0	0	

APPENDIX B10

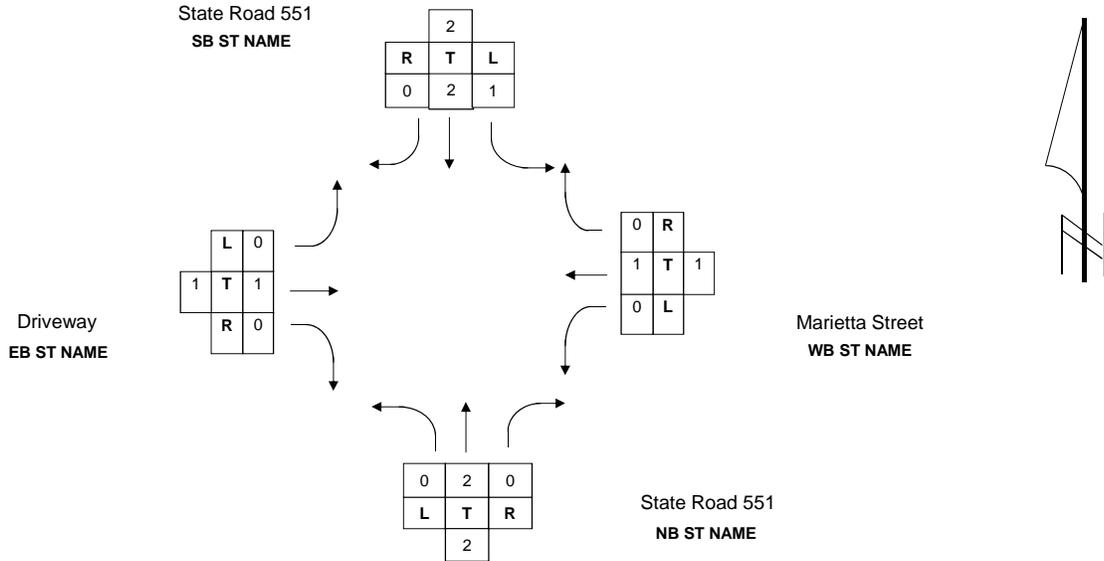
**SR 551 AT MARIETTA STREET
(COUNT SUMMARY SHEETS,
APPROACH PHOTOGRAPHS,
TURNING MOVEMENT COUNTS)**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Marietta Street
 OBSERVER AW DATE 2/20/2014 MILEPOST 6.303
 WEATHER Sunny ROAD CONDITION Good
 REMARKS _____

 FORM COMPLETED BY PHF DATE 03/05/14



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT	
7 - 8	0	1255	4	0	1259	0	935	1	0	936	2195	0	0	0	0	0	14	0	9	0	23	23
8 - 9	1	1347	8	0	1356	4	999	1	2	1006	2362	1	1	1	0	3	12	0	11	0	23	26
11 - 12	1	1016	11	0	1028	10	947	3	9	969	1997	3	0	0	0	3	13	0	13	0	26	29
12 - 1	2	1180	15	0	1197	11	994	0	7	1012	2209	1	0	1	0	2	19	0	13	0	32	34
2 - 3	0	1063	15	0	1078	12	1160	0	6	1178	2256	0	0	0	0	0	20	0	11	0	31	31
3 - 4	0	1194	10	0	1204	10	1278	0	5	1293	2497	0	0	0	0	0	21	0	6	0	27	27
4 - 5	0	1292	32	0	1324	18	1305	0	10	1333	2657	0	0	0	0	0	15	0	16	0	31	31
5 - 6	0	1292	18	0	1310	12	1393	0	6	1411	2721	1	0	0	0	1	18	0	11	0	29	30
TOTAL	4	9639	113	0	9756	77	9011	5	45	9138	18894	6	1	2	0	9	132	0	90	0	222	231

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75200 CITY Orlando COUNTY Orange
 STATE ROUTE State Road 551 INTERSECTING ROUTE Marietta Street
 OBSERVER AW DATE 2/20/2014

REMARKS

FORM COMPLETED BY PHF

DATE 03/05/14

State Road 551

SB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0



7 - 8	8 - 9	11 - 12	12 - 1
1	3	4	
0	2	2	
2	3	5	
1	1	2	
0	1	1	
3	1	4	
4	3	7	
1	5	6	
Total	12	19	31

Driveway
EB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1
0	3	3	
0	3	3	
5	1	6	
1	2	3	
0	1	1	
0	0	0	
2	0	2	
1	0	1	
Total	9	10	19

Marietta Street
WB ST NAME

7 - 8	8 - 9	11 - 12	12 - 1	2 - 3	3 - 4	4 - 5	5 - 6	Total
0	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	1

State Road 551
NB ST NAME

**Northbound Photographs
State Road 551 & Marietta Street**



Looking North Toward Intersection

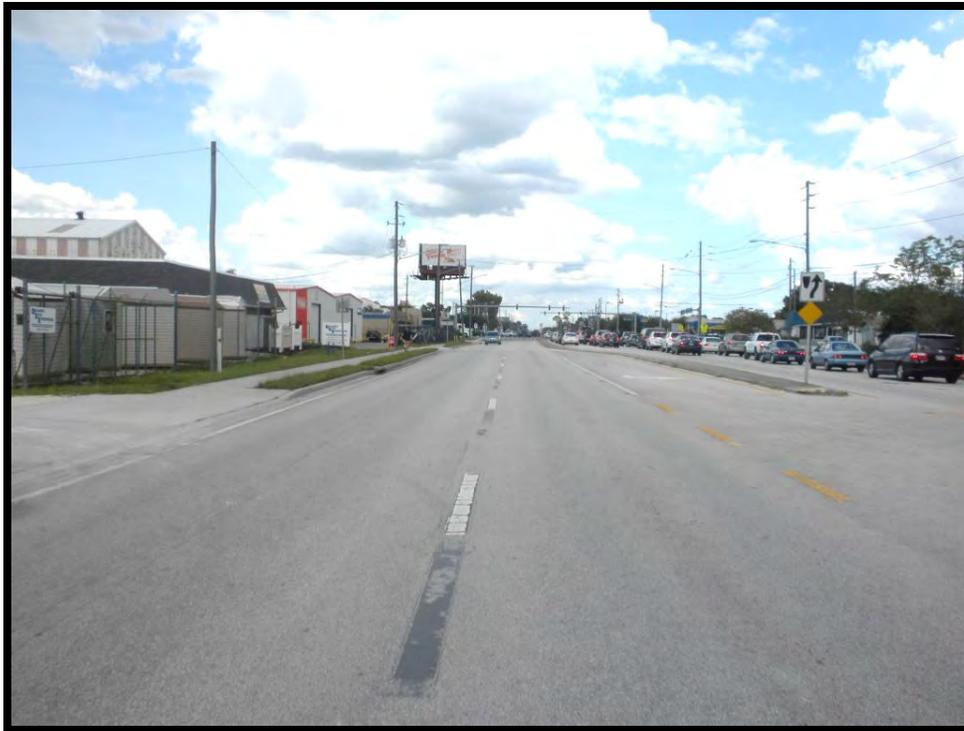


Looking South Away from Intersection

**Southbound Photographs
State Road 551 & Marietta Street**



Looking South Toward Intersection



Looking North Away from Intersection

**Eastbound Photographs
State Road 551 & Marietta Street**



Looking East Toward Intersection

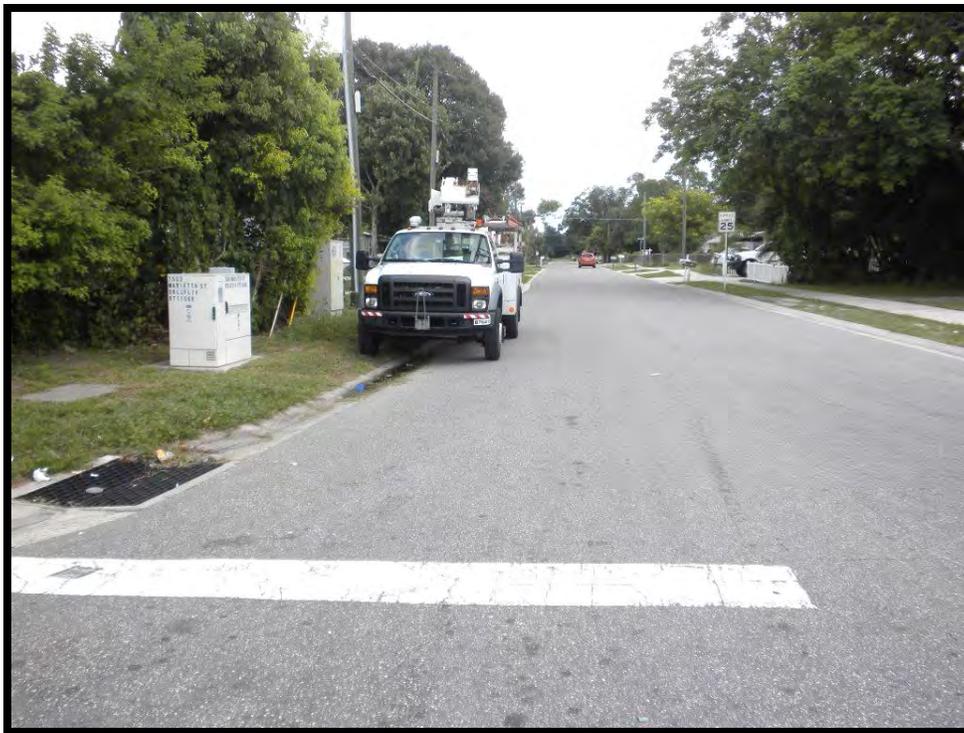


Looking West Away from Intersection

**Westbound Photographs
State Road 551 & Marietta Street**



Looking West Toward Intersection



Looking East Away from Intersection

Groups Printed- All Vehicles

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					MARIETTA ST Eastbound					MARIETTA ST Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	274	1	0	275	0	212	1	0	213	0	0	0	0	0	2	0	0	0	2	490
07:15 AM	0	309	1	0	310	0	189	0	0	189	0	0	0	0	0	5	0	3	0	8	507
07:30 AM	0	305	0	1	306	0	259	0	0	259	0	0	0	0	0	5	0	3	0	8	573
07:45 AM	0	367	2	2	371	0	275	0	4	279	0	0	0	0	0	2	0	3	0	5	655
Total	0	1255	4	3	1262	0	935	1	4	940	0	0	0	0	0	14	0	9	0	23	2225
08:00 AM	0	316	2	0	318	0	269	0	0	269	0	0	0	1	1	6	0	2	0	8	596
08:15 AM	0	371	2	0	373	1	237	0	2	240	1	0	0	0	1	4	0	5	0	9	623
08:30 AM	0	316	1	0	317	2	263	0	0	265	0	0	0	0	0	1	0	2	0	3	585
08:45 AM	1	344	3	3	351	3	230	1	0	234	0	1	1	0	2	1	0	2	0	3	590
Total	1	1347	8	3	1359	6	999	1	2	1008	1	1	1	1	4	12	0	11	0	23	2394
*** BREAK ***																					
11:00 AM	0	249	2	1	252	3	194	1	2	200	0	0	0	0	0	1	0	1	0	2	454
11:15 AM	0	239	2	1	242	3	245	2	3	253	1	0	0	0	1	5	0	3	0	8	504
11:30 AM	0	280	6	0	286	7	255	0	0	262	2	0	0	0	2	4	0	3	0	7	557
11:45 AM	1	248	1	4	254	6	254	0	0	260	0	0	0	0	0	3	0	6	0	9	523
Total	1	1016	11	6	1034	19	948	3	5	975	3	0	0	0	3	13	0	13	0	26	2038
12:00 PM	1	290	6	0	297	3	237	0	0	240	0	0	0	0	0	5	0	3	0	8	545
12:15 PM	1	285	2	3	291	2	256	0	2	260	1	0	1	0	2	3	0	2	0	5	558
12:30 PM	0	317	1	0	318	7	254	0	0	261	0	0	0	0	0	7	0	3	0	10	589
12:45 PM	0	288	6	0	294	6	247	0	0	253	0	0	0	0	0	4	0	5	0	9	556
Total	2	1180	15	3	1200	18	994	0	2	1014	1	0	1	0	2	19	0	13	0	32	2248
*** BREAK ***																					
02:00 PM	0	234	3	1	238	5	291	0	0	296	0	0	0	0	0	5	0	3	0	8	542
02:15 PM	0	267	3	0	270	3	279	0	1	283	0	0	0	0	0	3	0	5	0	8	561
02:30 PM	0	260	6	0	266	4	295	0	0	299	0	0	0	0	0	4	0	0	0	4	569
02:45 PM	0	302	3	0	305	6	295	0	0	301	0	0	0	0	0	8	0	3	0	11	617
Total	0	1063	15	1	1079	18	1160	0	1	1179	0	0	0	0	0	20	0	11	0	31	2289
03:00 PM	0	286	5	0	291	3	319	0	0	322	0	0	0	0	0	5	0	3	0	8	621
03:15 PM	0	297	0	0	297	3	318	0	3	324	0	0	0	0	0	7	0	1	0	8	629
03:30 PM	0	303	1	0	304	2	296	0	1	299	0	0	0	0	0	7	0	2	0	9	612
03:45 PM	0	308	4	0	312	7	345	0	0	352	0	0	0	0	0	2	0	0	0	2	666
Total	0	1194	10	0	1204	15	1278	0	4	1297	0	0	0	0	0	21	0	6	0	27	2528
04:00 PM	0	326	5	0	331	11	298	0	2	311	0	0	0	0	0	2	0	4	0	6	648
04:15 PM	0	365	11	2	378	5	289	0	1	295	0	0	0	0	0	1	0	3	0	4	677
04:30 PM	0	319	11	0	330	8	344	0	2	354	0	0	0	0	0	6	0	4	0	10	694
04:45 PM	0	282	5	0	287	4	374	0	2	380	0	0	0	0	0	6	0	5	0	11	678
Total	0	1292	32	2	1326	28	1305	0	7	1340	0	0	0	0	0	15	0	16	0	31	2697
05:00 PM	0	315	7	0	322	3	396	0	2	401	0	0	0	0	0	8	0	1	0	9	732
05:15 PM	0	331	4	0	335	5	324	0	0	329	0	0	0	0	0	4	0	4	0	8	672
05:30 PM	0	347	0	1	348	6	349	0	1	356	1	0	0	0	1	4	0	4	0	8	713
05:45 PM	0	299	7	0	306	4	324	0	3	331	0	0	0	0	0	2	0	2	0	4	641
Total	0	1292	18	1	1311	18	1393	0	6	1417	1	0	0	0	1	18	0	11	0	29	2758
Grand Total	4	9639	113	19	9775	122	9012	5	31	9170	6	1	2	1	10	132	0	90	0	222	19177
Apprch %	0	98.6	1.2	0.2		1.3	98.3	0.1	0.3		60	10	20	10		59.5	0	40.5	0		
Total %	0	50.3	0.6	0.1	51	0.6	47	0	0.2	47.8	0	0	0	0	0.1	0.7	0	0.5	0	1.2	

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					MARIETTA ST Eastbound					MARIETTA ST Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	367	2	2	371	0	275	0	4	279	0	0	0	0	0	2	0	3	0	5	655
08:00 AM	0	316	2	0	318	0	269	0	0	269	0	0	0	1	1	6	0	2	0	8	596
08:15 AM	0	371	2	0	373	1	237	0	2	240	1	0	0	0	1	4	0	5	0	9	623
08:30 AM	0	316	1	0	317	2	263	0	0	265	0	0	0	0	0	1	0	2	0	3	585
Total Volume	0	1370	7	2	1379	3	1044	0	6	1053	1	0	0	1	2	13	0	12	0	25	2459
% App. Total	0	99.3	0.5	0.1		0.3	99.1	0	0.6		50	0	0	50		52	0	48	0		
PHF	.000	.923	.875	.250	.924	.375	.949	.000	.375	.944	.250	.000	.000	.250	.500	.542	.000	.600	.000	.694	.939

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					08:00 AM					07:30 AM				
+0 mins.	0	367	2	2	371	0	275	0	4	279	0	0	0	1	1	5	0	3	0	8
+15 mins.	0	316	2	0	318	0	269	0	0	269	1	0	0	0	1	2	0	3	0	5
+30 mins.	0	371	2	0	373	1	237	0	2	240	0	0	0	0	0	6	0	2	0	8
+45 mins.	0	316	1	0	317	2	263	0	0	265	0	1	1	0	2	4	0	5	0	9
Total Volume	0	1370	7	2	1379	3	1044	0	6	1053	1	1	1	1	4	17	0	13	0	30
% App. Total	0	99.3	0.5	0.1		0.3	99.1	0	0.6		25	25	25	25		56.7	0	43.3	0	
PHF	.000	.923	.875	.250	.924	.375	.949	.000	.375	.944	.250	.250	.250	.250	.500	.708	.000	.650	.000	.833

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	1	290	6	0	297	3	237	0	0	240	0	0	0	0	0	5	0	3	0	8	545
12:15 PM	1	285	2	3	291	2	256	0	2	260	1	0	1	0	2	3	0	2	0	5	558
12:30 PM	0	317	1	0	318	7	254	0	0	261	0	0	0	0	0	7	0	3	0	10	589
12:45 PM	0	288	6	0	294	6	247	0	0	253	0	0	0	0	0	4	0	5	0	9	556
Total Volume	2	1180	15	3	1200	18	994	0	2	1014	1	0	1	0	2	19	0	13	0	32	2248
% App. Total	0.2	98.3	1.2	0.2		1.8	98	0	0.2		50	0	50	0		59.4	0	40.6	0		
PHF	.500	.931	.625	.250	.943	.643	.971	.000	.250	.971	.250	.000	.250	.250	.500	.679	.000	.650	.000	.800	.954

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:30 AM					11:30 AM					11:15 AM				
+0 mins.	1	290	6	0	297	7	255	0	0	262	2	0	0	0	2	5	0	3	0	8
+15 mins.	1	285	2	3	291	6	254	0	0	260	0	0	0	0	0	4	0	3	0	7
+30 mins.	0	317	1	0	318	3	237	0	0	240	0	0	0	0	0	3	0	6	0	9
+45 mins.	0	288	6	0	294	2	256	0	2	260	1	0	1	0	2	5	0	3	0	8
Total Volume	2	1180	15	3	1200	18	994	0	2	1014	3	0	1	0	4	17	0	15	0	32
% App. Total	0.2	98.3	1.2	0.2		1.8	98	0	0.2		75	0	25	0		53.1	0	46.9	0	
PHF	.500	.931	.625	.250	.943	.643	.979	.000	.250	.975	.375	.000	.250	.000	.500	.850	.000	.625	.000	.889

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	282	5	0	287	4	374	0	2	380	0	0	0	0	0	6	0	5	0	11	678
05:00 PM	0	315	7	0	322	3	396	0	2	401	0	0	0	0	0	8	0	1	0	9	732
05:15 PM	0	331	4	0	335	5	324	0	0	329	0	0	0	0	0	4	0	4	0	8	672
05:30 PM	0	347	0	1	348	6	349	0	1	356	1	0	0	0	1	4	0	4	0	8	713
Total Volume	0	1275	16	1	1292	18	1443	0	5	1466	1	0	0	0	1	22	0	14	0	36	2795
% App. Total	0	98.7	1.2	0.1		1.2	98.4	0	0.3		100	0	0	0		61.1	0	38.9	0		
PHF	.000	.919	.571	.250	.928	.750	.911	.000	.625	.914	.250	.000	.000	.000	.250	.688	.000	.700	.000	.818	.955

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	03:45 PM					04:45 PM					04:45 PM					04:30 PM				
+0 mins.	0	308	4	0	312	4	374	0	2	380	0	0	0	0	0	6	0	4	0	10
+15 mins.	0	326	5	0	331	3	396	0	2	401	0	0	0	0	0	6	0	5	0	11
+30 mins.	0	365	11	2	378	5	324	0	0	329	0	0	0	0	0	8	0	1	0	9
+45 mins.	0	319	11	0	330	6	349	0	1	356	1	0	0	0	1	4	0	4	0	8
Total Volume	0	1318	31	2	1351	18	1443	0	5	1466	1	0	0	0	1	24	0	14	0	38
% App. Total	0	97.6	2.3	0.1		1.2	98.4	0	0.3		100	0	0	0		63.2	0	36.8	0	
PHF	.000	.903	.705	.250	.894	.750	.911	.000	.625	.914	.250	.000	.000	.000	.250	.750	.000	.700	.000	.864

Groups Printed- Heavy Vehicles

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					MARIETTA ST Eastbound					MARIETTA ST Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	17	0	0	17	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	28
07:15 AM	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	19
07:30 AM	0	2	0	0	2	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	9	0	0	9	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	21
Total	0	35	0	0	35	0	44	0	3	47	0	0	0	0	0	1	0	0	0	1	83
08:00 AM	0	13	0	0	13	0	9	0	0	9	0	0	0	1	1	0	0	0	0	0	23
08:15 AM	0	4	0	0	4	0	4	0	2	6	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
08:45 AM	1	8	0	0	9	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	20
Total	1	34	0	0	35	0	32	0	2	34	0	0	0	1	1	0	0	0	0	0	70
*** BREAK ***																					
11:00 AM	0	10	0	0	10	0	10	0	2	12	0	0	0	0	0	0	0	0	0	0	22
11:15 AM	0	2	0	1	3	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	9
11:30 AM	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	19
11:45 AM	0	7	0	4	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
Total	0	27	0	5	32	0	30	0	3	33	0	0	0	0	0	0	0	0	0	0	65
12:00 PM	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
12:15 PM	1	11	0	1	13	0	8	0	1	9	1	0	0	0	1	0	0	0	0	0	23
12:30 PM	0	6	0	0	6	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	17
12:45 PM	0	8	1	0	9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	1	34	1	1	37	0	29	0	1	30	1	0	0	0	1	0	0	0	0	0	68
*** BREAK ***																					
02:00 PM	0	17	0	0	17	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	25
02:15 PM	0	7	0	0	7	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	14
02:30 PM	0	9	1	0	10	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	35
02:45 PM	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Total	0	41	1	0	42	0	42	0	1	43	0	0	0	0	0	0	0	0	0	0	85
03:00 PM	0	8	0	0	8	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	22
03:15 PM	0	8	0	0	8	0	8	0	1	9	0	0	0	0	0	0	0	0	0	0	17
03:30 PM	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
03:45 PM	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
Total	0	29	0	0	29	0	38	0	1	39	0	0	0	0	0	0	0	0	0	0	68
04:00 PM	0	7	0	0	7	0	10	0	1	11	0	0	0	0	0	0	0	0	0	0	18
04:15 PM	0	8	1	2	11	0	9	0	1	10	0	0	0	0	0	0	0	0	0	0	21
04:30 PM	0	6	0	0	6	1	8	0	1	10	0	0	0	0	0	0	0	1	0	1	17
04:45 PM	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
Total	0	27	1	2	30	1	33	0	3	37	0	0	0	0	0	0	0	1	0	1	68
05:00 PM	0	9	0	0	9	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	4	0	1	5	0	1	0	1	2	1	0	0	0	1	0	0	0	0	0	8
05:45 PM	0	5	0	0	5	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	12
Total	0	21	0	1	22	0	10	0	5	15	1	0	0	0	1	0	0	0	0	0	38
Grand Total	2	248	3	9	262	1	258	0	19	278	2	0	0	1	3	1	0	1	0	2	545
Apprch %	0.8	94.7	1.1	3.4		0.4	92.8	0	6.8		66.7	0	0	33.3		50	0	50	0		
Total %	0.4	45.5	0.6	1.7	48.1	0.2	47.3	0	3.5	51	0.4	0	0	0.2	0.6	0.2	0	0.2	0	0.4	

Start Time	GOLDENROD Northbound					GOLDENROD Southbound					MARIETTA ST Eastbound					MARIETTA ST Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	17	0	0	17	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	28
07:15 AM	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	19
07:30 AM	0	2	0	0	2	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	9	0	0	9	0	9	0	3	12	0	0	0	0	0	0	0	0	0	0	21
Total Volume	0	35	0	0	35	0	44	0	3	47	0	0	0	0	0	1	0	0	0	1	83
% App. Total	0	100	0	0		0	93.6	0	6.4		0	0	0	0		100	0	0	0		
PHF	.000	.515	.000	.000	.515	.000	.846	.000	.250	.904	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.741

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:15 AM					07:00 AM					
+0 mins.	0	17	0	0	17	0	10	0	0	10	0	0	0	0	0	1	0	0	0	1	
+15 mins.	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	2	0	0	2	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	9	0	0	9	0	9	0	3	12	0	0	0	1	1	0	0	0	0	0	0
Total Volume	0	35	0	0	35	0	44	0	3	47	0	0	0	1	1	1	0	0	0	1	
% App. Total	0	100	0	0		0	93.6	0	6.4		0	0	0	100		100	0	0	0		
PHF	.000	.515	.000	.000	.515	.000	.846	.000	.250	.904	.000	.000	.000	.250	.250	.250	.000	.000	.000	.250	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	19
11:45 AM	0	7	0	4	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
12:15 PM	1	11	0	1	13	0	8	0	1	9	1	0	0	0	1	0	0	0	0	0	23
Total Volume	1	35	0	5	41	0	32	0	1	33	1	0	0	0	1	0	0	0	0	0	75
% App. Total	2.4	85.4	0	12.2		0	97	0	3		100	0	0	0		0	0	0	0		
PHF	.250	.795	.000	.313	.788	.000	.727	.000	.250	.750	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.815

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	11:30 AM					11:00 AM					11:00 AM					10:00 AM					
+0 mins.	0	8	0	0	8	0	10	0	2	12	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	7	0	4	11	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	11	0	1	13	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	0
Total Volume	1	35	0	5	41	0	30	0	3	33	1	0	0	0	1	0	0	0	0	0	0
% App. Total	2.4	85.4	0	12.2		0	90.9	0	9.1		100	0	0	0		0	0	0	0		
PHF	.250	.795	.000	.313	.788	.000	.682	.000	.375	.688	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

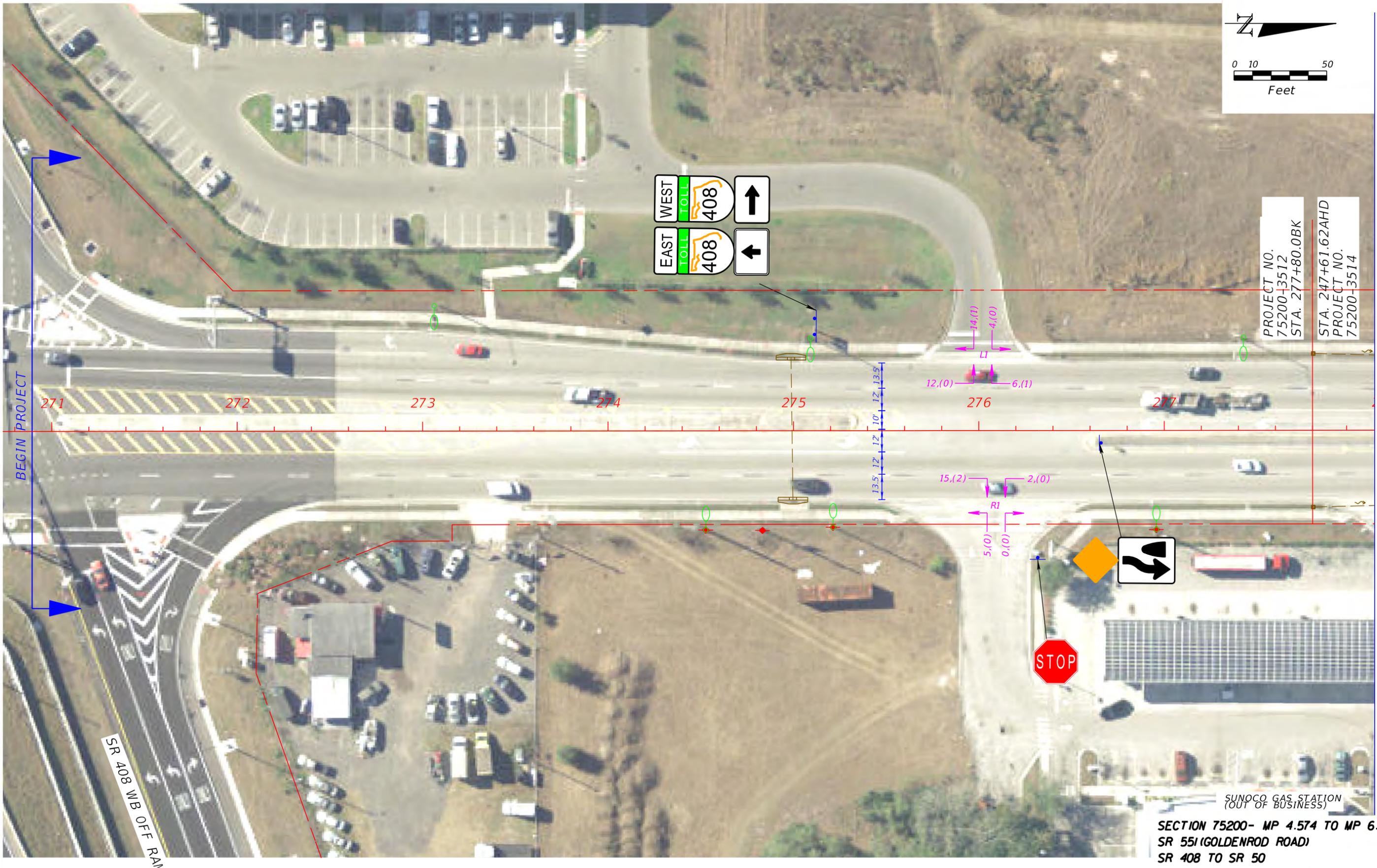
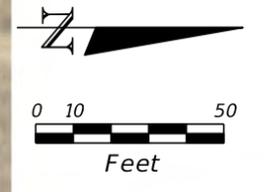
02:00 PM	0	17	0	0	17	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	25
02:15 PM	0	7	0	0	7	0	6	0	1	7	0	0	0	0	0	0	0	0	0	0	14
02:30 PM	0	9	1	0	10	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	35
02:45 PM	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	41	1	0	42	0	42	0	1	43	0	0	0	0	0	0	0	0	0	0	85
% App. Total	0	97.6	2.4	0		0	97.7	0	2.3		0	0	0	0		0	0	0	0		
PHF	.000	.603	.250	.000	.618	.000	.420	.000	.250	.430	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.607

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM					02:30 PM					04:45 PM					03:45 PM					
+0 mins.	0	17	0	0	17	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	9	1	0	10	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	8	0	0	8	0	8	0	1	9	1	0	0	0	1	0	0	1	0	1	1
Total Volume	0	41	1	0	42	0	50	0	1	51	1	0	0	0	1	0	0	1	0	1	
% App. Total	0	97.6	2.4	0		0	98	0	2		100	0	0	0		0	0	100	0		
PHF	.000	.603	.250	.000	.618	.000	.500	.000	.250	.510	.250	.000	.000	.000	.250	.000	.000	.250	.000	.250	

APPENDIX C

**EXISTING CONDITION DIAGRAM
AND
TYPICAL SECTION**



PROJECT NO.
75200-3512
STA. 277+80.0BK

STA. 247+61.62AHD
PROJECT NO.
75200-3514

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

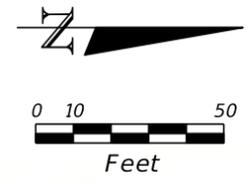
<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	---	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

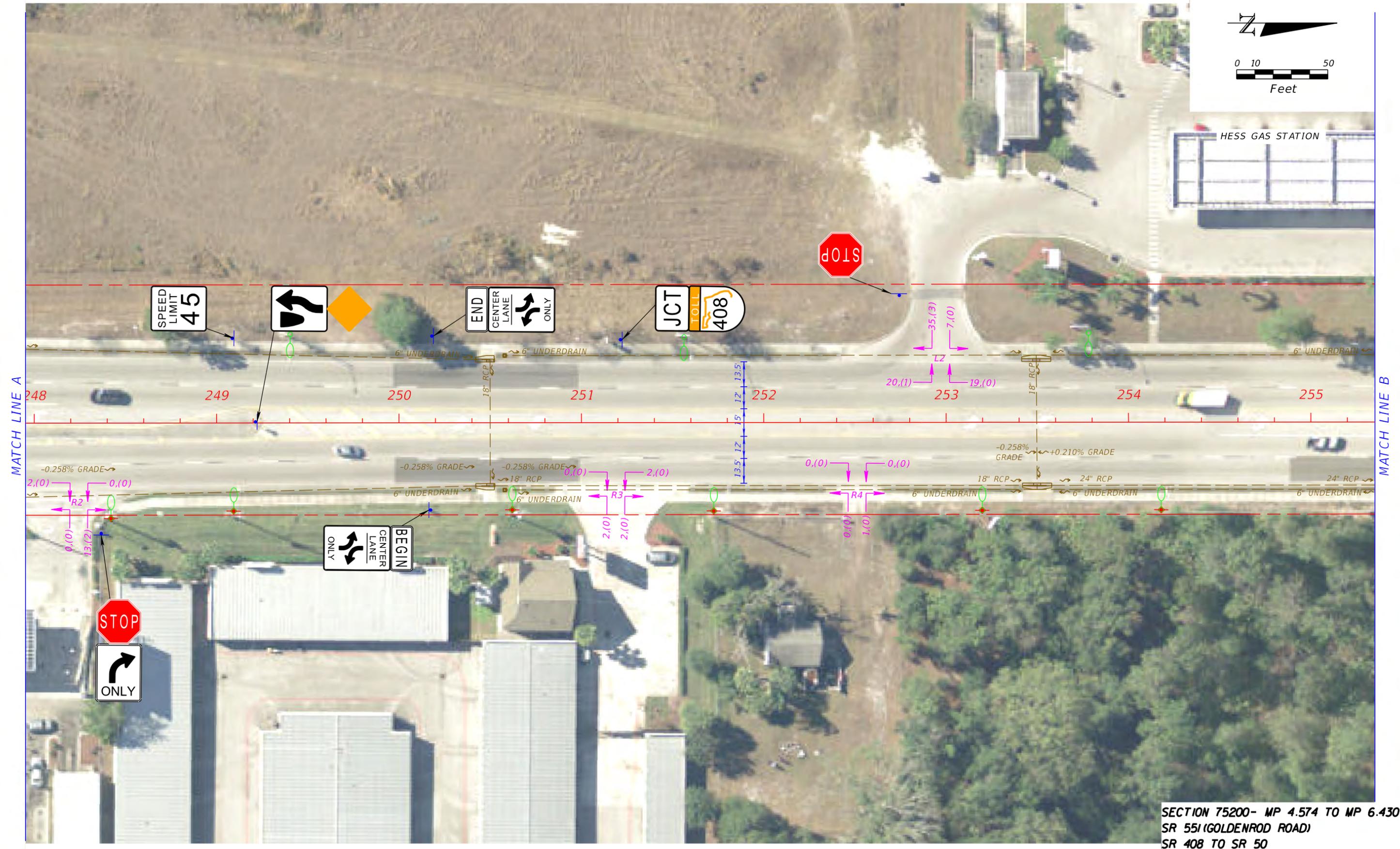
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
1



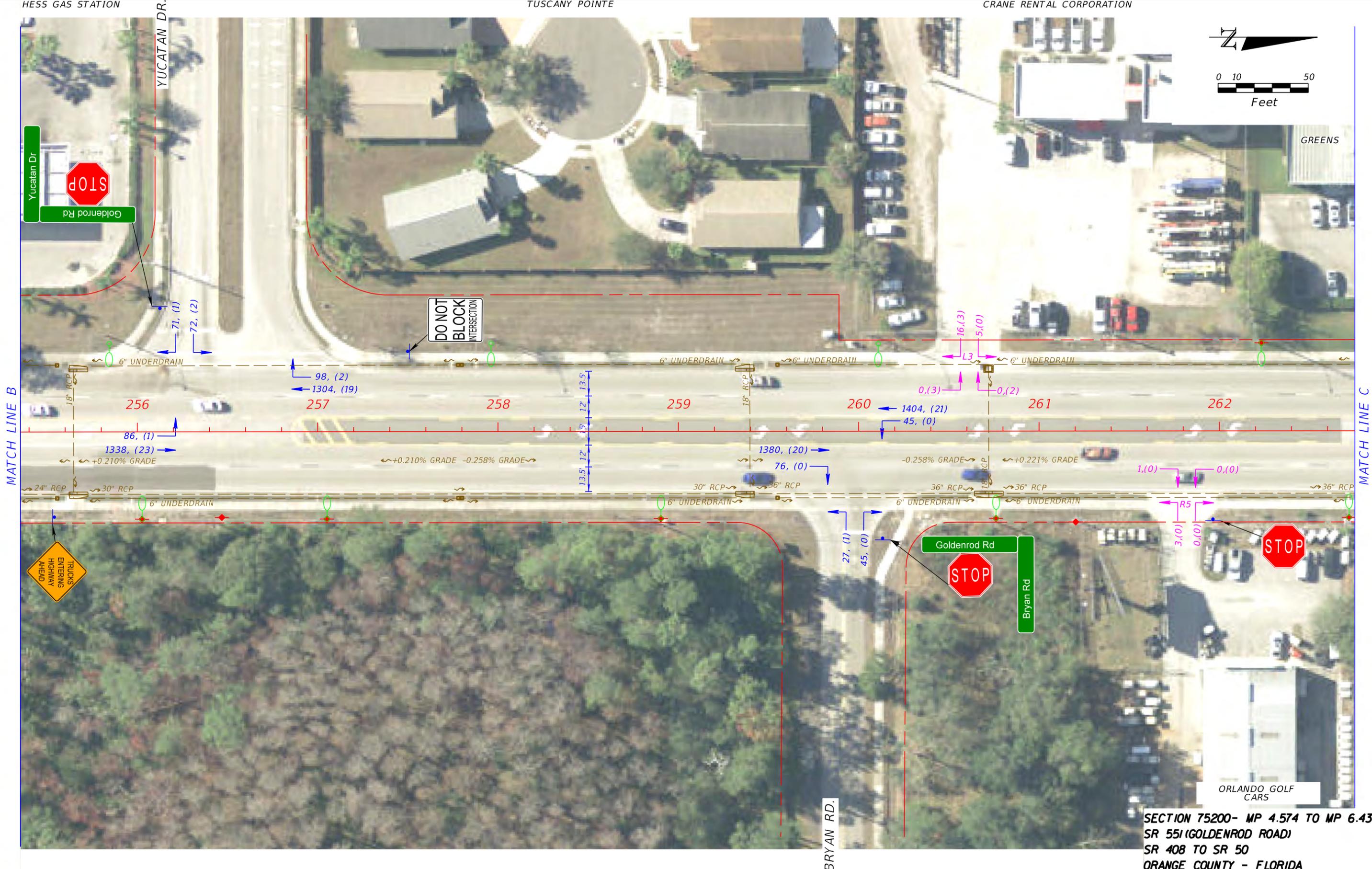
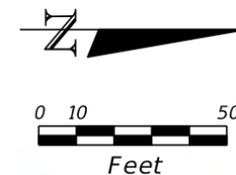
HESS GAS STATION



SECTION 75200- MP 4.574 TO MP 6.430
 SR 551(GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section 	<p>Traffic Engineering Data Solutions, Inc.</p> <p>80 Spring Vista Drive DelBary, FL 32715</p> <p>Phone: 386.753.0558 Fax: 386.753.0778</p>	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>	<p>APPENDIX C EXISTING CONDITION DIAGRAM & PM PEAK-HOUR TMC</p>	<p>SHEET NO. 2</p>
---	---	---	--	---	---	---	---------------------------------

PUBLIC STORAGE RESIDENTIAL HOME



MATCH LINE B

MATCH LINE C

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

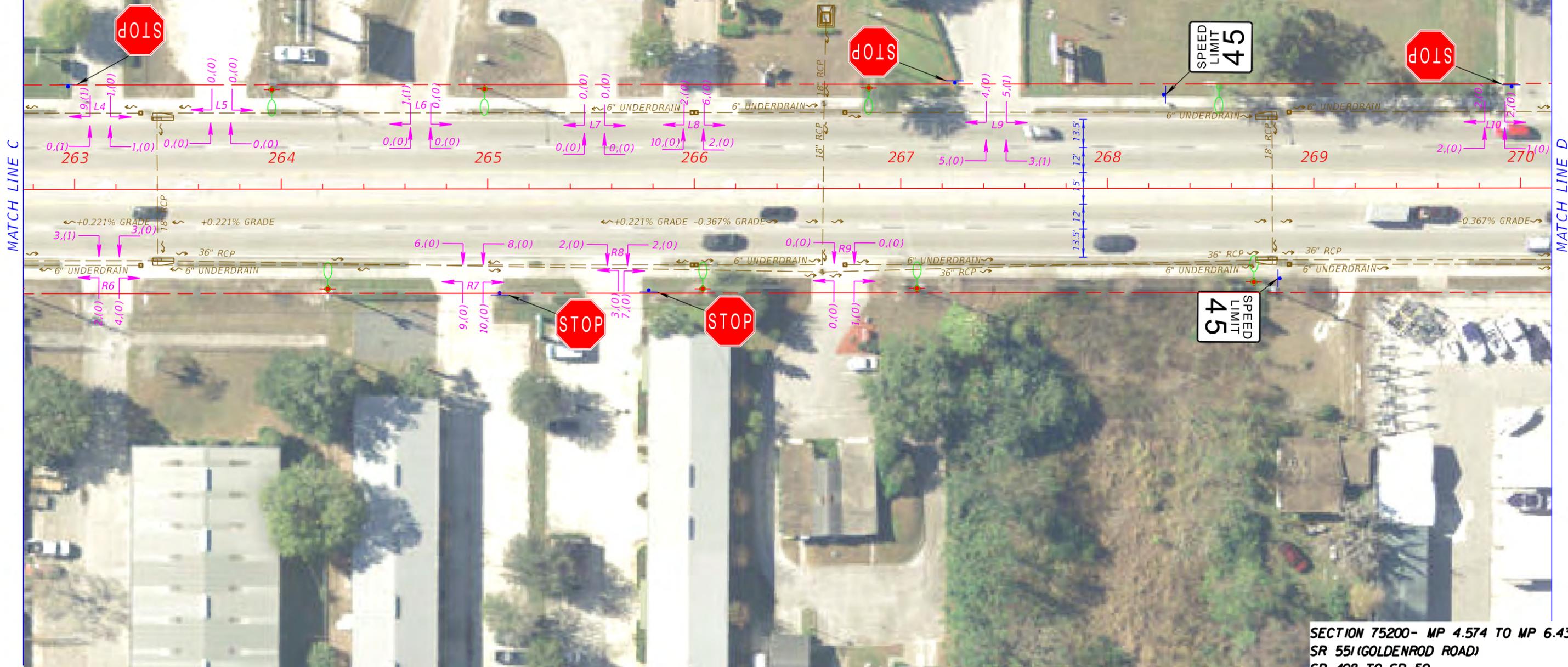
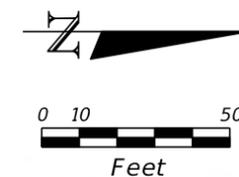
<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	--	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
3



SECTION 75200- MP 4.574 TO MP 6.430
SR 551(GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

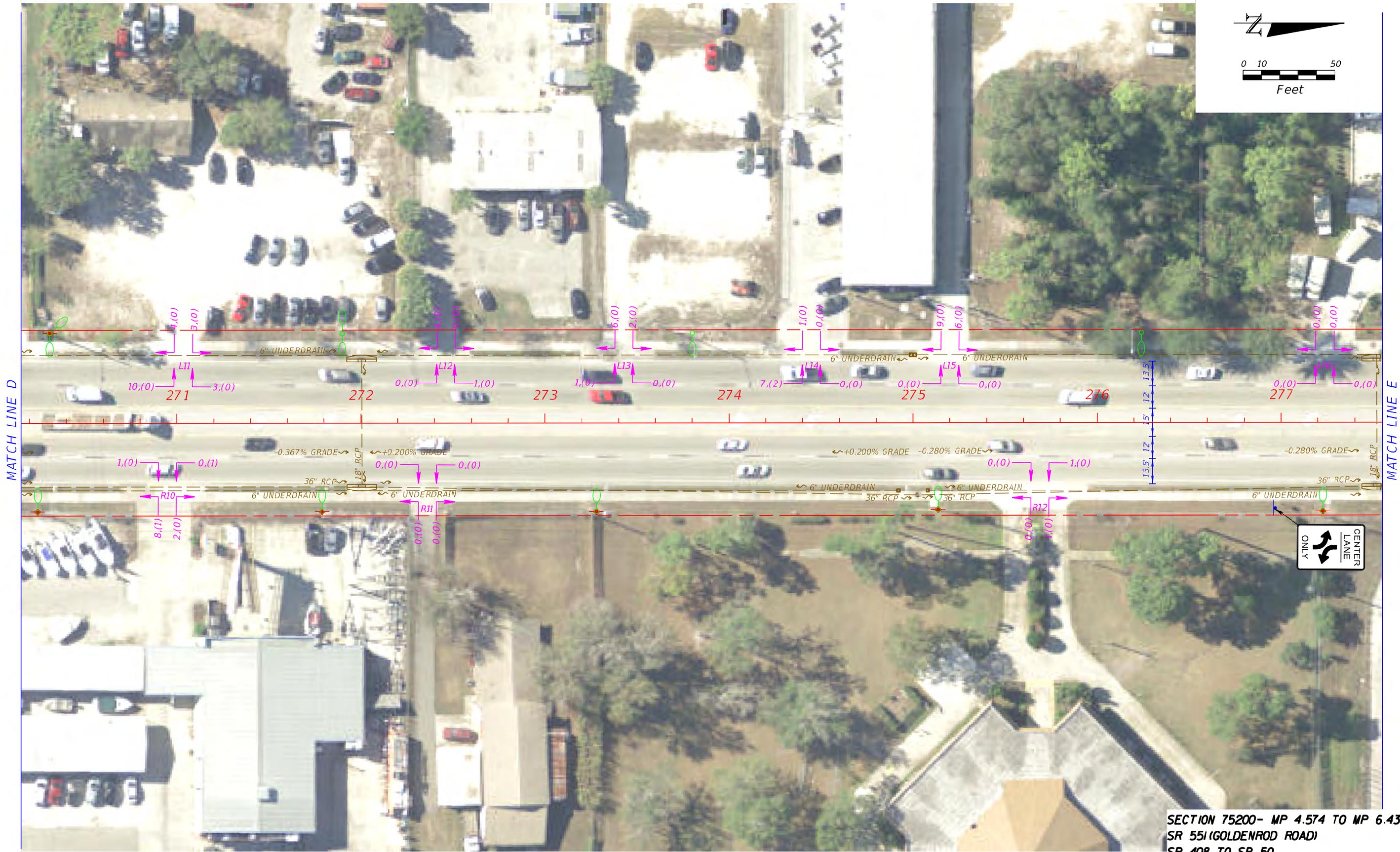
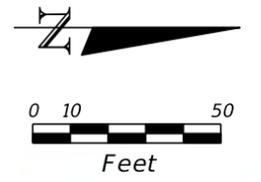
ALUMA TRIM INC	BUSINESS CENTER	BUSINESS CENTER	A TOUCH FROM HEAVEN	RESIDENTIAL HOME
PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0) VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)	PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section 	

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
4



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

<p>BOAT TUNE</p> <p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>RESIDENTIAL HOME</p> <p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
--	---	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

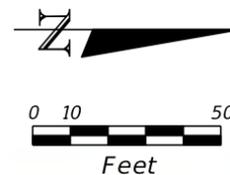
SHEET NO.
5

UHAUL

BOB'S HOBBY CENTER

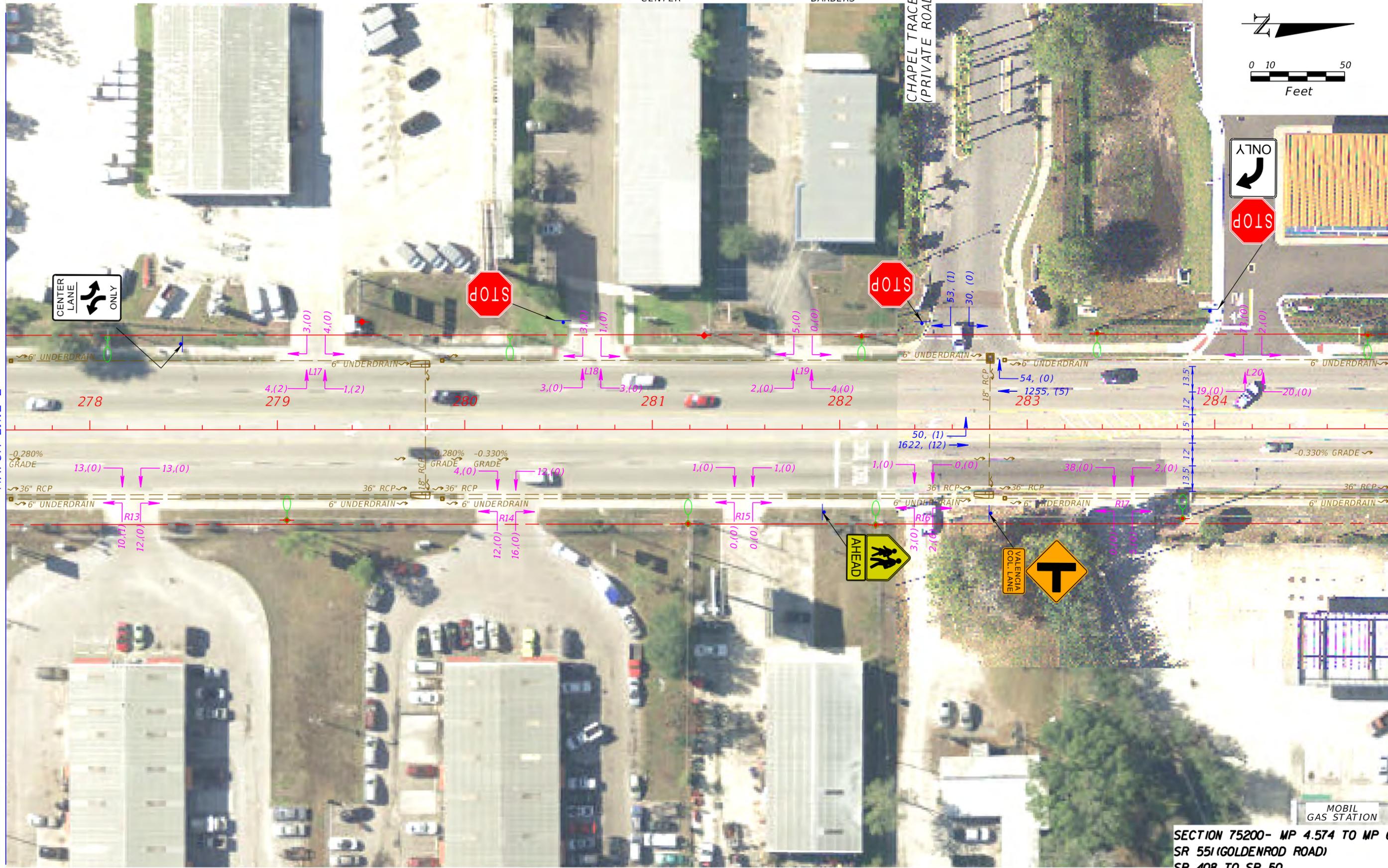
MUFFLERS & BARBERS

CHAPEL TRACE (PRIVATE ROAD)

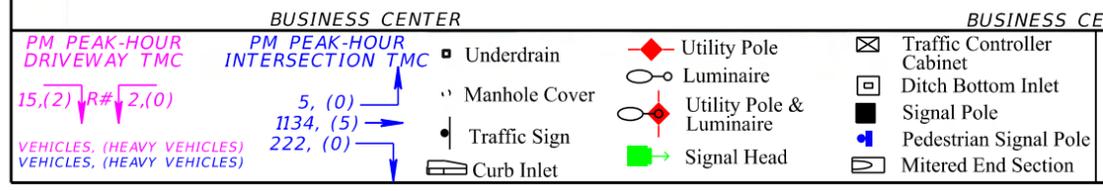


MATCH LINE E

MATCH LINE F



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

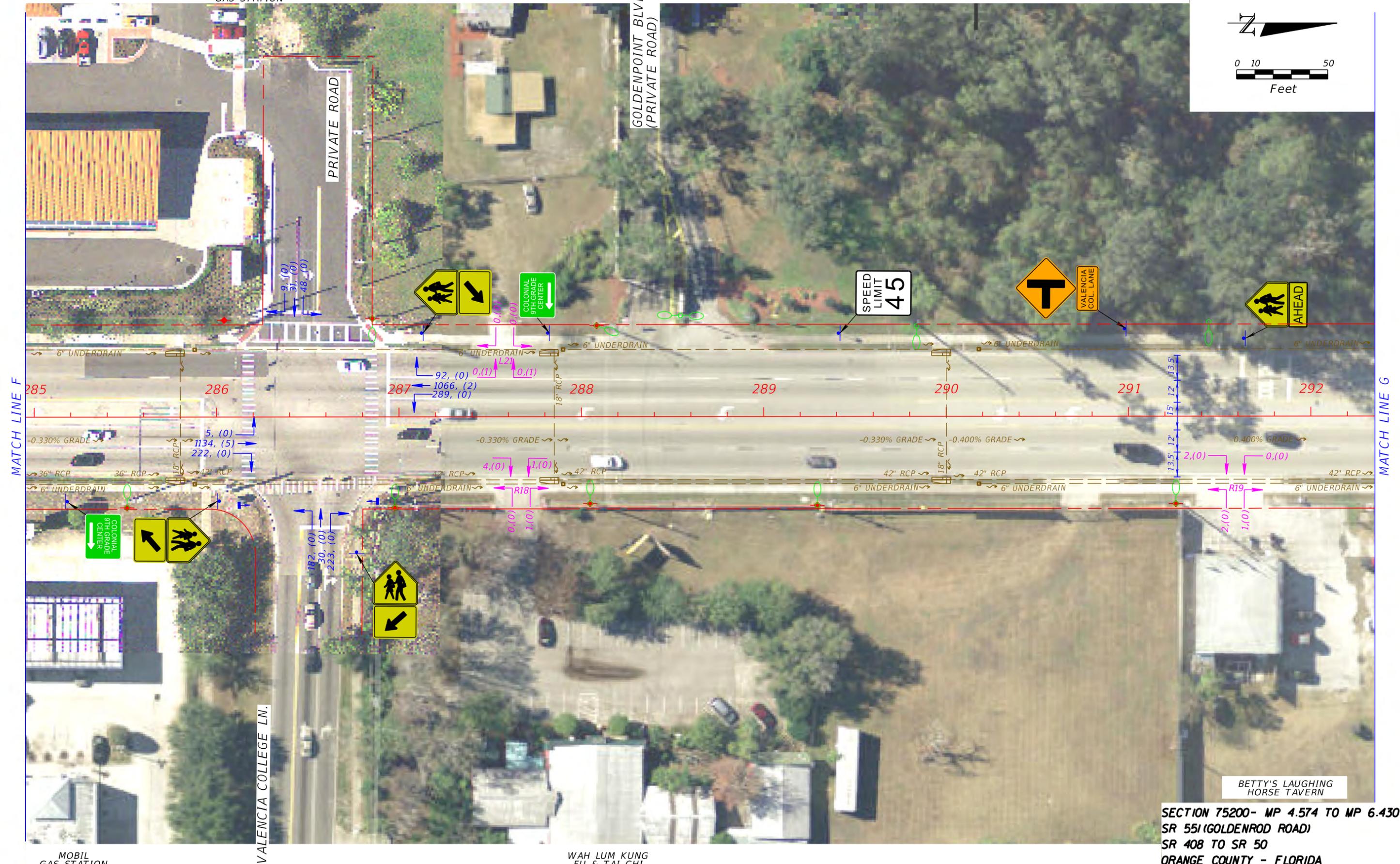
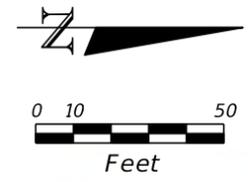
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
6

WAWA GAS STATION

GOLDENPOINT BLVD. (PRIVATE ROAD)



BETTY'S LAUGHING HORSE TAVERN

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

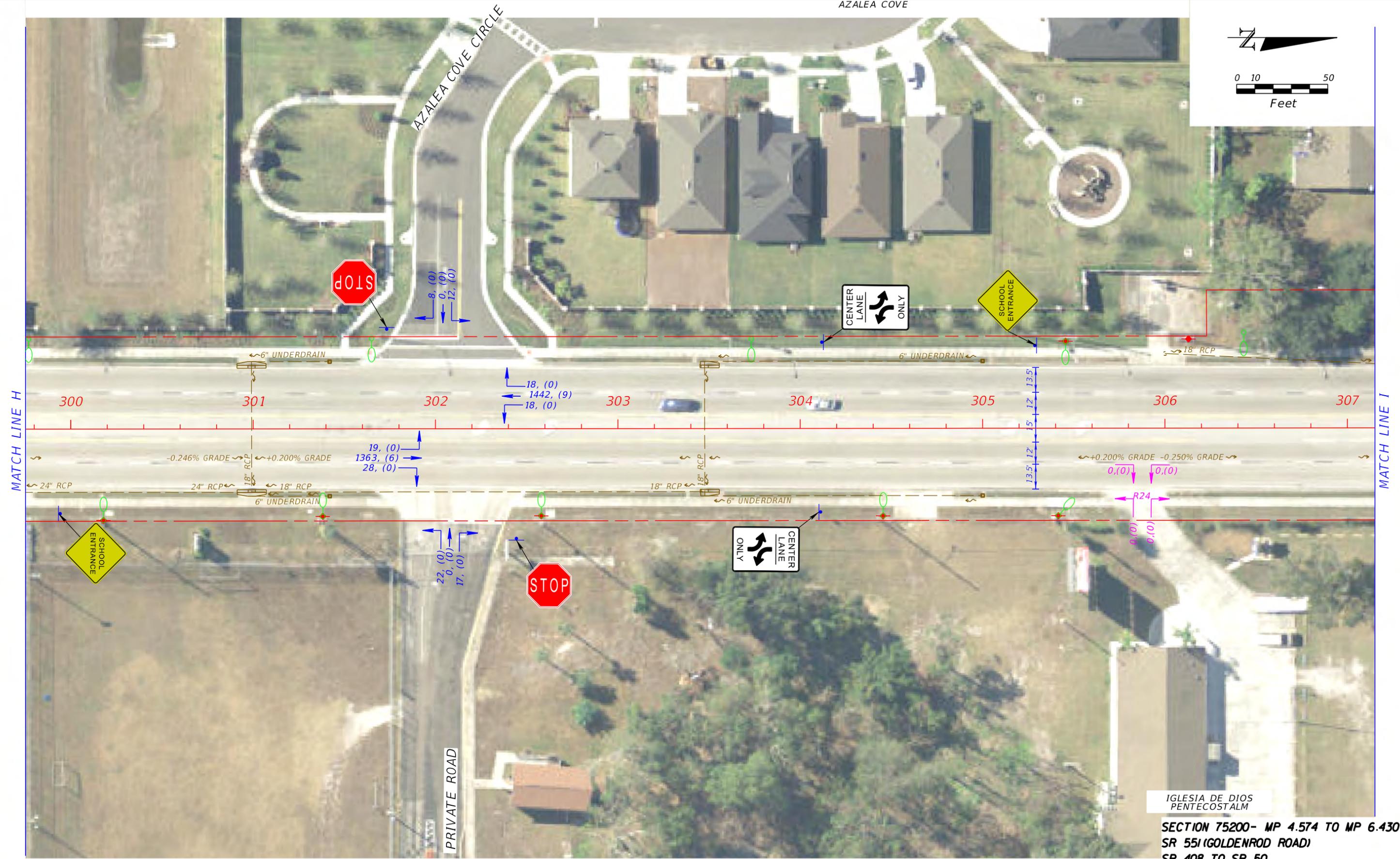
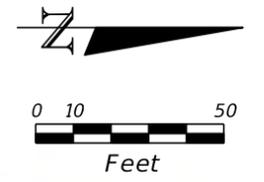
<p>MOBIL GAS STATION</p> <p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
--	---	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
7



MATCH LINE H

MATCH LINE I

PRIVATE ROAD

IGLESIA DE DIOS
PENTECOSTALM
SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

LEADERS PREPARATORY SCHOOL
ISLAMIC SOCIETY OF CENTRAL FLORIDA & HORIZONS CHILDCARE AND LEARNING CENTER

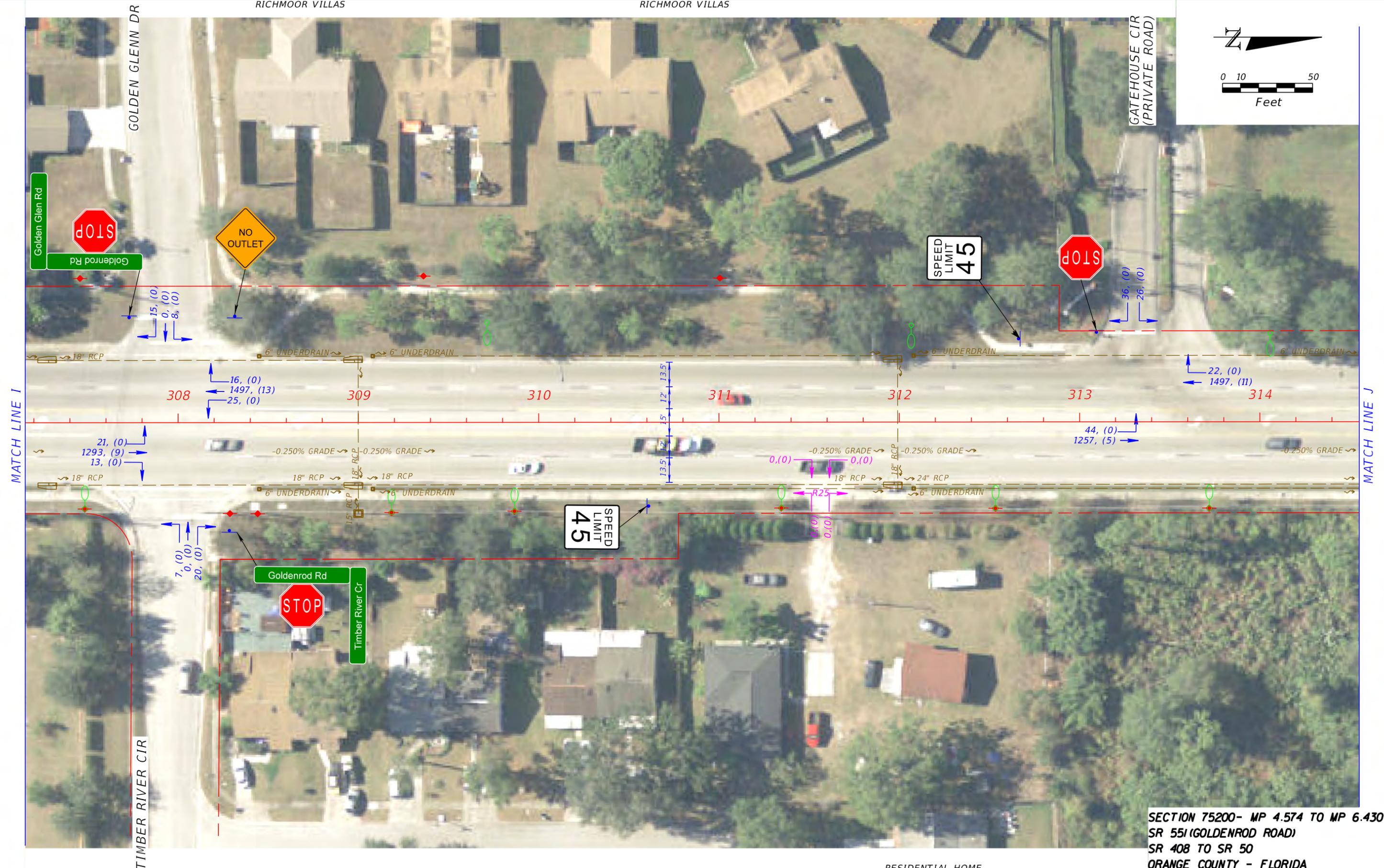
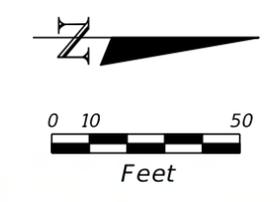
<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	--	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
9



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

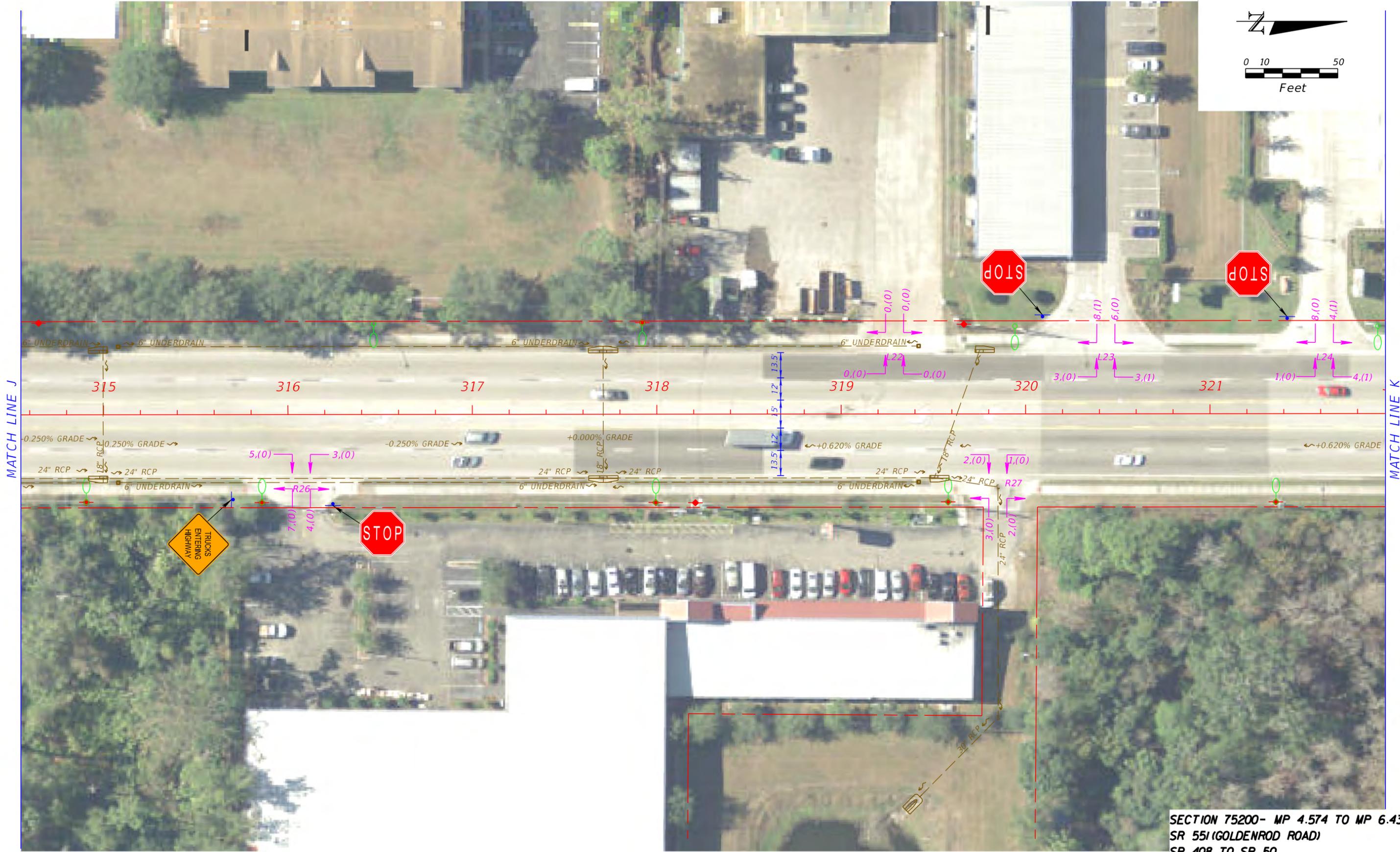
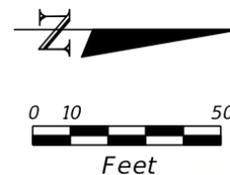
<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	---	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
10



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC</p> <p>5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet 	<ul style="list-style-type: none"> Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	---	---	--	--

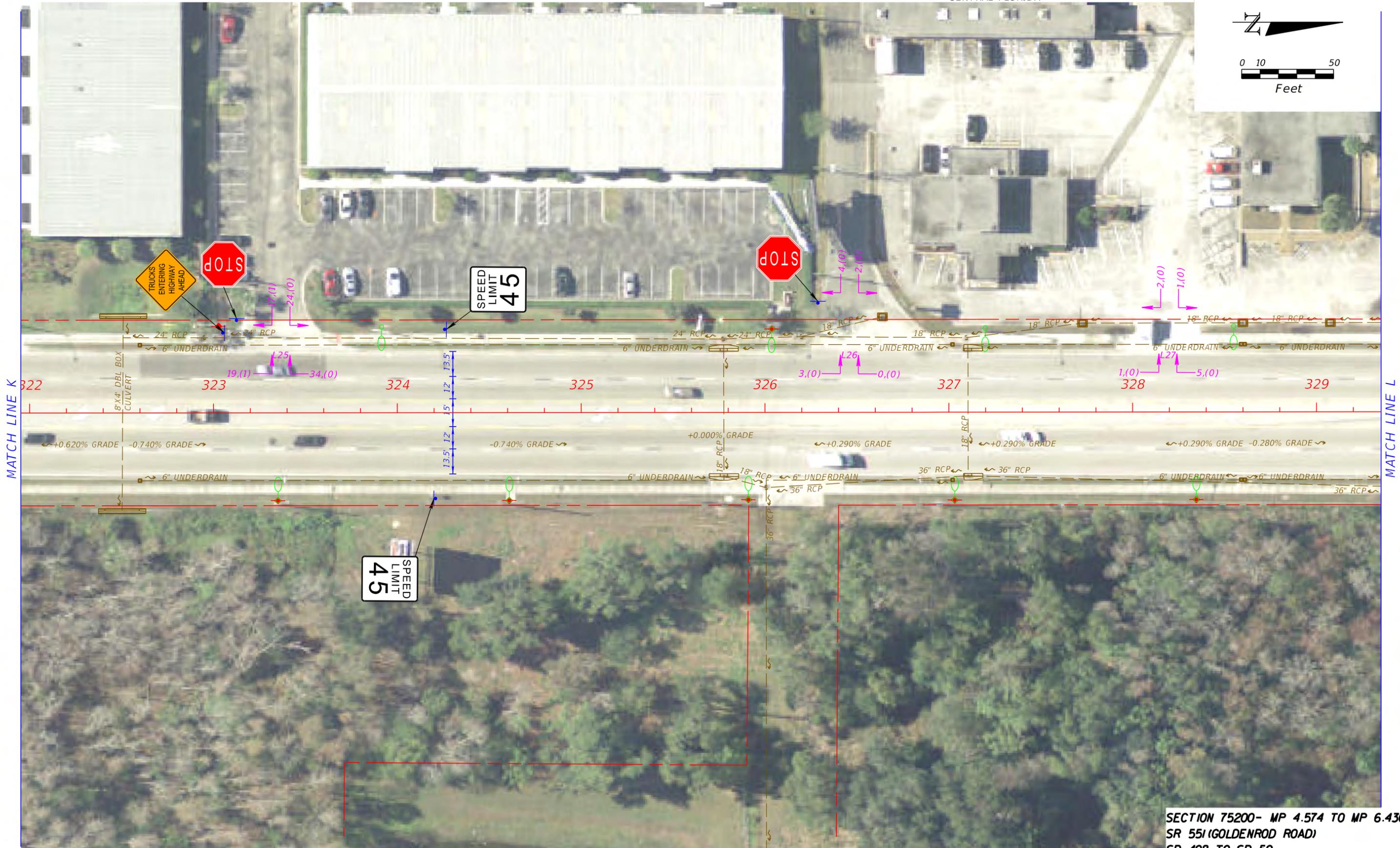
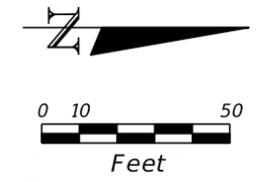
RIGA PLAZA

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive Phone: 386.753.0558
DeBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
11



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
--	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive Phone: 386.753.0558
DelBary, FL 32715 Fax: 386.753.0778

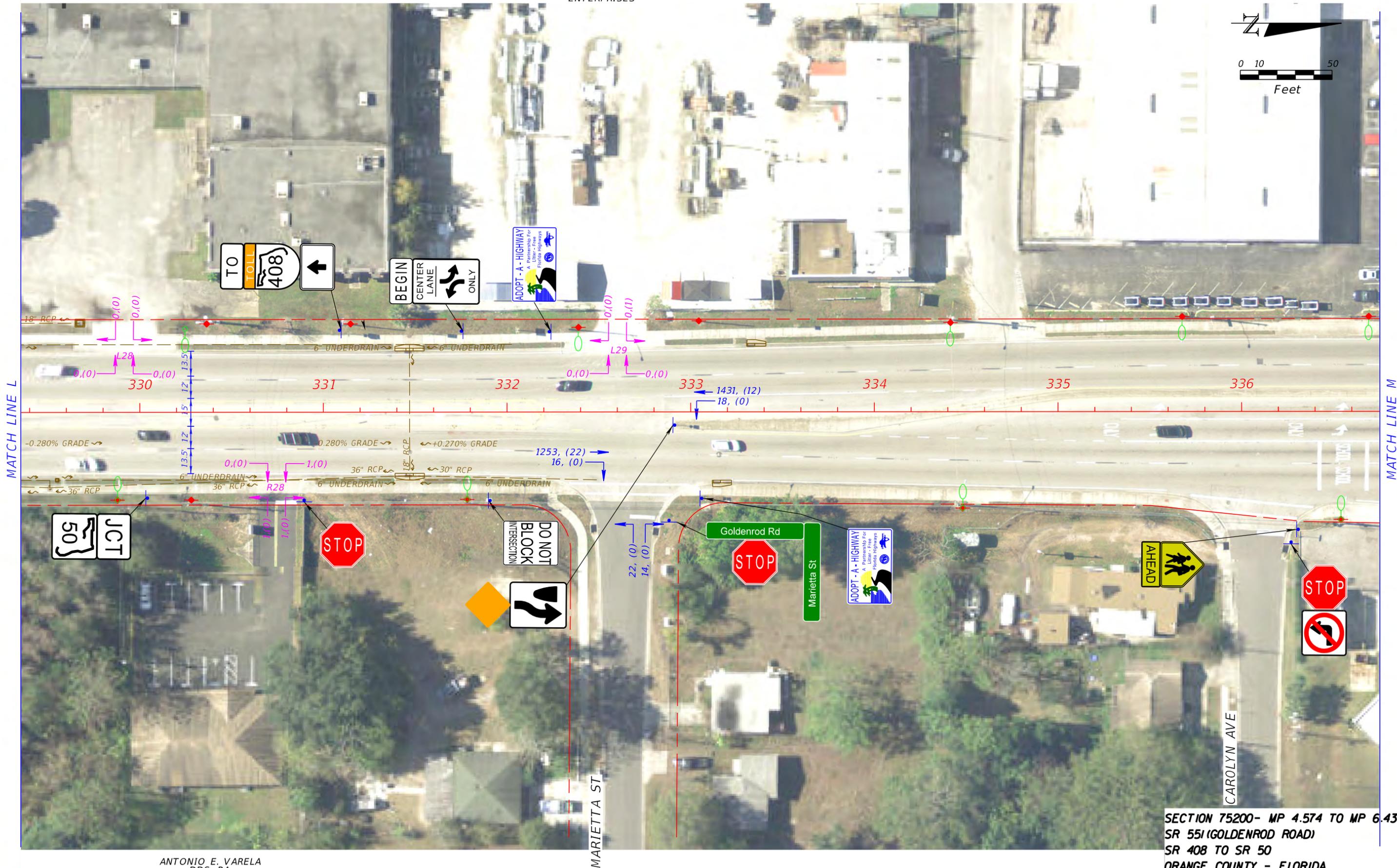
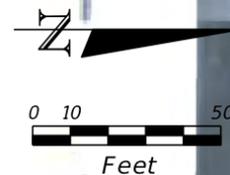
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.
12

VACANT BUILDING

ORLANDO STEEL ENTERPRISES



MATCH LINE L

MATCH LINE M

ANTONIO E. VARELA
DDS, PA.

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0)</p> <p>VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	--	---	--

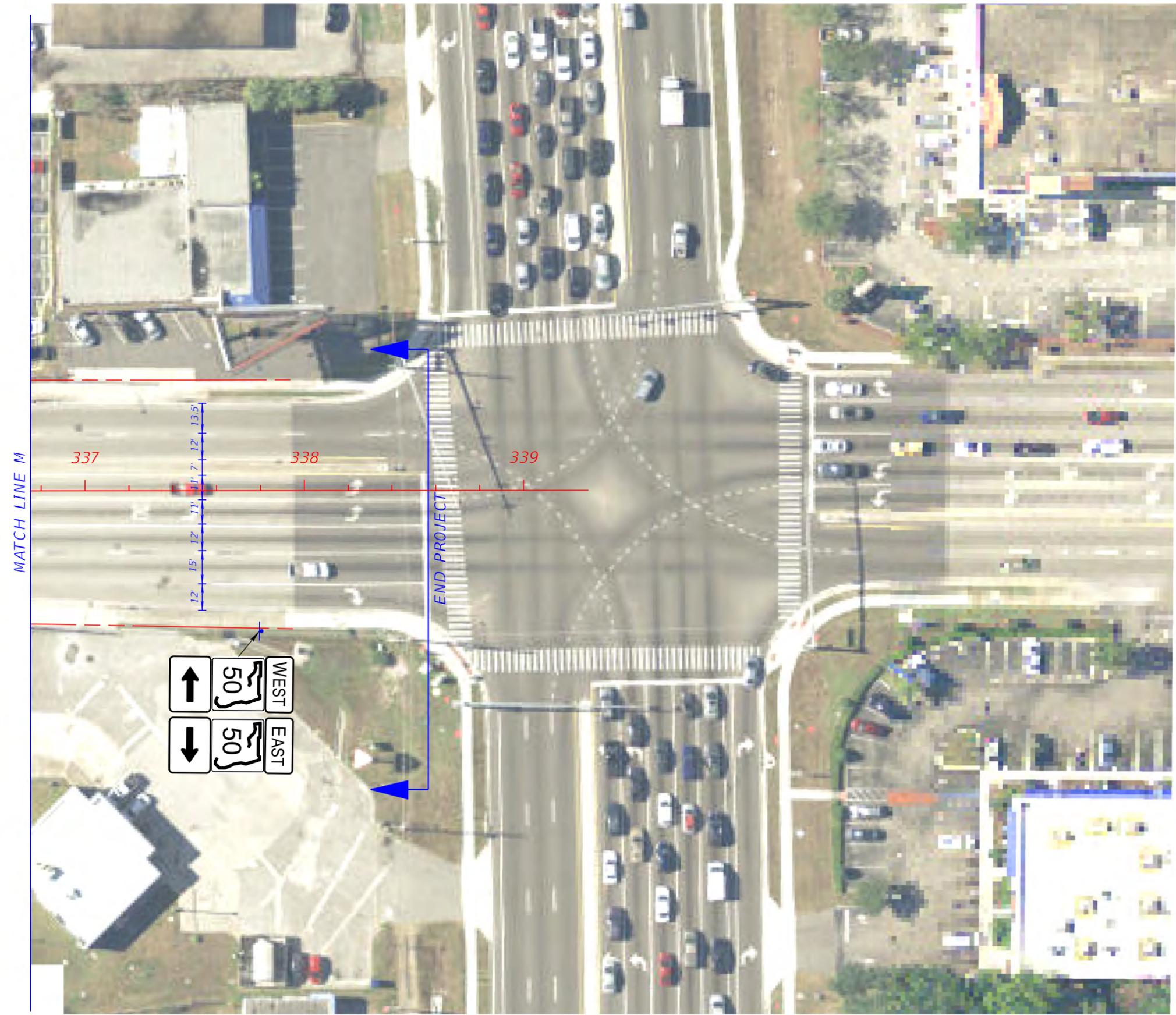
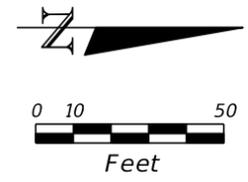
Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX C
EXISTING CONDITION DIAGRAM &
PM PEAK-HOUR TMC

SHEET NO.

13



SECTION 75200- MP 4.574 TO MP 6.430
 SR 551 (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

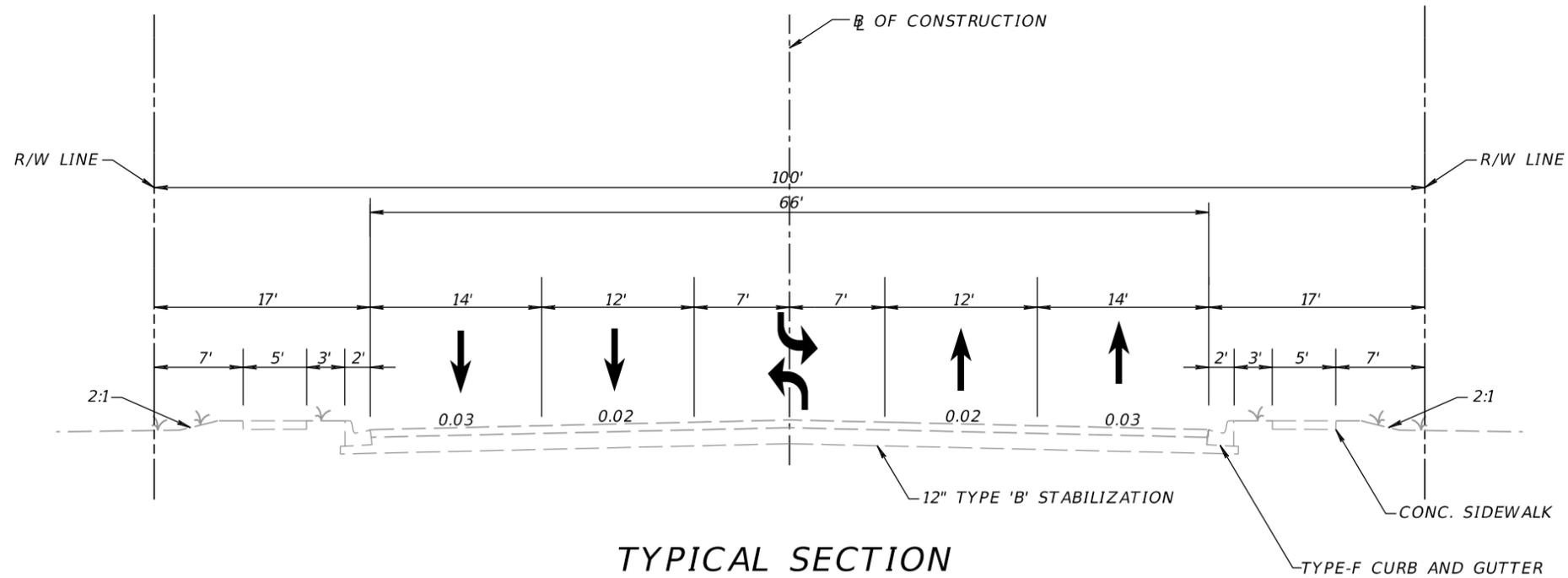
<p>PM PEAK-HOUR DRIVEWAY TMC 15,(2) R# 2,(0) VEHICLES, (HEAVY VEHICLES) VEHICLES, (HEAVY VEHICLES)</p>	<p>PM PEAK-HOUR INTERSECTION TMC 5, (0) 1134, (5) 222, (0)</p>	<ul style="list-style-type: none"> Underdrain Manhole Cover Traffic Sign Curb Inlet 	<ul style="list-style-type: none"> Utility Pole Luminaire Utility Pole & Luminaire Signal Head 	<ul style="list-style-type: none"> Traffic Controller Cabinet Ditch Bottom Inlet Signal Pole Pedestrian Signal Pole Mitered End Section
---	---	---	--	--

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive DeBary, FL 32715
 Phone: 386.753.0558 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX C
 EXISTING CONDITION DIAGRAM &
 PM PEAK-HOUR TMC

SHEET NO.
 14



TYPICAL SECTION
SR 551 (N GOLDENROD RD.)
STA. 275+00 TO 277+80
AND STA. 247+62 TO 335+72

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

- ◆ Utility Pole
- Traffic Sign
- Luminaire

Symbols:

- ☒ Traffic Controller Cabinet
- ☐ Ditch Bottom Inlet

Signal Pole

- Pedestrian Signal Pole
- ▭ Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX C
 EXISTING TYPICAL SECTIONS

SHEET NO.

15

APPENDIX D

**CRASH SUMMARY TABLE
AND
COLLISION DIAGRAM**

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
Section: 75200		State Road: 551		County: Orange							
Intersecting route: From North of SR 408 to Carolyn Ave.		Milepost: 4.640 - 6.310		Data by: AJW							
Study period: 1/1/2010		to 12/31/2014		Date: 4/15/2015							
1	01/21/10	Thursday	17:33	0	1	\$9,000	Angle	N	Day	Dry	FTYRW
2	01/25/10	Monday	7:48	0	1	\$8,500	Angle	N	Day	Wet	FTYRW
3	01/28/10	Thursday	18:00	0	1	\$3,000	Angle	N	Day	Dry	FTYRW
4	01/30/10	Saturday	13:25	0	2	\$20,000	Angle	N	Day	Dry	FTYRW
5	02/06/10	Saturday	11:43	1	1	\$6,000	Left-Turn	N	Day	Dry	FTYRW
6	02/07/10	Sunday	22:31	0	1	\$4,200	Rear-End	N	Night	Dry	Careless Driving
7	02/22/10	Monday	15:07	0	0	\$1,800	Side-Swipe	N	Day	Dry	Improper Lane Change
8	03/07/10	Sunday	14:55	0	1	\$5,500	Angle	N	Day	Dry	FTYRW
9	03/19/10	Friday	12:50	0	2	\$8,000	Angle	N	Day	Dry	FTYRW
10	03/19/10	Friday	12:53	0	0	\$5,500	Rear-End	N	Day	Dry	Careless Driving
11	03/30/10	Tuesday	20:36	0	1	\$4,500	Head-on	N	Night	Dry	Careless Driving
12	04/04/10	Sunday	8:13	0	0	\$13,000	Fixed Object	N	Day	Dry	Careless Driving
13	04/26/10	Monday	15:27	0	2	\$9,000	Left-Turn	N	Day	Dry	FTYRW
14	04/28/10	Wednesday	2:48	0	0	\$3,500	Fixed Object	N	Night	Dry	Careless Driving
15	05/14/10	Friday	12:10	0	2	\$4,000	Rear-End	N	Day	Dry	Careless Driving
16	05/29/10	Saturday	10:20	1	1	\$14,000	Loss of Control	N	Day	Wet	Careless Driving
17	06/08/10	Tuesday	17:50	0	0	\$4,000	Angle	N	Day	Dry	FTYRW
18	06/22/10	Tuesday	17:06	0	1	\$4,000	Angle	N	Day	Dry	FTYRW
19	07/03/10	Saturday	21:25	0	1	\$10,000	Left-Turn	N	Night	Wet	FTYRW
20	07/06/10	Tuesday	21:51	0	4	\$9,000	Left-Turn	N	Night	Dry	FTYRW
21	07/08/10	Thursday	9:02	1	2	\$14,000	Angle	N	Day	Dry	FTYRW
22	07/15/10	Thursday	17:11	0	0	\$3,050	Rear-End	N	Day	Wet	Careless Driving
23	07/29/10	Thursday	8:56	0	0	\$400	Rear-End	N	Day	Dry	Careless Driving
24	08/01/10	Sunday	14:43	0	0	\$2,000	Rear-End	N	Day	Dry	Careless Driving
25	08/13/10	Friday	21:11	0	0	\$50	Bicycle	N	Night	Dry	FTYRW
26	09/07/10	Tuesday	17:45	0	0	\$750	Left-Turn	N	Day	Dry	FTYRW
27	09/09/10	Thursday	20:30	0	0	\$3,500	Rear-End	N	Night	Dry	Careless Driving
28	09/12/10	Sunday	21:15	0	2	\$12,000	Left-Turn	N	Night	Wet	FTYRW
29	09/24/10	Friday	22:30	0	1	\$10,000	Rear-End	N	Night	Wet	Careless Driving
30	10/08/10	Friday	3:00	0	0	\$5,500	Fixed Object	N	Night	Dry	Careless Driving
31	10/15/10	Friday	23:27	0	0	\$49,501	Left-Turn	N	Night	Dry	FTYRW
32	10/19/10	Tuesday	21:32	0	0	\$13,000	Rear-End	N	Night	Dry	Careless Driving
33	11/09/10	Tuesday	13:36	0	0	\$5,000	Angle	N	Day	Dry	FTYRW
34	11/17/10	Wednesday	16:06	0	1	\$3,000	Side-Swipe	N	Day	Dry	Improper Lane Change
35	12/06/10	Monday	8:45	0	2	\$13,000	Angle	N	Day	Dry	FTYRW
36	12/28/10	Tuesday	10:20	0	1	\$5,000	Angle	N	Day	Dry	FTYRW
37	12/31/10	Friday	6:58	0	1	\$8,000	Left-Turn	N	Day	Dry	FTYRW
38	01/18/11	Tuesday	18:40	0	0	\$200	Angle	N	Night	Dry	FTYRW
39	01/31/11	Monday	16:36	0	0	\$4,000	Rear-End	N	Day	Dry	Careless Driving
40	02/08/11	Tuesday	11:30	0	0	\$18,000	Side-Swipe	N	Day	Dry	Improper Lane Change
41	02/11/11	Friday	12:22	0	1	\$5,500	Angle	N	Day	Dry	FTYRW
42	02/14/11	Monday	18:59	0	0	\$6,000	Head-on	N	Night	Dry	FTYRW
43	02/17/11	Thursday	10:56	0	0	\$2,000	Rear-End	N	Day	Dry	Careless Driving
44	02/17/11	Thursday	21:43	0	2	\$22,000	Head-on	Y	Night	Dry	Careless Driving

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: 75200 State Road: 551 County: Orange											
Intersecting route: From North of SR 408 to Carolyn Ave. Milepost: 4.640 - 6.310 Date by: AJW											
Study period: 1/1/2010 to 12/31/2014 Date: 4/15/2015											
NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
45	03/06/11	Sunday	13:15	0	1	\$210	Bicycle	N	Day	Dry	FTYRW
46	06/10/11	Friday	14:44	0	2	\$8,900	Angle	N	Day	Dry	FTYRW
47	06/14/11	Tuesday	18:23	0	1	\$500	Pedestrian	N	Day	Dry	FTYRW
48	06/28/11	Tuesday	17:57	0	3	\$15,500	Rear-End	N	Day	Dry	Careless Driving
49	06/30/11	Thursday	13:35	0	2	\$1,000	Loss of Control	N	Day	Wet	Careless Driving
50	07/01/11	Friday	11:34	0	1	\$1,600	Bicycle	N	Day	Dry	FTYRW
51	07/07/11	Thursday	22:22	0	1	\$14,500	Loss of Control	N	Night	Wet	Careless Driving
52	08/25/11	Thursday	9:03	0	0	\$0	Rear-End	N	Day	Dry	Careless Driving
53	09/17/11	Saturday	7:45	0	0	\$600	Rear-End	N	Day	Dry	Careless Driving
54	11/10/11	Thursday	18:06	0	0	\$600	Side-Swipe	N	Night	Dry	Improper Lane Change
55	11/11/11	Friday	13:54	0	0	\$3,000	Angle	N	Day	Dry	FTYRW
56	11/18/11	Friday	12:19	0	1	\$3,500	Angle	N	Day	Dry	FTYRW
57	11/29/11	Tuesday	8:06	0	0	\$1,800	Rear-End	N	Day	Dry	Careless Driving
58	12/06/11	Tuesday	14:44	0	1	\$6,010	Angle	N	Day	Dry	FTYRW
59	01/07/12	Saturday	12:11	0	1	\$3,000	Rear-End	N	Day	Dry	Careless Driving
60	01/13/12	Friday	16:29	0	0	\$500	Rear-End	N	Day	Dry	Careless Driving
61	01/15/12	Sunday	16:30	0	2	\$1,400	Angle	N	Day	Dry	FTYRW
62	01/18/12	Wednesday	16:58	0	1	\$2,000	Rear-End	N	Day	Dry	Careless Driving
63	01/31/12	Tuesday	17:02	0	0	\$1,000	Left-Turn	N	Day	Dry	FTYRW
64	02/06/12	Monday	13:25	0	1	\$1,500	Rear-End	N	Day	Dry	Careless Driving
65	02/09/12	Thursday	20:13	0	1	\$9,000	Left-Turn	Y	Night	Dry	FTYRW
66	02/22/12	Wednesday	17:43	0	0	\$2,500	Rear-End	N	Day	Wet	Careless Driving
67	03/01/12	Thursday	8:01	0	3	\$6,300	Rear-End	N	Day	Dry	Careless Driving
68	03/14/12	Wednesday	11:02	0	0	\$2,000	Angle	N	Day	Dry	FTYRW
69	03/21/12	Wednesday	7:45	0	0	\$800	Angle	N	Day	Dry	FTYRW
70	03/27/12	Tuesday	15:30	0	0	\$6,000	Rear-End	N	Day	Dry	Careless Driving
71	04/04/12	Wednesday	15:15	0	1	\$7,500	Angle	N	Day	Dry	FTYRW
72	04/10/12	Tuesday	13:12	0	0	\$2,000	Left-Turn	N	Day	Dry	FTYRW
73	04/12/12	Thursday	12:40	0	1	\$5,000	Rear-End	N	Day	Dry	Careless Driving
74	04/20/12	Friday	22:38	0	2	\$14,000	Angle	N	Night	Dry	FTYRW
75	04/22/12	Sunday	20:38	0	1	\$2,500	Rear-End	N	Night	Dry	Careless Driving
76	04/22/12	Sunday	21:46	0	1	\$5,800	Rear-End	N	Night	Dry	Careless Driving
77	04/23/12	Monday	21:30	0	1	\$0	Bicycle	N	Night	Dry	FTYRW
78	05/04/12	Friday	10:31	0	1	\$500	Rear-End	N	Day	Dry	Careless Driving
79	05/07/12	Monday	17:14	0	1	\$14,000	Loss of Control	N	Day	Wet	Careless Driving
80	05/09/12	Wednesday	14:00	0	2	\$20,000	Angle	N	Day	Dry	FTYRW
81	05/15/12	Tuesday	17:10	0	2	\$8,000	Angle	N	Day	Dry	FTYRW
82	06/01/12	Friday	18:40	0	1	\$3,500	Rear-End	N	Day	Wet	Careless Driving
83	06/03/12	Sunday	14:22	0	2	\$14,000	Head-on	N	Day	Dry	Careless Driving
84	06/18/12	Monday	17:36	0	0	\$4,200	Rear-End	N	Day	Dry	Careless Driving
85	06/21/12	Thursday	4:10	0	0	\$750	Side-Swipe	N	Night	Wet	Improper Lane Change
86	07/23/12	Monday	12:09	0	1	\$7,000	Rear-End	N	Day	Dry	Careless Driving
87	08/04/12	Saturday	13:31	0	0	\$8,000	Rear-End	N	Day	Wet	Careless Driving
88	08/04/12	Saturday	14:22	0	2	\$12,000	Angle	N	Day	Dry	FTYRW

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: **75200** State Road: **551** County: **Orange**

Intersecting route: **From North of SR 408 to Carolyn Ave.** Milepost: **4.640 - 6.310** Data by: **AJW**

Study period: **1/1/2010** to **12/31/2014** Date: **4/15/2015**

NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
89	08/14/12	Tuesday	7:29	0	0	\$200	Side-Swipe	N	Day	Dry	Improper Lane Change
90	08/20/12	Monday	15:45	0	1	\$2,000	Rear-End	N	Day	Wet	Careless Driving
91	08/22/12	Wednesday	17:36	0	2	\$6,000	Angle	N	Day	Dry	FTYRW
92	08/27/12	Monday	15:17	0	1	\$0	Rear-End	N	Day	Wet	Careless Driving
93	09/01/12	Saturday	20:30	0	1	\$10,000	Angle	N	Night	Dry	FTYRW
94	09/23/12	Sunday	19:28	0	1	\$3,000	Rear-End	N	Night	Dry	Careless Driving
95	09/25/12	Tuesday	6:55	0	1	\$6,000	Angle	N	Day	Dry	FTYRW
96	09/27/12	Thursday	17:39	0	0	\$3,000	Rear-End	N	Day	Dry	Careless Driving
97	10/05/12	Friday	17:43	0	2	\$1,750	Rear-End	N	Day	Wet	Careless Driving
98	10/08/12	Monday	21:21	0	1	\$1,500	Rear-End	N	Night	Wet	Careless Driving
99	10/09/12	Tuesday	12:51	0	1	\$1,550	Bicycle	N	Day	Dry	FTYRW
100	10/11/12	Thursday	12:30	1	1	\$2,000	Pedestrian	N	Day	Dry	FTYRW
101	10/31/12	Wednesday	15:46	0	0	\$5,000	Rear-End	N	Day	Dry	Careless Driving
102	11/12/12	Monday	14:58	0	0	\$3,000	Rear-End	N	Day	Dry	Careless Driving
103	11/15/12	Thursday	17:56	0	3	\$3,500	Angle	N	Night	Dry	FTYRW
104	11/26/12	Monday	8:05	0	1	\$300	Rear-End	N	Day	Dry	Careless Driving
105	12/07/12	Friday	1:35	1	1	\$1,000	Left-Turn	N	Night	Dry	FTYRW
106	12/11/12	Tuesday	18:03	0	1	\$4,000	Rear-End	N	Night	Wet	Careless Driving
107	12/26/12	Wednesday	0:15	0	1	\$13,000	Left-Turn	N	Night	Dry	FTYRW
108	12/28/12	Friday	14:55	0	2	\$1,200	Rear-End	N	Day	Dry	Careless Driving
109	01/16/13	Wednesday	17:29	0	0	\$2,500	Angle	N	Day	Dry	FTYRW
110	01/20/13	Sunday	21:55	0	0	\$7,500	Loss of Control	N	Night	Dry	Defective Tire
111	01/28/13	Monday	14:15	0	1	\$0	Bicycle	N	Day	Dry	FTYRW
112	01/31/13	Thursday	2:22	0	1	\$3,800	Left-Turn	N	Night	Wet	FTYRW
113	02/07/13	Thursday	8:42	0	0	\$5,000	Rear-End	N	Day	Dry	Careless Driving
114	02/11/13	Monday	15:34	0	0	\$2,800	Rear-End	N	Day	Dry	Careless Driving
115	02/17/13	Sunday	2:45	0	0	\$250	Fixed Object	Y	Night	Dry	Careless Driving
116	02/21/13	Thursday	11:10	0	2	\$13,000	Angle	N	Day	Dry	FTYRW
117	03/04/13	Monday	10:40	0	0	\$350	Rear-End	N	Day	Dry	Careless Driving
118	03/04/13	Monday	13:24	0	2	\$1,600	Angle	N	Day	Dry	FTYRW
119	04/03/13	Wednesday	13:18	0	0	\$600	Angle	N	Day	Dry	FTYRW
120	04/24/13	Wednesday	17:10	0	0	\$8,000	Rear-End	N	Day	Dry	Careless Driving
121	05/01/13	Wednesday	14:41	0	1	\$25,000	Left-Turn	N	Day	Wet	FTYRW
122	05/10/13	Friday	19:30	0	0	\$3,000	Side-Swipe	N	Night	Dry	Improper Lane Change
123	05/22/13	Wednesday	16:06	0	0	\$11,000	Angle	N	Day	Wet	FTYRW
124	05/23/13	Thursday	17:14	0	1	\$17,750	Angle	N	Day	Dry	FTYRW
125	05/28/13	Tuesday	17:32	0	1	\$1,300	Rear-End	N	Day	Dry	Careless Driving
126	05/30/13	Thursday	7:33	0	0	\$7,000	Left-Turn	N	Day	Wet	FTYRW
127	06/07/13	Friday	20:44	0	1	\$3,000	Rear-End	N	Night	Wet	Careless Driving
128	06/13/13	Thursday	14:30	0	0	\$0	Rear-End	N	Day	Dry	Careless Driving
129	06/20/13	Thursday	18:17	0	0	\$1,500	Rear-End	N	Day	Wet	Careless Driving
130	07/13/13	Saturday	23:10	0	2	\$24,000	Rear-End	N	Night	Dry	Careless Driving
131	07/20/13	Saturday	18:26	0	1	\$5,500	Angle	N	Day	Wet	FTYRW
132	08/01/13	Thursday	23:23	0	0	\$4,000	Rear-End	N	Night	Dry	Careless Driving

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: 75200		State Road: 551		County: Orange							
Intersecting route: From North of SR 408 to Carolyn Ave.		Milepost: 4.640 - 6.310		Data by: AJW							
Study period: 1/1/2010		to 12/31/2014		Date: 4/15/2015							
NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
133	08/03/13	Saturday	15:00	0	0	\$8,000	Angle	N	Day	Wet	FTYRW
134	08/10/13	Saturday	18:41	0	0	\$2,000	Side-Swipe	N	Day	Dry	Improper Lane Change
135	08/19/13	Monday	8:55	0	1	\$4,800	Left-Turn	N	Day	Dry	FTYRW
136	08/19/13	Monday	12:02	0	0	\$1,500	Rear-End	N	Day	Dry	Careless Driving
137	08/23/13	Friday	11:19	0	1	\$6,000	Angle	N	Day	Dry	FTYRW
138	09/04/13	Wednesday	11:05	0	0	\$1,000	Angle	N	Day	Dry	FTYRW
139	09/13/13	Friday	14:20	0	0	\$16,000	Rear-End	N	Day	Dry	Careless Driving
140	09/16/13	Monday	21:46	0	1	\$500	Pedestrian	N	Night	Dry	FTYRW
141	09/18/13	Wednesday	17:45	0	0	\$3,000	Rear-End	N	Day	Dry	Careless Driving
142	09/23/13	Monday	14:42	0	0	\$110	Rear-End	N	Day	Wet	Careless Driving
143	09/24/13	Tuesday	15:52	0	2	\$6,500	Rear-End	N	Day	Wet	Careless Driving
144	10/07/13	Monday	18:20	0	0	\$6,000	Rear-End	N	Night	Wet	Careless Driving
145	10/08/13	Tuesday	8:09	0	3	\$5,800	Rear-End	N	Day	Dry	Careless Driving
146	10/09/13	Wednesday	7:46	0	1	\$210	Bicycle	N	Day	Dry	FTYRW
147	10/30/13	Wednesday	6:34	0	0	\$1,000	Angle	N	Night	Dry	FTYRW
148	10/31/13	Thursday	20:02	0	3	\$4,000	Rear-End	N	Night	Dry	Careless Driving
149	11/02/13	Saturday	0:38	0	1	\$9,500	Angle	N	Night	Dry	Careless Driving
150	11/03/13	Sunday	9:31	0	1	\$800	Side-Swipe	N	Day	Dry	FTYRW
151	11/04/13	Monday	14:13	0	0	\$5,000	Rear-End	N	Day	Dry	Careless Driving
152	11/16/13	Saturday	10:15	0	1	\$15,000	Angle	N	Day	Wet	Ran Red Light
153	11/16/13	Saturday	16:36	0	1	\$3,800	Rear-End	N	Day	Wet	Careless Driving
154	11/21/13	Thursday	8:00	0	0	\$3,000	Rear-End	N	Day	Dry	Careless Driving
155	11/27/13	Wednesday	1:54	1	1	\$500	Pedestrian	N	Night	Wet	Intoxicated Pedestrian
156	12/04/13	Wednesday	6:55	0	0	\$800	Angle	N	Day	Dry	FTYRW
157	12/09/13	Monday	13:46	0	0	\$1,200	Angle	N	Day	Dry	FTYRW
158	12/12/13	Thursday	15:34	0	0	\$5,000	Rear-End	N	Day	Dry	Careless Driving
159	12/13/13	Friday	13:55	0	0	\$2,300	Angle	N	Day	Dry	FTYRW
160	12/13/13	Friday	20:50	0	2	\$1,800	Left-Turn	N	Night	Dry	FTYRW
161	12/28/13	Saturday	14:44	0	0	\$1,000	Side-Swipe	N	Day	Wet	FTYRW
162	12/30/13	Monday	10:59	0	1	\$12,500	Rear-End	N	Day	Dry	Careless Driving
163	01/14/14	Tuesday	9:36	0	0	\$5,000	Rear-End	N	Day	Wet	Careless Driving
164	01/16/14	Thursday	12:44	0	1	\$2,200	Rear-End	N	Day	Dry	Careless Driving
165	01/19/14	Sunday	21:26	0	0	\$8,000	Rear-End	N	Night	Dry	Careless Driving
166	01/21/14	Tuesday	7:15	0	1	\$5,000	Angle	N	Day	Dry	FTYRW
167	01/28/14	Tuesday	8:38	0	0	\$8,000	Angle	N	Day	Dry	FTYRW
168	01/29/14	Wednesday	16:13	0	0	\$1,300	Rear-End	N	Day	Wet	Careless Driving
169	01/30/14	Thursday	1:20	0	0	\$4,000	Side-Swipe	Y	Night	Wet	FTYRW
170	02/02/14	Sunday	18:24	0	0	\$20,000	Angle	N	Day	Dry	FTYRW
171	02/07/14	Friday	8:15	0	0	\$1,500	Rear-End	N	Day	Wet	Careless Driving
172	02/10/14	Monday	7:52	0	0	\$1,500	Rear-End	N	Day	Dry	Careless Driving
173	02/13/14	Thursday	17:00	0	1	\$8,000	Rear-End	N	Day	Dry	Careless Driving
174	02/13/14	Thursday	17:10	0	0	\$4,000	Rear-End	N	Day	Dry	Careless Driving
175	02/14/14	Friday	10:15	0	0	\$1,000	Rear-End	N	Day	Dry	Careless Driving
176	02/17/14	Monday	9:25	0	0	\$13,500	Rear-End	N	Day	Dry	Careless Driving

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: 75200 State Road: 551 County: Orange											
Intersecting route: From North of SR 408 to Carolyn Ave. Milepost: 4.640 - 6.310 Data by: AJW											
Study period: 1/1/2010 to 12/31/2014 Date: 4/15/2015											
NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
177	02/25/14	Tuesday	17:53	0	1	\$3,800	Rear-End	N	Day	Dry	Careless Driving
178	02/26/14	Wednesday	18:50	0	0	\$3,000	Angle	N	Night	Wet	FTYRW
179	02/27/14	Thursday	11:09	0	0	\$2,000	Rear-End	N	Day	Dry	Careless Driving
180	03/01/14	Saturday	17:06	0	0	\$4,000	Left-Turn	N	Day	Dry	FTYRW
181	03/02/14	Sunday	17:18	0	1	\$5,000	Fixed Object	N	Day	Dry	Careless Driving
182	03/02/14	Sunday	19:02	0	1	\$4,000	Left-Turn	N	Night	Dry	FTYRW
183	03/06/14	Thursday	8:55	0	2	\$8,000	Rear-End	N	Day	Dry	Careless Driving
184	03/14/14	Friday	16:34	0	1	\$4,500	Angle	N	Day	Dry	FTYRW
185	03/20/14	Thursday	7:49	0	0	\$1,500	Rear-End	N	Day	Dry	Careless Driving
186	03/21/14	Friday	17:05	0	1	\$2,800	Rear-End	N	Day	Dry	Careless Driving
187	03/25/14	Tuesday	18:25	0	0	\$1,200	Rear-End	N	Day	Dry	Careless Driving
188	03/27/14	Thursday	6:55	0	3	\$12,350	Rear-End	Y	Night	Dry	Careless Driving
189	04/01/14	Tuesday	11:29	0	0	\$5,500	Rear-End	N	Day	Dry	Careless Driving
190	04/01/14	Tuesday	17:10	0	2	\$4,300	Rear-End	N	Day	Dry	Careless Driving
191	04/03/14	Thursday	7:10	0	0	\$3,500	Angle	N	Day	Dry	FTYRW
192	04/04/14	Friday	6:55	0	1	\$100	Bicycle	N	Night	Dry	FTYRW
193	04/04/14	Friday	19:25	0	0	\$9,000	Rear-End	N	Night	Dry	Careless Driving
194	04/12/14	Saturday	16:46	0	1	\$1,500	Rear-End	N	Day	Dry	Careless Driving
195	04/21/14	Monday	16:00	0	1	\$1,000	Loss of Control	N	Day	Dry	Careless Driving
196	04/28/14	Monday	11:20	0	1	\$3,400	Rear-End	N	Day	Dry	Careless Driving
197	05/02/14	Friday	16:15	0	0	\$8,000	Rear-End	N	Day	Wet	Careless Driving
198	05/04/14	Sunday	22:15	0	2	\$5,000	Rear-End	N	Night	Dry	Careless Driving
199	05/08/14	Thursday	7:20	0	4	\$8,400	Rear-End	Y	Day	Dry	Careless Driving
200	05/13/14	Tuesday	9:19	0	1	\$3,700	Rear-End	N	Day	Dry	Careless Driving
201	05/13/14	Tuesday	15:40	0	0	\$14,000	Left-Turn	N	Day	Dry	FTYRW
202	05/15/14	Thursday	17:01	0	0	\$4,000	Angle	N	Day	Wet	FTYRW
203	05/17/14	Saturday	12:18	0	0	\$8,000	Side-Swipe	N	Day	Dry	Inproper Lane Change
204	05/17/14	Saturday	21:44	0	2	\$11,500	Side-Swipe	N	Night	Dry	Inproper Lane Change
205	05/20/14	Tuesday	21:27	0	0	\$6,000	Left-Turn	N	Night	Dry	FTYRW
206	05/26/14	Monday	17:13	0	0	\$4,000	Loss of Control	N	Day	Wet	Careless Driving
207	06/03/14	Tuesday	14:02	0	0	\$300	Rear-End	N	Day	Dry	Careless Driving
208	06/09/14	Monday	6:37	0	0	\$1,300	Rear-End	N	Day	Dry	Careless Driving
209	06/10/14	Tuesday	18:02	0	0	\$900	Rear-End	N	Day	Wet	Careless Driving
210	06/11/14	Wednesday	15:28	0	0	\$1,300	Rear-End	N	Day	Wet	Careless Driving
211	06/12/14	Thursday	22:17	0	1	\$10,600	Angle	N	Night	Wet	FTYRW
212	06/15/14	Sunday	21:51	0	0	\$10,000	Angle	N	Night	Wet	FTYRW
213	06/17/14	Tuesday	15:21	0	1	\$2,000	Rear-End	N	Day	Dry	Careless Driving
214	07/02/14	Wednesday	14:00	0	0	\$200	Rear-End	N	Day	Wet	Careless Driving
215	07/03/14	Thursday	23:30	0	2	\$10,500	Angle	N	Night	Wet	FTYRW
216	07/04/14	Friday	21:54	0	0	\$9,000	Angle	N	Night	Dry	FTYRW
217	07/05/14	Saturday	3:14	0	0	\$6,000	Angle	N	Night	Dry	FTYRW
218	07/08/14	Tuesday	17:20	0	0	\$3,900	Rear-End	N	Day	Wet	Careless Driving
219	07/11/14	Friday	17:54	0	5	\$21,000	Rear-End	N	Day	Dry	Careless Driving
220	07/17/14	Thursday	17:33	0	0	\$6,500	Rear-End	N	Day	Dry	Careless Driving

FLORIDA DEPARTMENT OF TRANSPORTATION

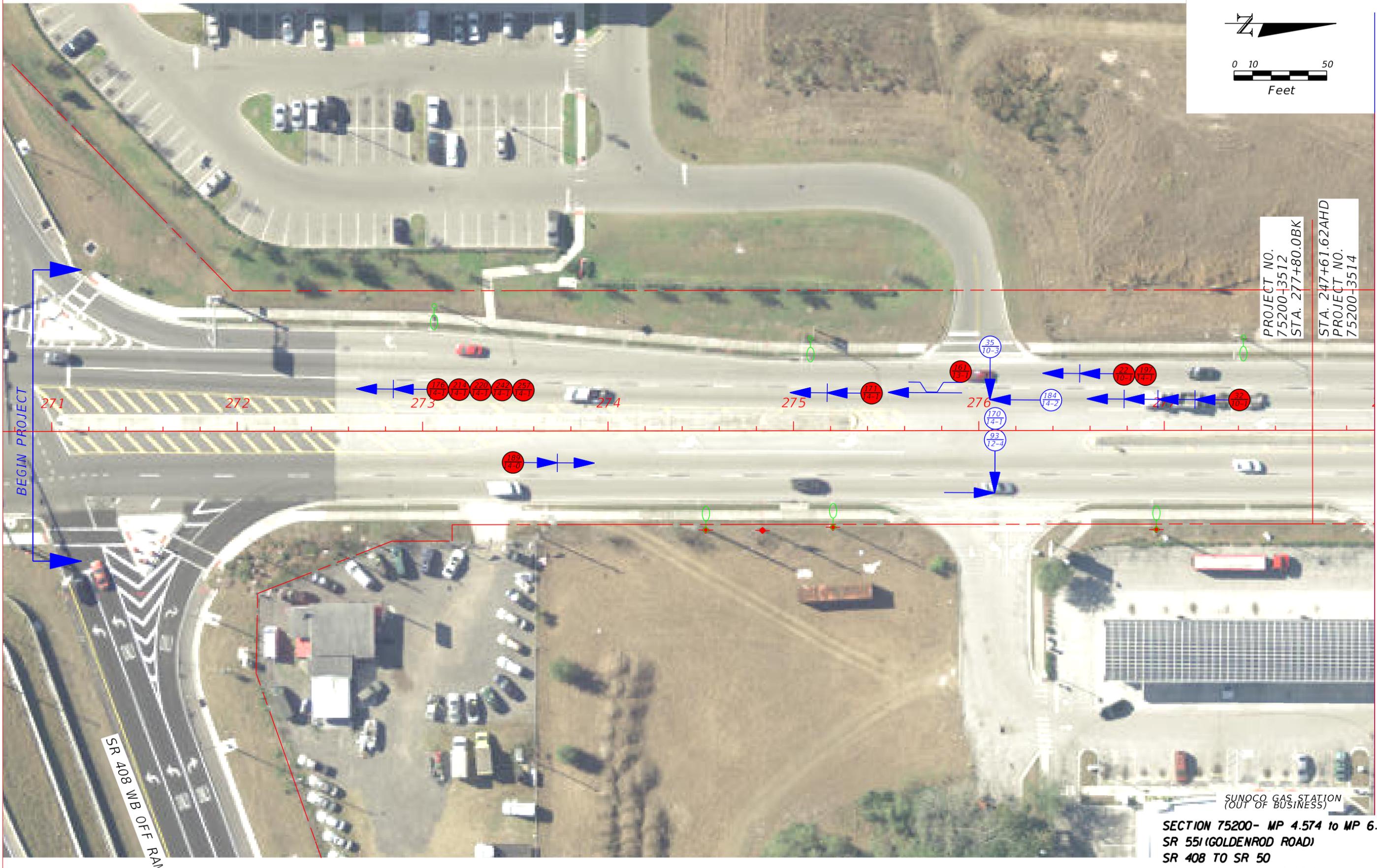
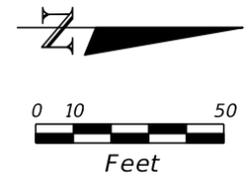
COLLISION SUMMARY

Section: 75200 State Road: 551 County: Orange											
Intersecting route: From North of SR 408 to Carolyn Ave. Milepost: 4.640 - 6.310 Data by: AJW											
Study period: 1/1/2010 to 12/31/2014 Date: 4/15/2015											
NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
221	07/22/14	Tuesday	13:02	0	0	\$4,000	Angle	N	Day	Dry	FTYRW
222	07/24/14	Thursday	17:40	0	0	\$4,000	Left-Turn	N	Day	Dry	FTYRW
223	07/28/14	Monday	9:11	1	1	\$17,500	Angle	N	Day	Dry	FTYRW
224	07/31/14	Thursday	12:39	0	0	\$3,000	Rear-End	N	Day	Dry	Careless Driving
225	08/01/14	Friday	15:40	0	0	\$10,000	Left-Turn	N	Day	Dry	FTYRW
226	08/11/14	Monday	18:27	0	0	\$4,000	Rear-End	N	Day	Wet	Careless Driving
227	08/17/14	Sunday	15:25	0	0	\$9,000	Loss of Control	N	Day	Dry	Careless Driving
228	08/18/14	Monday	16:04	0	2	\$4,000	Angle	N	Day	Dry	FTYRW
229	08/19/14	Tuesday	16:39	0	1	\$6,000	Left-Turn	N	Day	Dry	FTYRW
230	08/22/14	Friday	17:17	0	0	\$2,500	Angle	N	Day	Dry	FTYRW
231	08/23/14	Saturday	16:10	0	0	\$750	Rear-End	N	Day	Dry	Careless Driving
232	08/24/14	Sunday	21:50	0	2	\$8,000	Head-on	Y	Night	Dry	FTYRW
233	08/28/14	Thursday	17:27	0	2	\$6,000	Rear-End	N	Day	Dry	Careless Driving
234	08/31/14	Sunday	14:20	0	0	\$4,000	Angle	N	Day	Dry	FTYRW
235	09/03/14	Wednesday	15:01	0	1	\$2,000	Rear-End	N	Day	Dry	Careless Driving
236	09/05/14	Friday	16:58	0	0	\$8,000	Rear-End	N	Day	Wet	Careless Driving
237	09/07/14	Sunday	18:58	0	0	\$3,500	Rear-End	N	Night	Wet	Careless Driving
238	09/08/14	Monday	10:50	0	0	\$2,000	Rear-End	N	Day	Dry	Careless Driving
239	09/08/14	Monday	18:59	0	2	\$14,677	Angle	N	Night	Wet	FTYRW
240	09/14/14	Sunday	18:25	0	0	\$1,500	Rear-End	N	Day	Dry	Careless Driving
241	09/19/14	Friday	14:03	0	0	\$1,000	Rear-End	N	Day	Dry	Careless Driving
242	09/19/14	Friday	14:29	0	0	\$2,000	Rear-End	N	Day	Dry	Careless Driving
243	09/22/14	Monday	17:40	0	1	\$13,000	Rear-End	N	Day	Wet	Careless Driving
244	09/24/14	Wednesday	16:50	0	2	\$9,500	Rear-End	N	Day	Dry	Careless Driving
245	10/04/14	Saturday	13:55	0	0	\$8,000	Angle	N	Day	Dry	FTYRW
246	10/06/14	Monday	18:12	0	0	\$6,000	Angle	N	Day	Dry	FTYRW
247	10/10/14	Friday	20:03	0	1	\$4,000	Left-Turn	N	Night	Dry	FTYRW
248	10/17/14	Friday	8:35	0	0	\$4,000	Angle	N	Day	Dry	FTYRW
249	10/20/14	Monday	12:05	0	1	\$25	Rear-End	N	Day	Dry	Careless Driving
250	10/27/14	Monday	8:09	0	0	\$3,100	Side-Swipe	N	Day	Dry	FTYRW
251	10/27/14	Monday	18:31	0	0	\$6,000	Angle	N	Day	Dry	FTYRW
252	10/29/14	Wednesday	14:41	0	1	\$8,000	Angle	N	Day	Dry	FTYRW
253	10/30/14	Thursday	16:15	0	0	\$6,000	Angle	N	Day	Dry	FTYRW
254	11/02/14	Sunday	14:21	0	0	\$7,800	Angle	N	Day	Dry	FTYRW
255	11/03/14	Monday	15:28	0	0	\$6,000	Rear-End	N	Day	Dry	Careless Driving
256	11/12/14	Wednesday	6:10	0	0	\$2,500	Rear-End	N	Day	Dry	Careless Driving
257	11/15/14	Saturday	19:13	0	0	\$800	Rear-End	N	Night	Dry	Careless Driving
258	12/01/14	Monday	8:29	0	0	\$1,000	Rear-End	N	Day	Dry	Careless Driving
259	12/03/14	Wednesday	15:36	0	2	\$8,000	Head-on	N	Day	Dry	FTYRW
260	12/04/14	Thursday	13:19	0	0	\$2,000	Side-Swipe	N	Day	Dry	FTYRW
261	12/11/14	Thursday	9:56	0	0	\$13,000	Left-Turn	N	Day	Dry	FTYRW
262	12/12/14	Friday	14:14	0	0	\$1,000	Angle	N	Day	Dry	FTYRW
263	12/12/14	Friday	16:24	0	0	\$2,000	Side-Swipe	N	Day	Dry	FTYRW
264	12/18/14	Thursday	11:42	0	0	\$500	Rear-End	N	Day	Dry	Careless Driving

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: 75200													State Road: 551			County: Orange		
Intersecting route: From North of SR 408 to Carolyn Ave.						Milepost: 4.640 - 6.310			Data by: AJW									
Study period: 1/1/2010 to 12/31/2014						Date: 4/15/2015												
NO.	DATE	DAY	TIME	FATAL	INJURY	PROPERTY DAMAGE	HARMFUL EVENT	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE							
265	12/20/14	Saturday	13:20	0	0	\$4,250	Rear-End	N	Day	Dry	Careless Driving							
266	12/21/14	Sunday	14:13	0	0	\$1,000	Side-Swipe	N	Day	Dry	FTYRW							
267	12/23/14	Tuesday	20:50	0	3	\$6,000	Head-on	N	Night	Dry	FTYRW							
268	12/28/14	Sunday	0:00	0	1	\$2,000	Rear-End	N	Night	Dry	Careless Driving							
269	12/30/14	Tuesday	20:47	0	0	\$3,000	Loss of Control	N	Night	Wet	Careless Driving							
TOTAL				6	130	\$919,491												
Total No.	Fatal	Injury	Property Damage Only	Angle	Head-on	Fixed Object	Loss of Control	Pedestrian	Rear-End	Bicycle	Side-Swipe	Left-Turn						
269	7	131	131	72	7	5	9	4	120	8	17	27						
PERCENT	3%	49%	49%	27%	3%	2%	3%	1%	45%	3%	6%	10%						
CONTRIB-CAUSE	Day	Night	PAVEMENT CONDITION			DUI	FTYRW	Careless Driving		Improper Lane Change								
			Wet	Dry	?													
TOTAL	202	67	54	215	0	7	119	137		10								
PERCENT	75%	25%	20%	80%	0%		44%	51%		4%								
LEGEND:								Ran Red Light	Defective Tire	Intoxicated Pedestrian								
Crashes That Are Short Form or Are Not Affected By Improvement								Long Form Crashes That Are Affected By Limiting Access				Long Form Crashes That Would Benefit From a Signal at Yucatan						
								1	1	1								
								0%	0%	0%								



PROJECT NO.
75200-3512
STA. 277+80.0BK

STA. 247+61.62AHD
PROJECT NO.
75200-3514

BEGIN PROJECT

MATCH LINE A

SR 408 NB OFF RAMP

SUNOCO GAS STATION
(OUT OF BUSINESS)

SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

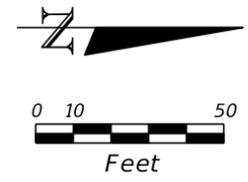
SYMBOLS:		PEDESTRIAN COLLISION		BICYCLE COLLISION	
	CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS		PEDESTRIAN COLLISION		BICYCLE COLLISION
	CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS		LEFT TURN COLLISION		HEAD-ON COLLISION
	CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE		ANGLE COLLISION		REAR END COLLISION
					SIDE SWIPE COLLISION
					LOSS OF CONTROL
					FIXED OBJECT COLLISION

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

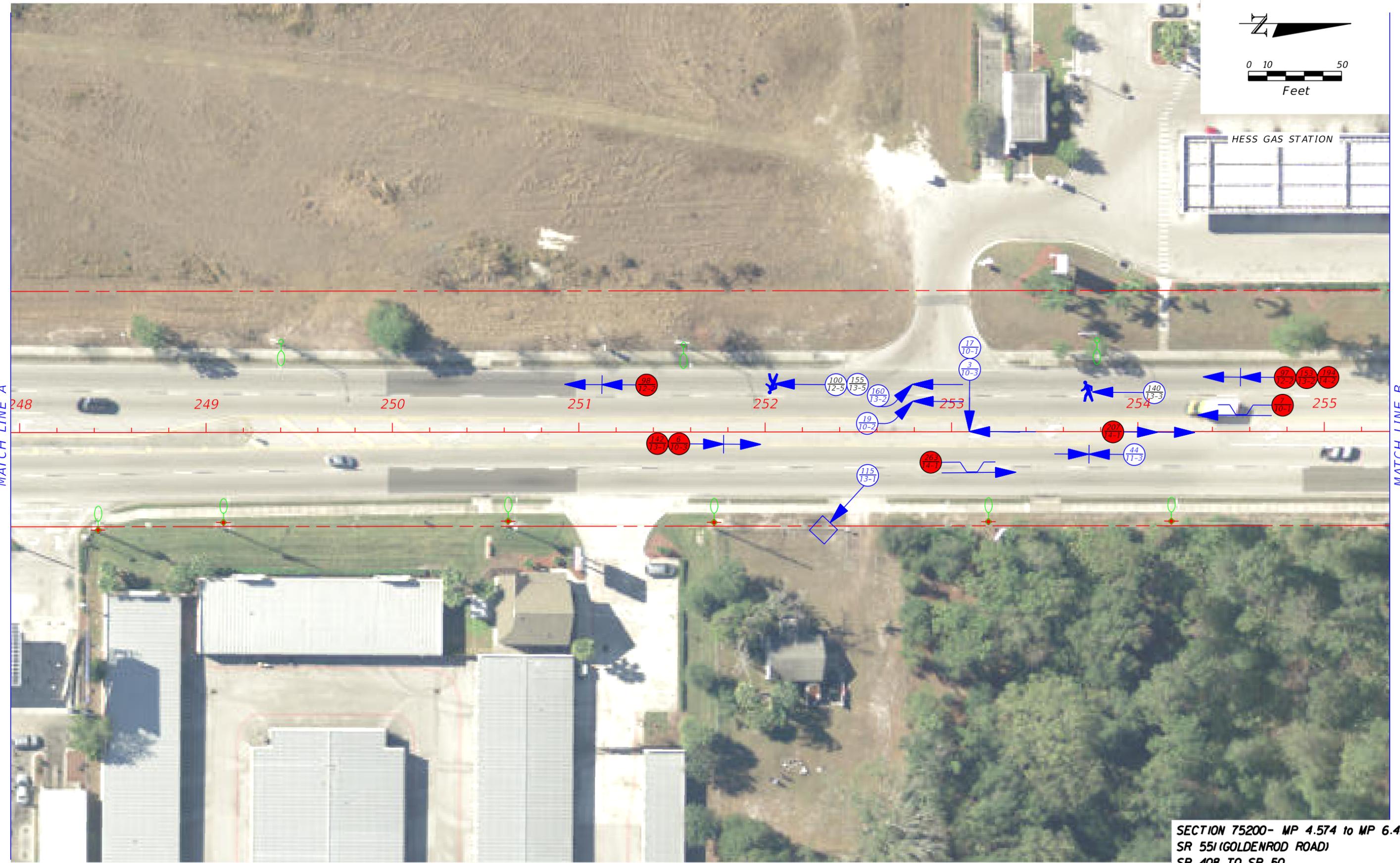
SHEET NO.
8



HESS GAS STATION

MATCH LINE A

MATCH LINE B



SECTION 75200- MP 4.574 to MP 6.430
 SR 551 (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

PUBLIC STORAGE RESIDENTAL HOME

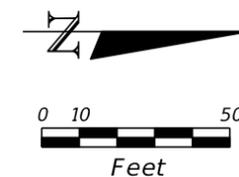
SYMBOLS: CRASH NUMBER INJURY SEVERITY 1=NO INJURY 2=POSSIBLE INJURY 3=NON-INCAPACITATING 4=INCAPACITATING 5=FATALITY		CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE	PEDESTRIAN COLLISION LEFT TURN COLLISION ANGLE COLLISION	BICYCLE COLLISION HEAD-ON COLLISION REAR END COLLISION SIDE SWIPE COLLISION LOSS OF CONTROL FIXED OBJECT COLLISION
--	--	--	--	---

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

SHEET NO.
 9



MATCH LINE C

MATCH LINE D



SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

ALUMA TRIM INC

BUSINESS CENTER

BUSINESS CENTER

A TOUCH FROM HEAVEN

RESIDENTIAL HOME

<p>SYMBOLS:</p> <p>CRASH NUMBER</p> <p>INJURY SEVERITY</p> <p>1=NO INJURY</p> <p>2=POSSIBLE INJURY</p> <p>3=NON-INCAPACITATING</p> <p>4=INCAPACITATING</p> <p>5=FATALITY</p>	<p>100 10-1</p> <p>CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS</p>	<p>35 10-7</p> <p>CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS</p>	<p>35 10-7</p> <p>CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE</p>	<p>PEDESTRIAN COLLISION</p> <p>LEFT TURN COLLISION</p> <p>ANGLE COLLISION</p>	<p>BICYCLE COLLISION</p> <p>HEAD-ON COLLISION</p> <p>REAR END COLLISION</p> <p>SIDE SWIPE COLLISION</p> <p>LOSS OF CONTROL</p> <p>FIXED OBJECT COLLISION</p>
---	--	--	--	--	--

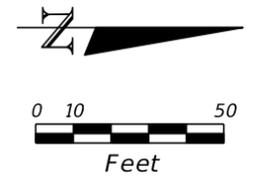
Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive Phone: 386.753.0558
DeBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

SHEET NO.
11



MATCH LINE D

MATCH LINE E



SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

BOAT TUNE

RESIDENTIAL HOME

IGLESIA ADVENTISTA
DEL SEPTIMO DIA

SYMBOLS: CRASH NUMBER INJURY SEVERITY <small>1=NO INJURY 2=POSSIBLE INJURY 3=NON-INCAPACITATING 4=INCAPACITATING 5=FATALITY</small>		CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE	PEDESTRIAN COLLISION LEFT TURN COLLISION ANGLE COLLISION	BICYCLE COLLISION HEAD-ON COLLISION REAR END COLLISION SIDE SWIPE COLLISION LOSS OF CONTROL FIXED OBJECT COLLISION
---	--	--	--	---

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

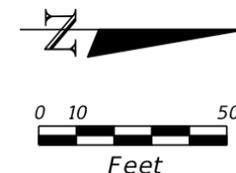
SHEET NO.
 12

UHAUL

BOB'S HOBBY CENTER

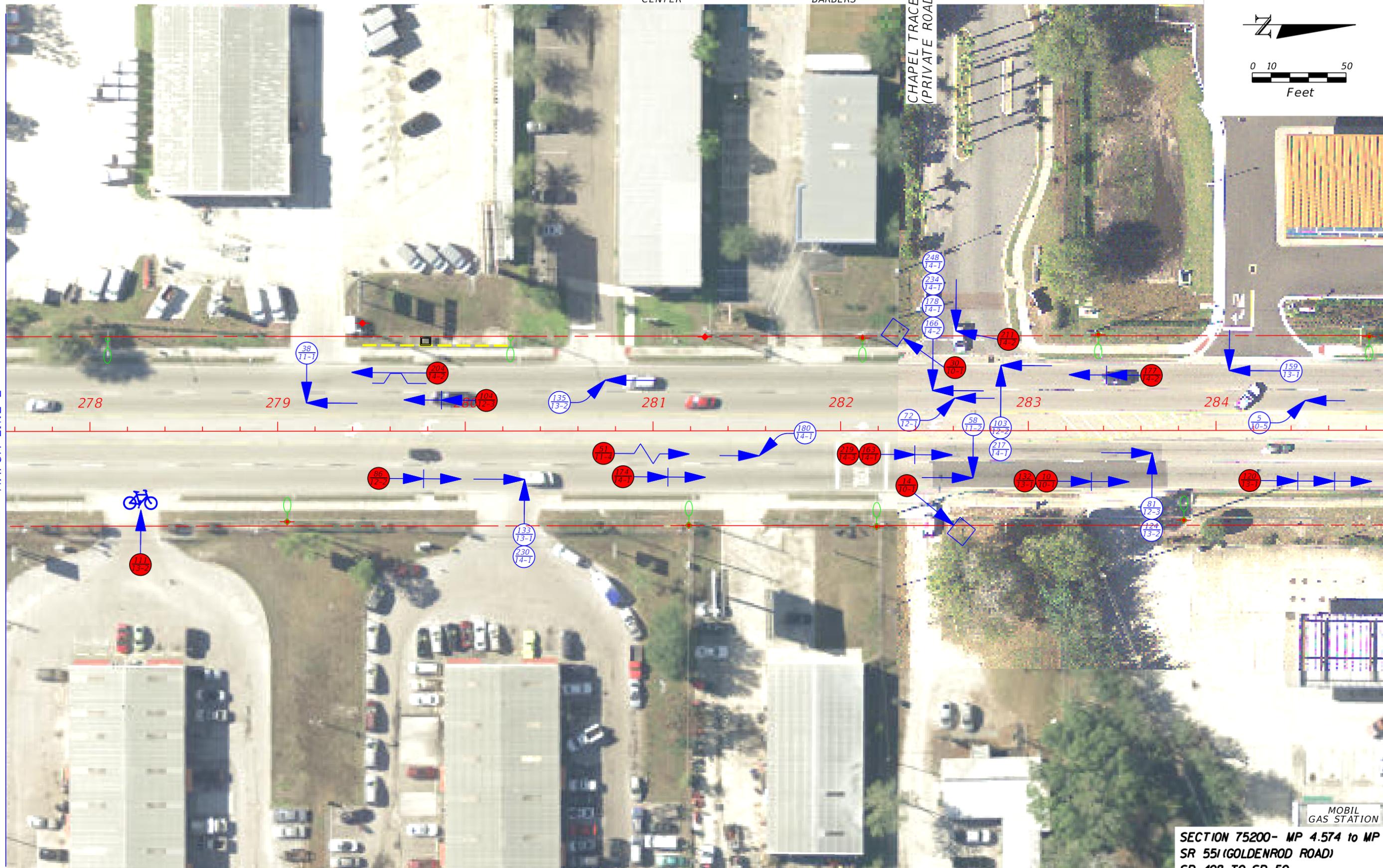
MUFFLERS & BARBERS

CHAPEL TRACE (PRIVATE ROAD)



MATCH LINE E

MATCH LINE F



SECTION 75200- MP 4.574 to MP 6.430
 SR 551 (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

BUSINESS CENTER

BUSINESS CENTER

SCOOTERS & SMALL ENGINE REPAIRS

DEWITT CUSTOM CONCRETE

SYMBOLS:
 CRASH NUMBER
 INJURY SEVERITY
 1=NO INJURY
 2=POSSIBLE INJURY
 3=NON-INCAPACITATING
 4=INCAPACITATING
 5=FATALITY

CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS
 CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS
 CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE

PEDESTRIAN COLLISION
 LEFT TURN COLLISION
 ANGLE COLLISION

BICYCLE COLLISION
 HEAD-ON COLLISION
 REAR END COLLISION
 SIDE SWIPE COLLISION
 LOSS OF CONTROL
 FIXED OBJECT COLLISION

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive
 DelBary, FL 32715
 Phone: 386.753.0558
 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

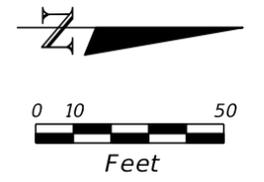
APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

SHEET NO.

13

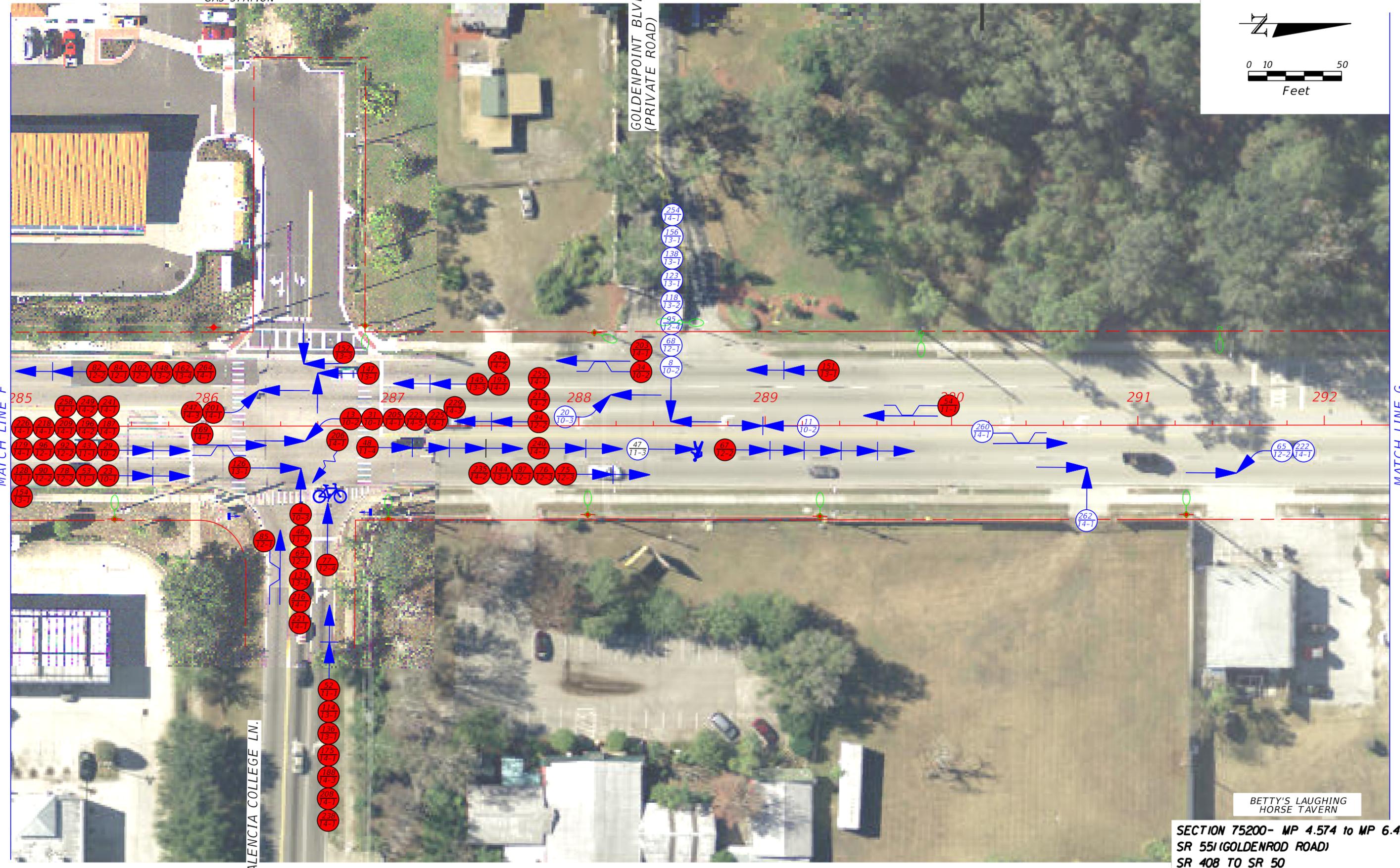
WAWA GAS STATION

GOLDENPOINT BLVD. (PRIVATE ROAD)



MATCH LINE F

MATCH LINE G



BETTY'S LAUGHING HORSE TAVERN

SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

MOBIL GAS STATION

VALENCIA COLLEGE LN.

WAH LUM KUNG FU & TAI CHI

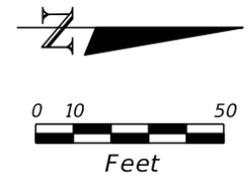
SYMBOLS: CRASH NUMBER INJURY SEVERITY 1=NO INJURY 2=POSSIBLE INJURY 3=NON-INCAPACITATING 4=INCAPACITATING 5=FATALITY		CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE	PEDESTRIAN COLLISION LEFT TURN COLLISION ANGLE COLLISION	BICYCLE COLLISION HEAD-ON COLLISION REAR END COLLISION SIDE SWIPE COLLISION LOSS OF CONTROL FIXED OBJECT COLLISION
--	--	--	--	---

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

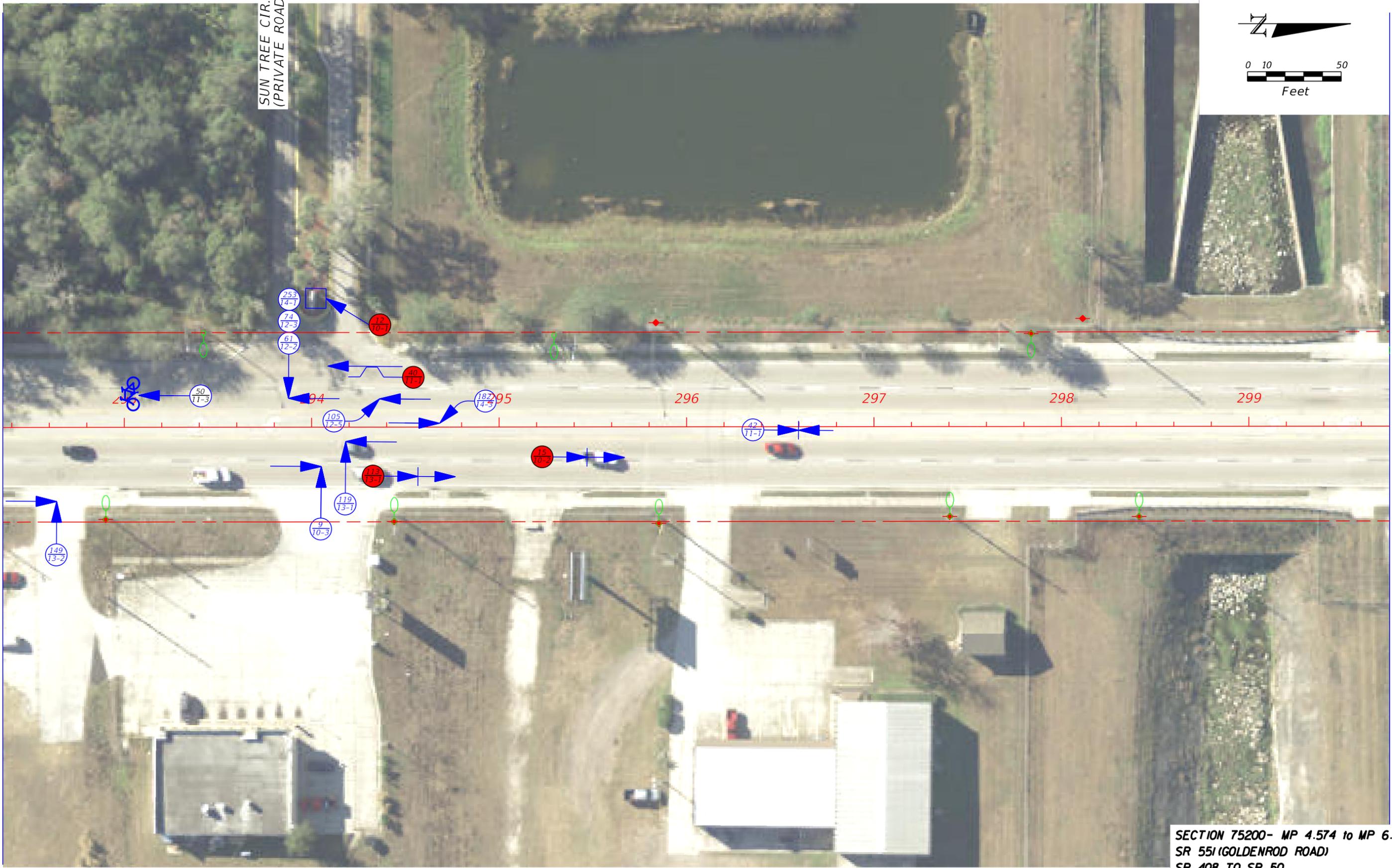
SHEET NO.
14



SUN TREE CIR.
(PRIVATE ROAD)

MATCH LINE G

MATCH LINE H



SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

EVANS FOOD MART

MILLENNIUM BARBERSHOP

THREAD MILL INDUSTRIES

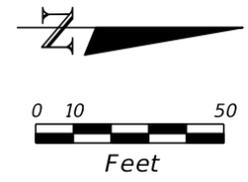
<p>SYMBOLS:</p> <p>CRASH NUMBER INJURY SEVERITY 1=NO INJURY 2=POSSIBLE INJURY 3=NON-INCAPACITATING 4=INCAPACITATING 5=FATALITY</p> <p>100 10-1</p>	<p>CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS</p> <p>CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS</p> <p>CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE</p>	<p>PEDESTRIAN COLLISION</p> <p>LEFT TURN COLLISION</p> <p>ANGLE COLLISION</p>	<p>BICYCLE COLLISION</p> <p>HEAD-ON COLLISION</p> <p>REAR END COLLISION</p> <p>SIDE SWIPE COLLISION</p> <p>LOSS OF CONTROL</p> <p>FIXED OBJECT COLLISION</p>
---	---	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

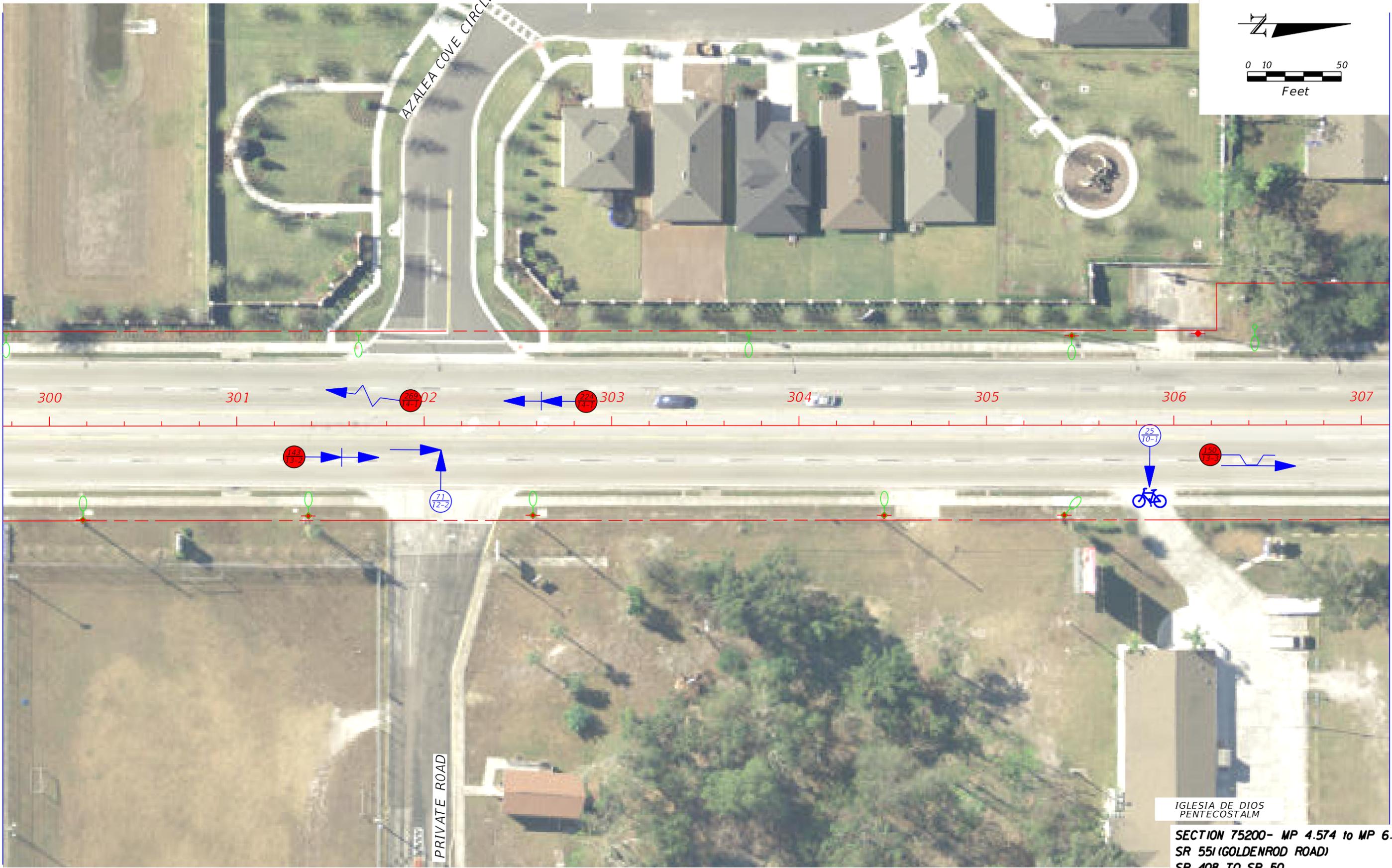
SHEET NO.
15



AZALEA COVE CIRCLE

MATCH LINE H

MATCH LINE I



LEADERS PREPARATORY SCHOOL

ISLAMIC SOCIETY OF CENTRAL FLORIDA & HORIZONS CHILDCARE AND LEARNING CENTER

IGLESIA DE DIOS PENTECOSTALM

SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

SYMBOLS:

	CRASH NUMBER
	INJURY SEVERITY
	1=NO INJURY
	2=POSSIBLE INJURY
	3=NON-INCAPACITATING
	4=INCAPACITATING
	5=FATALITY

	CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS
	CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS
	CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE

	PEDESTRIAN COLLISION
	LEFT TURN COLLISION
	ANGLE COLLISION

	BICYCLE COLLISION
	HEAD-ON COLLISION
	REAR END COLLISION
	SIDE SWIPE COLLISION
	LOSS OF CONTROL
	FIXED OBJECT COLLISION

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

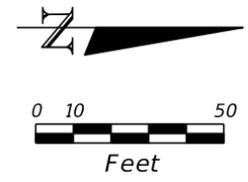
SHEET NO.
16

GOLDEN GLENN DR

RICHMOOR VILLAS

RICHMOOR VILLAS

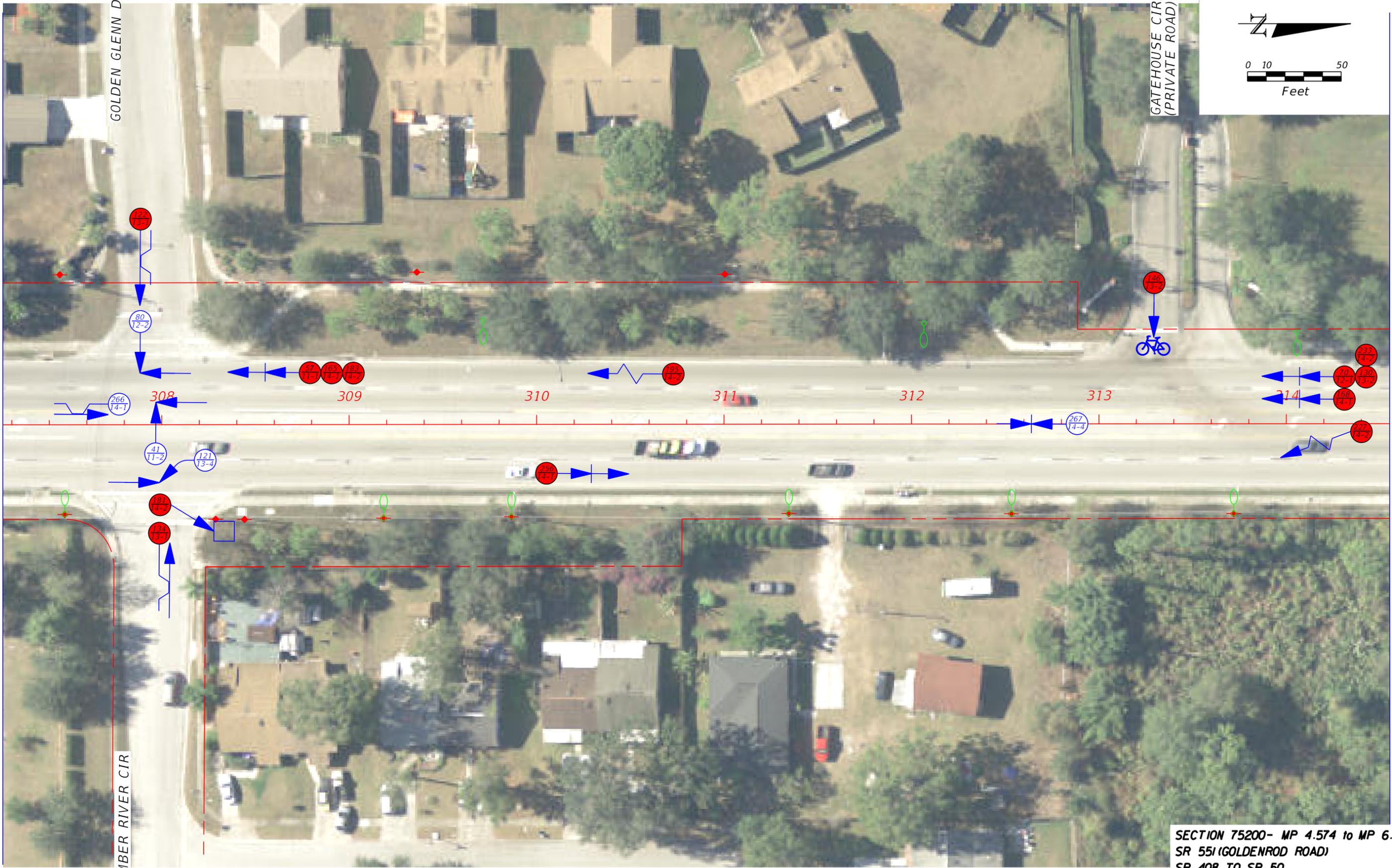
GATEHOUSE CIR (PRIVATE ROAD)



MATCH LINE I

MATCH LINE J

TIMBER RIVER CIR



SECTION 75200- MP 4.574 to MP 6.430
 SR 551 (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

RESIDENTIAL HOME

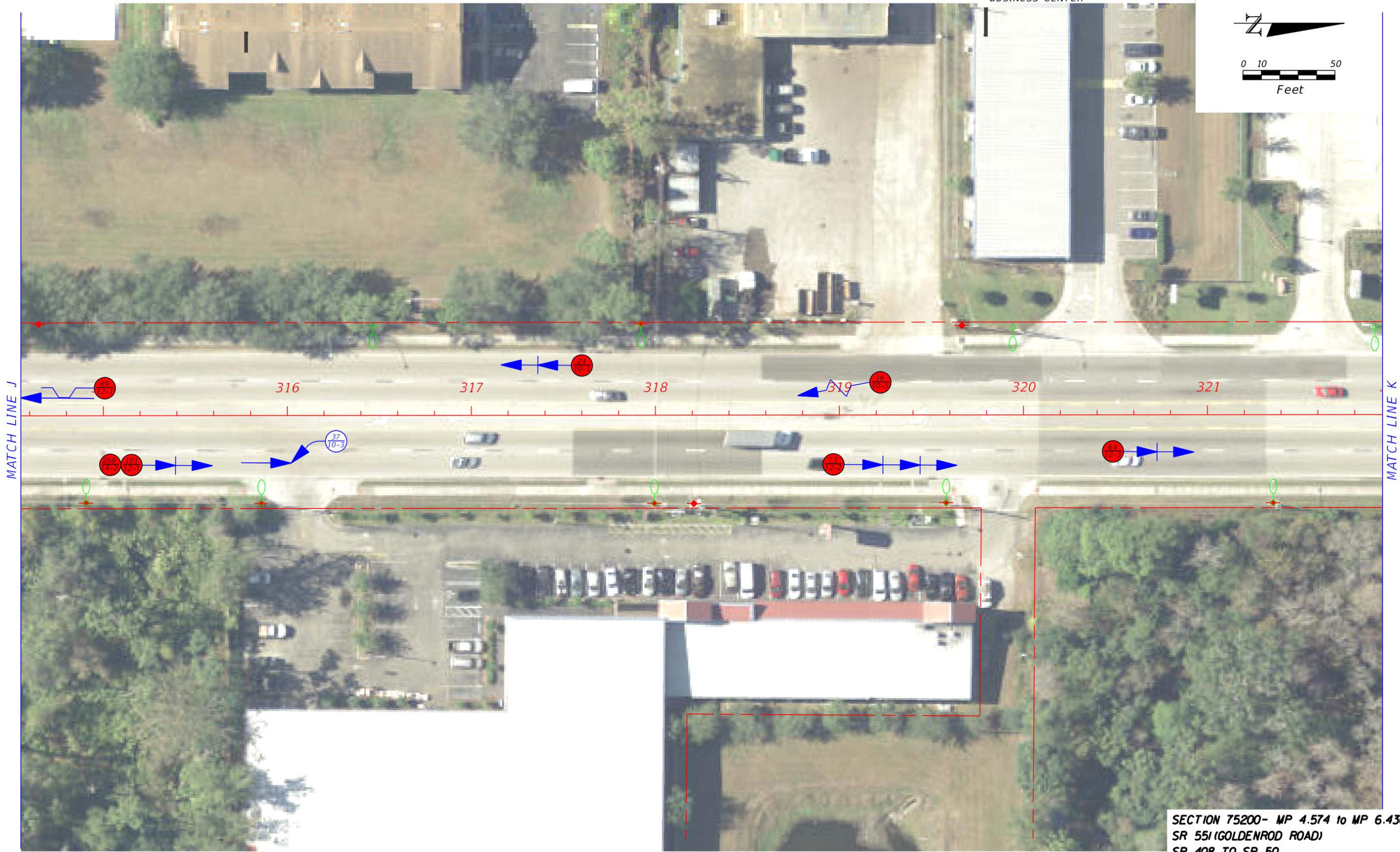
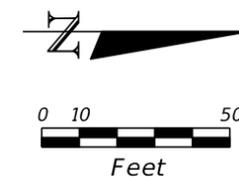
SYMBOLS:	
	CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS
	CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS
	CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE
	CRASH NUMBER
	INJURY SEVERITY
	1=NO INJURY
	2=POSSIBLE INJURY
	3=NON-INCAPACITATING
	4=INCAPACITATING
	5=FATALITY
	PEDESTRIAN COLLISION
	LEFT TURN COLLISION
	ANGLE COLLISION
	BICYCLE COLLISION
	HEAD-ON COLLISION
	REAR END COLLISION
	SIDE SWIPE COLLISION
	LOSS OF CONTROL
	FIXED OBJECT COLLISION

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

SHEET NO.
 17



MATCH LINE J

MATCH LINE K

SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

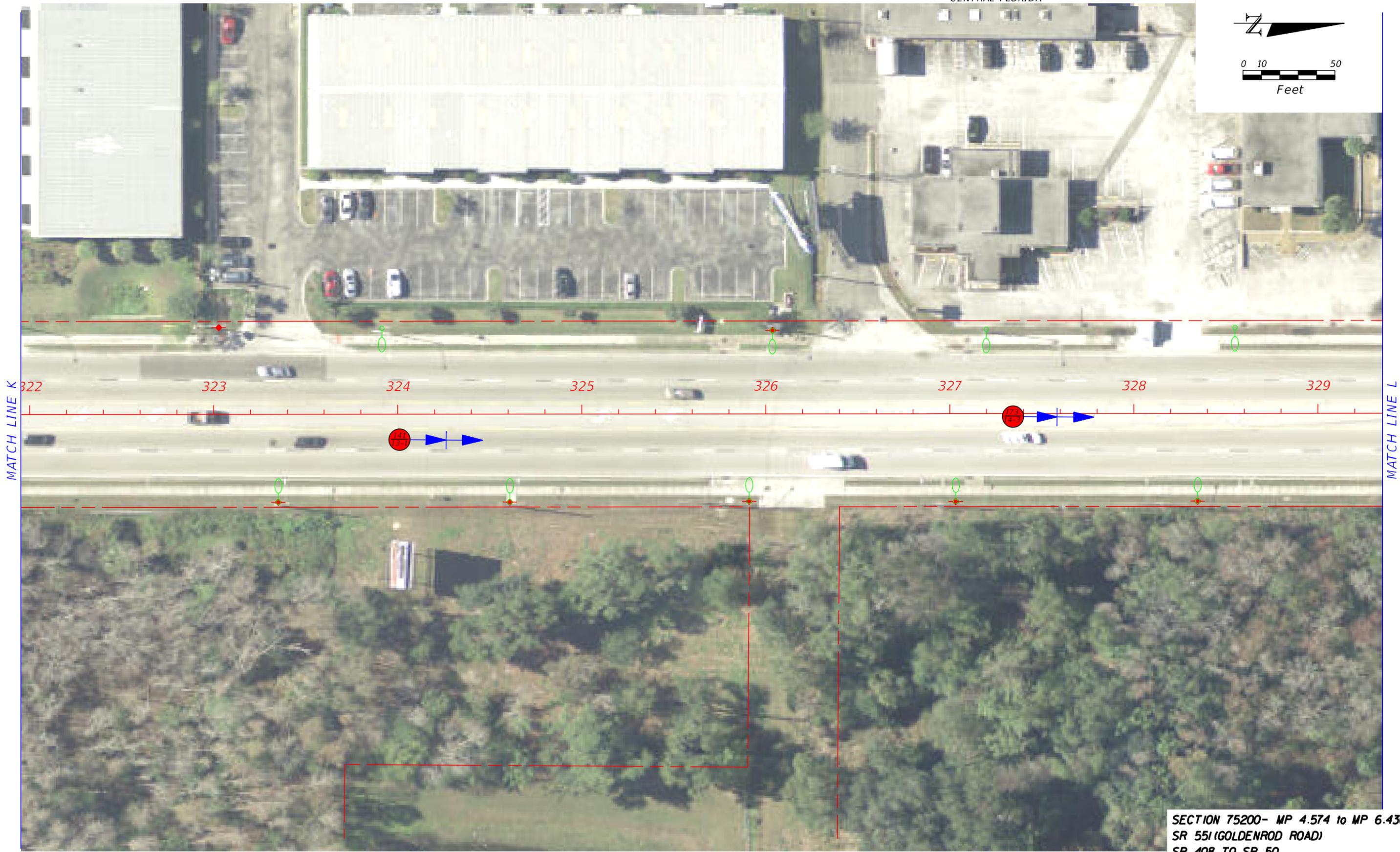
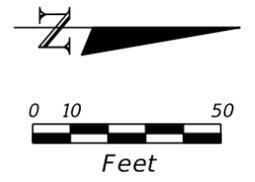
<p>SYMBOLS:</p> <p>CRASH NUMBER</p> <p>INJURY SEVERITY</p> <p>1=NO INJURY</p> <p>2=POSSIBLE INJURY</p> <p>3=NON-INCAPACITATING</p> <p>4=INCAPACITATING</p> <p>5=FATALITY</p>	<p>CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS</p> <p>CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS</p> <p>CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE</p>	<p>PEDESTRIAN COLLISION</p> <p>LEFT TURN COLLISION</p> <p>ANGLE COLLISION</p>	<p>BICYCLE COLLISION</p> <p>HEAD-ON COLLISION</p> <p>REAR END COLLISION</p> <p>SIDE SWIPE COLLISION</p> <p>LOSS OF CONTROL</p> <p>FIXED OBJECT COLLISION</p>
---	--	---	--

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive Phone: 386.753.0558
DeBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

SHEET NO.
18



SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

SYMBOLS: CRASH NUMBER INJURY SEVERITY 1=NO INJURY 2=POSSIBLE INJURY 3=NON-INCAPACITATING 4=INCAPACITATING 5=FATALITY	CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS	PEDESTRIAN COLLISION LEFT TURN COLLISION ANGLE COLLISION	BICYCLE COLLISION HEAD-ON COLLISION REAR END COLLISION SIDE SWIPE COLLISION LOSS OF CONTROL FIXED OBJECT COLLISION
	CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS		
CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE			

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

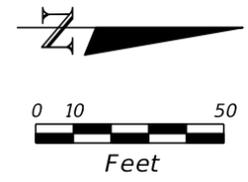
STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

SHEET NO.
 19

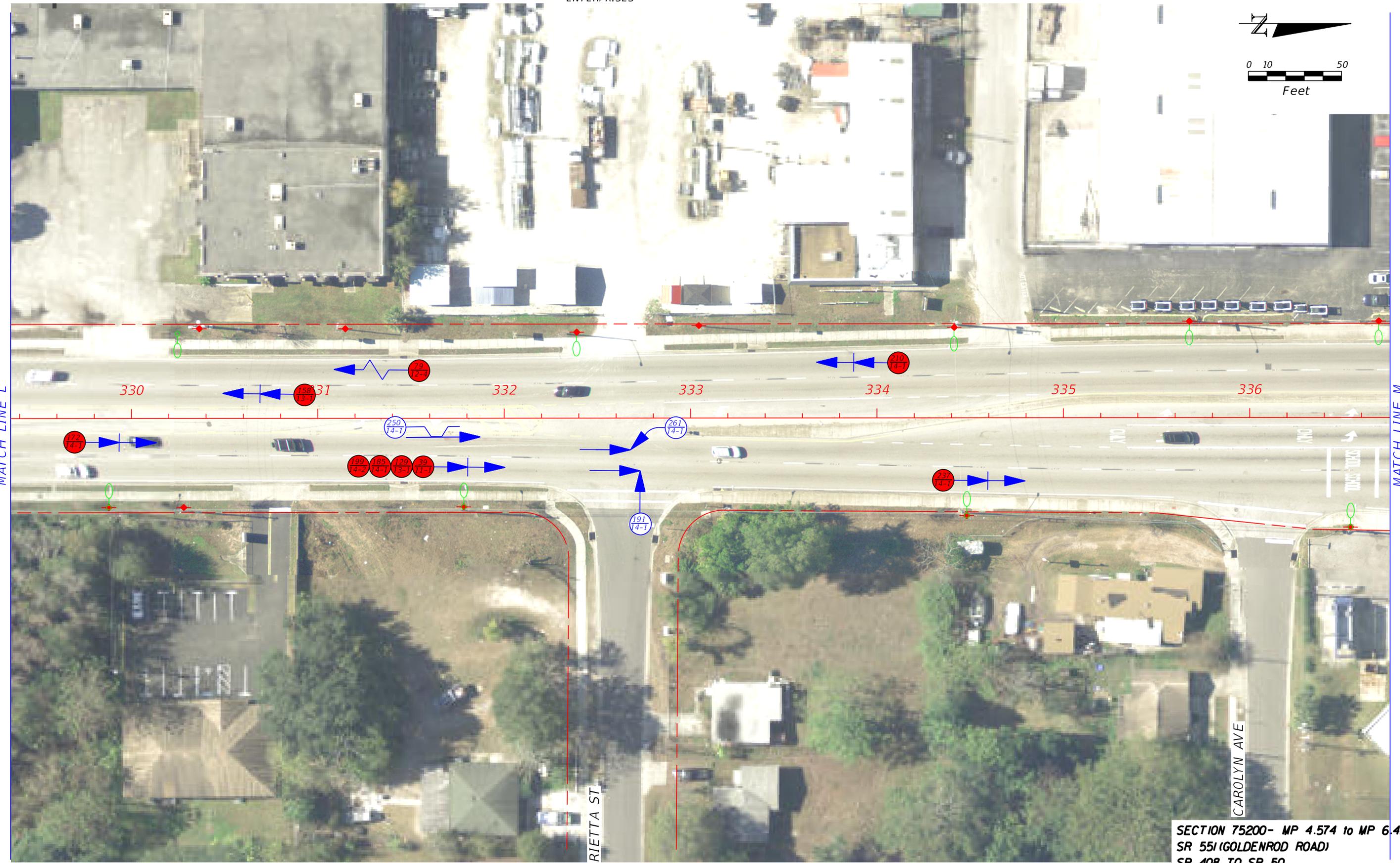
VACANT BUILDING

ORLANDO STEEL ENTERPRISES



MATCH LINE L

MATCH LINE M



ANTONIO E. VARELA
DDS, PA.

SECTION 75200- MP 4.574 to MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

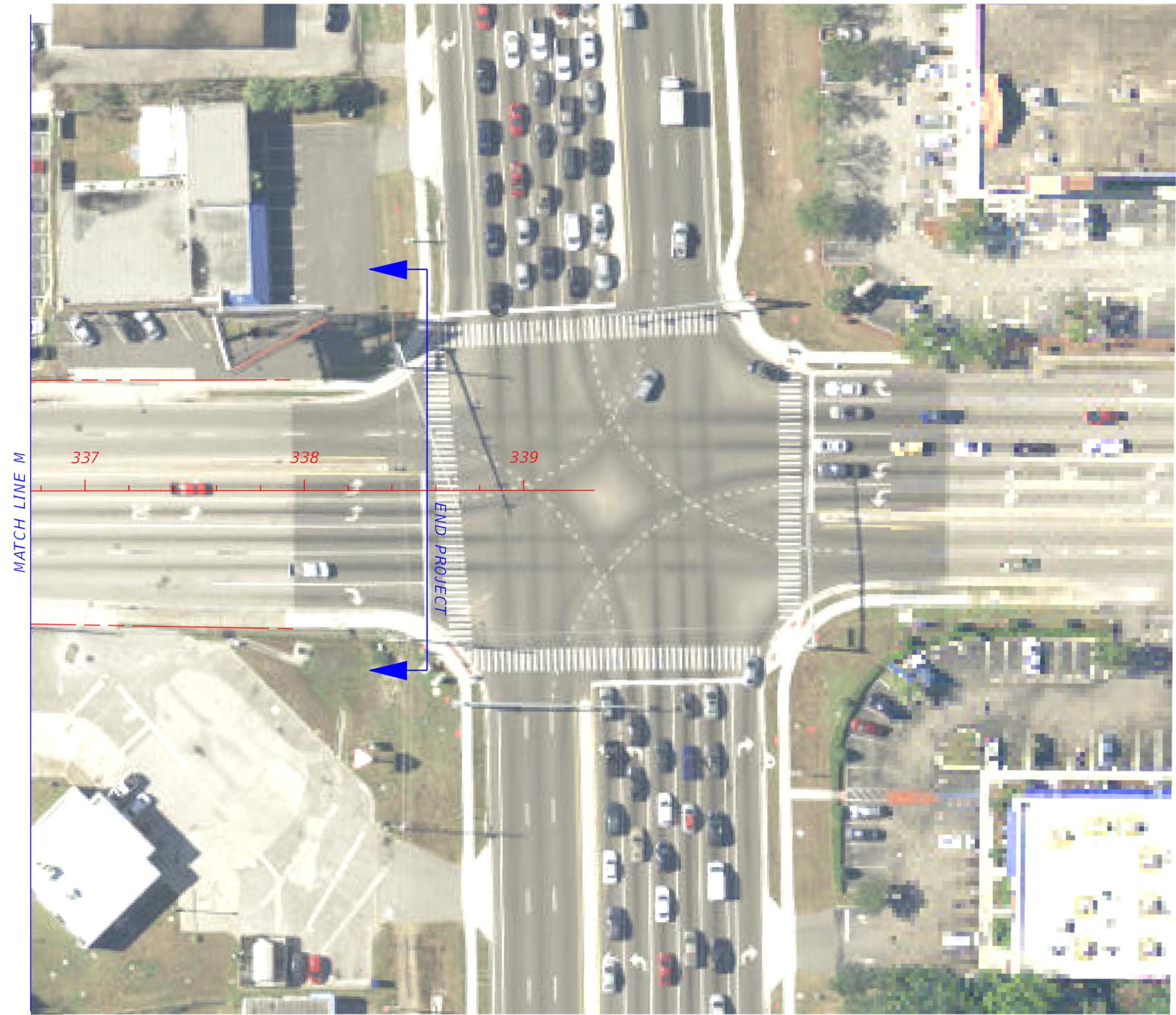
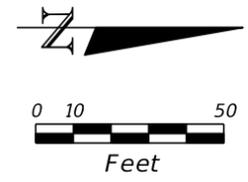
SYMBOLS:					
	CRASH NUMBER		CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS		PEDESTRIAN COLLISION
	INJURY SEVERITY		CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS		LEFT TURN COLLISION
	INJURY				ANGLE COLLISION
	POSSIBLE INJURY				BICYCLE COLLISION
	NON-INCAPACITATING				HEAD-ON COLLISION
	INCAPACITATING				REAR END COLLISION
	FATALITY				SIDE SWIPE COLLISION
					LOSS OF CONTROL
					FIXED OBJECT COLLISION

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX D
COLLISION DIAGRAM
(01/01/2010 TO 12/31/2014)

SHEET NO.
20



SECTION 75200- MP 4.574 to MP 6.430
 SR 551 (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

<p>SYMBOLS:</p> <p>CRASH NUMBER</p> <p>INJURY SEVERITY</p> <p>1=NO INJURY</p> <p>2=POSSIBLE INJURY</p> <p>3=NON-INCAPACITATING</p> <p>4=INCAPACITATING</p> <p>5=FATALITY</p>	<p>CRASHES THAT WOULD NOT BENEFIT FROM IMPROVEMENTS</p> <p>CRASHES THAT WOULD BENEFIT FROM LIMITING ACCESS</p> <p>CRASHES THAT WOULD BENEFIT FROM SIGNAL AT YUCATAN DRIVE</p>	<p>PEDESTRIAN COLLISION</p> <p>LEFT TURN COLLISION</p> <p>ANGLE COLLISION</p>	<p>BICYCLE COLLISION</p> <p>HEAD-ON COLLISION</p> <p>REAR END COLLISION</p> <p>SIDE SWIPE COLLISION</p> <p>LOSS OF CONTROL</p> <p>FIXED OBJECT COLLISION</p>
---	---	---	--

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX D
 COLLISION DIAGRAM
 (01/01/2010 TO 12/31/2014)

SHEET NO.
 21

APPENDIX E

**Alignment Study of Bryan Road for a Connection
with Yucatan Drive at State Road 551 (Goldenrod
Road) prepared by Metric Engineering
(signed and sealed of June 2011)**

ALIGNMENT STUDY

**Bryan Road for a Connection at the
Intersection with Yucatan Drive at SR 551
Orange County, Florida**

Prepared for:



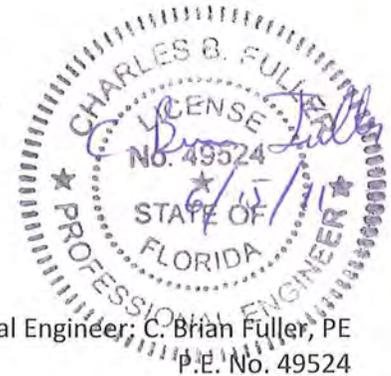
**Florida Department of Transportation
District 5 Traffic Operations**

Continuing Service Contract for Traffic Operations
237988-1-32-06
Work Order 138
Metric Project No. 4.1784



Prepared by:

Metric Engineering, Inc.
615 Crescent Executive Court, Suite 524
Lake Mary, Florida 32746
Phone: (407) 644-1898 FAX: (407) 644-1898
Florida Cert. No. EB-0002294



Professional Engineer: C. Brian Fuller, PE
P.E. No. 49524

June 15, 2011

1. INTRODUCTION:

The purpose of this project is to provide design assistance for this alignment study for Bryan Road for a connection at the intersection with Yucatan Drive at SR 551 (Goldenrod Road) including engineering analysis, drainage analysis, a site visit, preliminary design concept and cost estimate.

2. EXISTING CONDITIONS:

As shown in the location map in figure 1, the project is located in Orlando, Orange County. Based on the field visit conducted during this study, the typical section on Bryan Road is a two-lane undivided section with curb and gutter. The anticipated posted speed limit is 25 mph based on the previously posted speed limit being 25 mph. There is existing sidewalk along the north side of Bryan Road, which appears to be in good condition and is within the existing public right-of-way. Right-of-way acquisition will be needed for this project.

The existing drainage is collected through swales and an existing side drain. There are no signalized intersections within the study area. The area is residential and includes an apartment complex at the east end of Bryan Road. See additional photos of existing conditions attached to this report.

The right-of-way shown in the conceptual improvement diagrams is based on information from the Orange County Property Appraiser's office. The location of the right-of-way should be verified during final design.

3. CONCEPTUAL DESIGN:

The review of the corridor along Bryan Road determined that the location of proposed roadway would extend from the existing intersection of Yucatan Drive and SR 551 (Goldenrod Road) to tie into the existing Bryan Road pavement just beyond Ormond Road in order to provide a connection at Yucatan Drive. Sidewalk will also be provided along the north side of the road and will tie into the existing sidewalk near Ormond Road.

The basic design criteria used for the design of the roadway along the subject corridor was derived from the May 2007 Edition of FDOT's Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

The typical section detailing the proposed conditions is included in Appendix A. Plan sheets at 1"=40' scale were prepared and are also included in Appendix A. Traffic control will be phased in order to minimize the disruption to residents. Right-of-way acquisition is necessary for this roadway and pond concept. The estimated amount of right-of-way that needs to be acquired is 2.0 acres.

4. DRAINAGE:

There are anticipated wetland impacts with this project. The project is located within Zone A of the FEMA Flood Insurance Rate Map Number 12095C0270F. Zone A refers to the special flood hazard area subject to inundation by the 1% annual chance flood event with no base flood elevations determined. See Appendix B.

According to the USDA Soil Maps, there are four hydrologic soil groups within the project area. They are listed below, and descriptions are included in Appendix B.

Map unit symbol	Map Unit Name	Hydrologic soil group
3	Basinger fine sand, depressional	D
20	Immokalee fine sand	B/D
41	Samsula-Hontoon-Basinger association, depressional	B/D
44	Smyrna fine sand	B/D

The depth to the water table is listed as about zero inches. It will be necessary to build up the road and pond with embankment. The pond area was assumed to be 20% of the roadway right-of-way per the Stormwater Management Facility Handbook. A primary stormwater management facility is needed for water quality and quantity control due to additional impervious area.

5. UTILITIES:

There will be some utility coordination required with Progress Energy, regarding the relocation of the power lines along the east side of Goldenrod Road.

6. CONSTRUCTION COST ESTIMATE:

The items included in the conceptual design have been quantified and listed in the Construction Cost Estimate on the following page. Major construction items include asphalt pavement, 4" concrete sidewalk, curb and gutter, and earthwork. Other anticipated costs, such as maintenance of traffic (MOT), mobilization and construction contingencies have been added to the estimate. The unit costs for each item have been obtained from the FDOT's construction cost history for the Annual Statewide Averages.

The total estimated cost to construct the realignment of Bryan Road from Yucatan Road to Crossbryan Court, is \$529,966, as shown in the Cost Estimate.

Alignment Study
Bryan Road for a connection with Yucatan Drive at SR 551 (Goldenrod Road),
(Orange County)

FIGURE 1: PROJECT LOCATION MAP



**ALIGNMENT STUDY
BRYAN ROAD FOR A CONNECTION AT YUCATAN DRIVE AT SR 551
ORANGE COUNTY**

DATE: June 3, 2011

CONSTRUCTION ESTIMATE

PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
<u>ROADWAY</u>					
101-1	MOBILIZATION (5%)	LS	1	\$20,784.99	\$20,784.99
102-1	MAINTENANCE OF TRAFFIC (10%)	LS	1	\$37,790.89	\$37,790.89
104-10-3	SEDIMENT BARRIER	LF	2,319	\$2.00	\$4,637.80
110-1-2	CLEARING AND GRUBBING (5%)	LS	1	\$30,000.00	\$30,000.00
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	SY	271	\$16.00	\$4,328.89
120-1	EXCAVATION, REGULAR	CY	1,728.1	\$12.00	\$20,737.78
120-6	EMBANKMENT	CY	5,753.4	\$13.50	\$77,671.50
160-4	STABILIZATION TYPE B	SY	4,273.6	\$3.00	\$12,820.91
285-706	OPTIONAL BASE GROUP 6	SY	3,805.9	\$15.00	\$57,088.67
334-1-12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	TN	418.7	\$80.00	\$33,492.02
425-1-331	INLETS, CURB, TYPE P-3, < 10'	EA	8	\$4,300.00	\$34,400.00
425-1-341	INLETS, CURB, TYPE P-4, < 10'	EA	1	\$4,700.00	\$4,700.00
425-1-441	INLETS, CURB, TYPE J-4, < 10'	EA	1	\$9,500.00	\$9,500.00
425-1-521	INLETS, DT BOT, TYPE C, < 10'	EA	1	\$1,900.00	\$1,900.00
430-175-118	PIPE CULVERT, OPT. MATL, ROUND, 18" S/CD	LF	530	\$45.00	\$23,850.00
430-175-124	PIPE CULVERT, OPT. MATL, ROUND, 24" S/CD	LF	100	\$55.00	\$5,500.00
430-982-125	MITERED END SECTION, OPTIONAL ROUND, 18" CD	EA	2	\$900.00	\$1,800.00
430-982-129	MITERED END SECTION, OPTIONAL ROUND, 24" CD	EA	1	\$1,000.00	\$1,000.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	2,200	\$15.00	\$32,998.50
522-1	SIDEWALK, CONCRETE, 4" THICK	SY	472	\$30.00	\$14,150.00
570-1-2	PERFORMANCE TURF, SOD	SY	2,933	\$2.50	\$7,332.78
ROADWAY TOTAL					\$436,484.73
<u>SIGNING AND PAVEMENT MARKINGS</u>					
700-20-12	SINGLE SIGN POST, F&I, 12-20 SF	AS	2	\$650.00	\$1,300.00
700-20-60	SINGLE SIGN POST, REMOVE	AS	1	\$20.00	\$20.00
710-90	PAINTED PAVEMENT MARKINGS - FINAL SURFACE (5%)	LS	1	\$16,947.11	\$16,947.11
SIGNING AND PAVEMENT MARKINGS TOTAL					\$18,267.11
PROJECT SUBTOTAL					\$454,751.84
CONTINGENCY (20%)					\$90,950.37
PROJECT GRAND TOTAL					\$545,702.21

Photo 1



Looking east on WB Yucatan Drive at SR 551 (Goldenrod Road), existing utilities.

Photo 2



Looking east on EB Yucatan Drive at SR 551, existing storm drain.

Photo 3



Intersection of Yucatan Drive and SR 551 (Goldenrod Road), power lines along SR 551.

Photo 4



At Yucatan Drive looking north to existing Bryan Road intersection.

Photo 5



Looking east at beginning of Bryan Road.

Photo 6



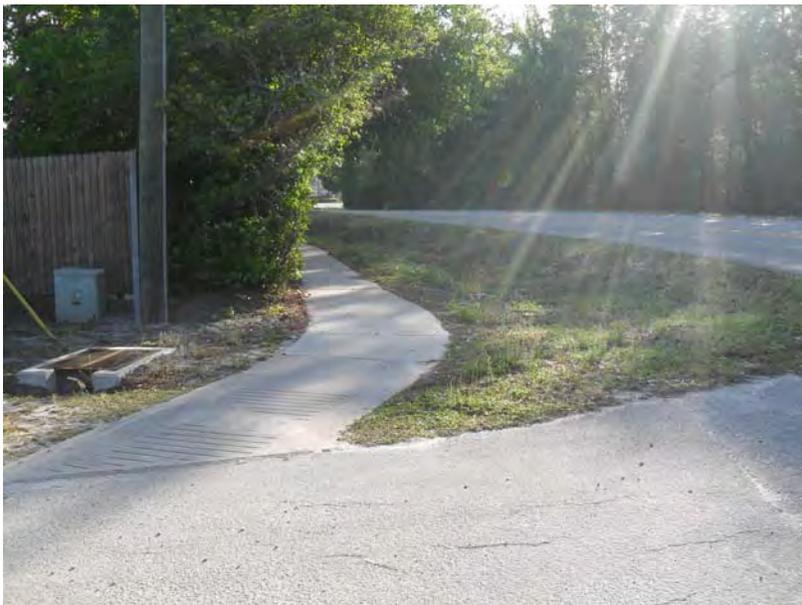
Looking west on Bryan Road at Ormond Road.

Photo 7



Existing drainage along Bryan Road at Ormond Road, looking west.

Photo 8



Existing inlet and sidewalk on Bryan Road at Ormond Road.

Photo 9



Existing signage along Bryan Road, looking east.

Photo 10



Existing utilities on Bryan Road at Crossbryan Court.

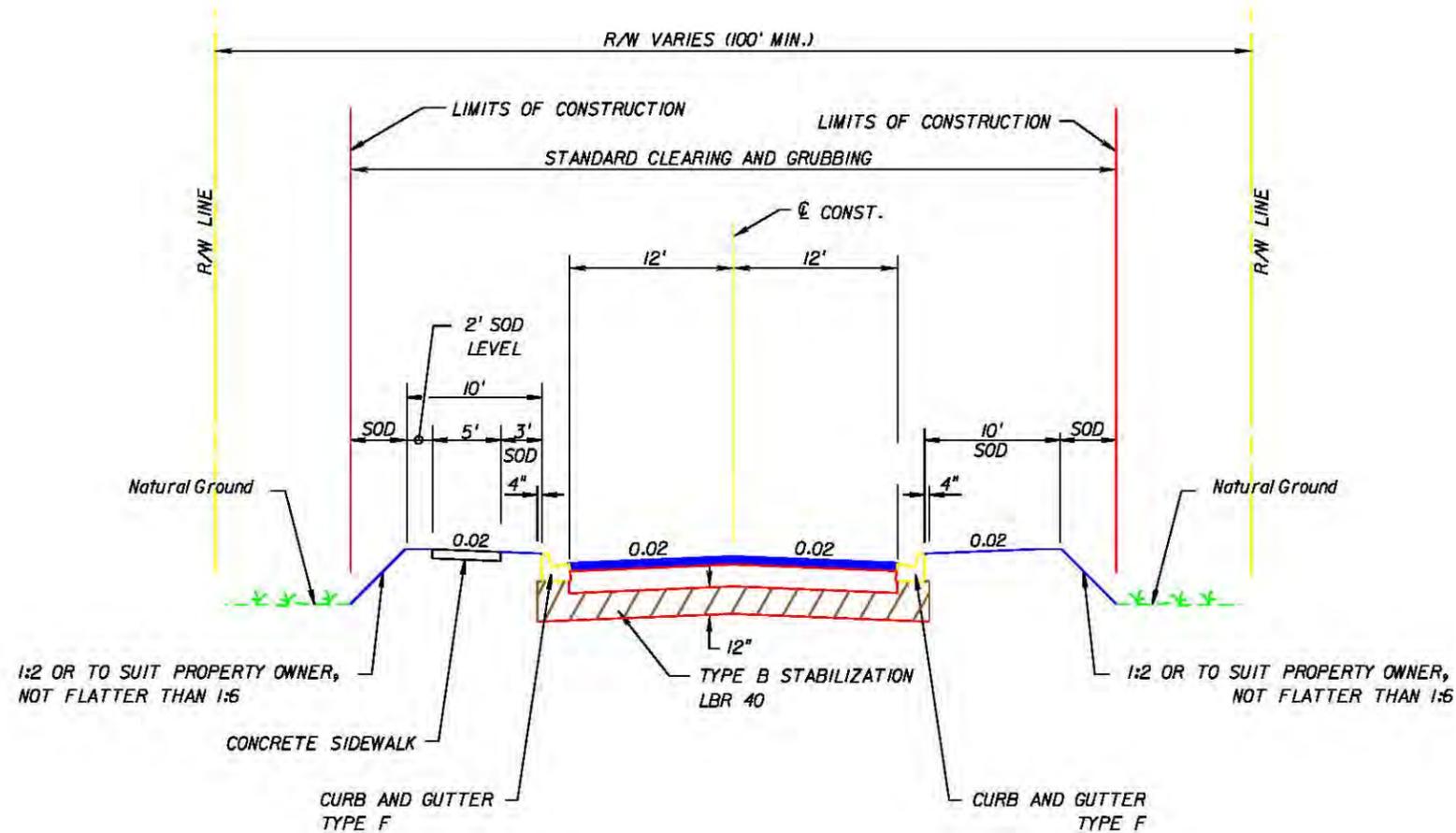
Photo 11



Looking west on Bryan Road at Crossbryan Court. (End of Project)

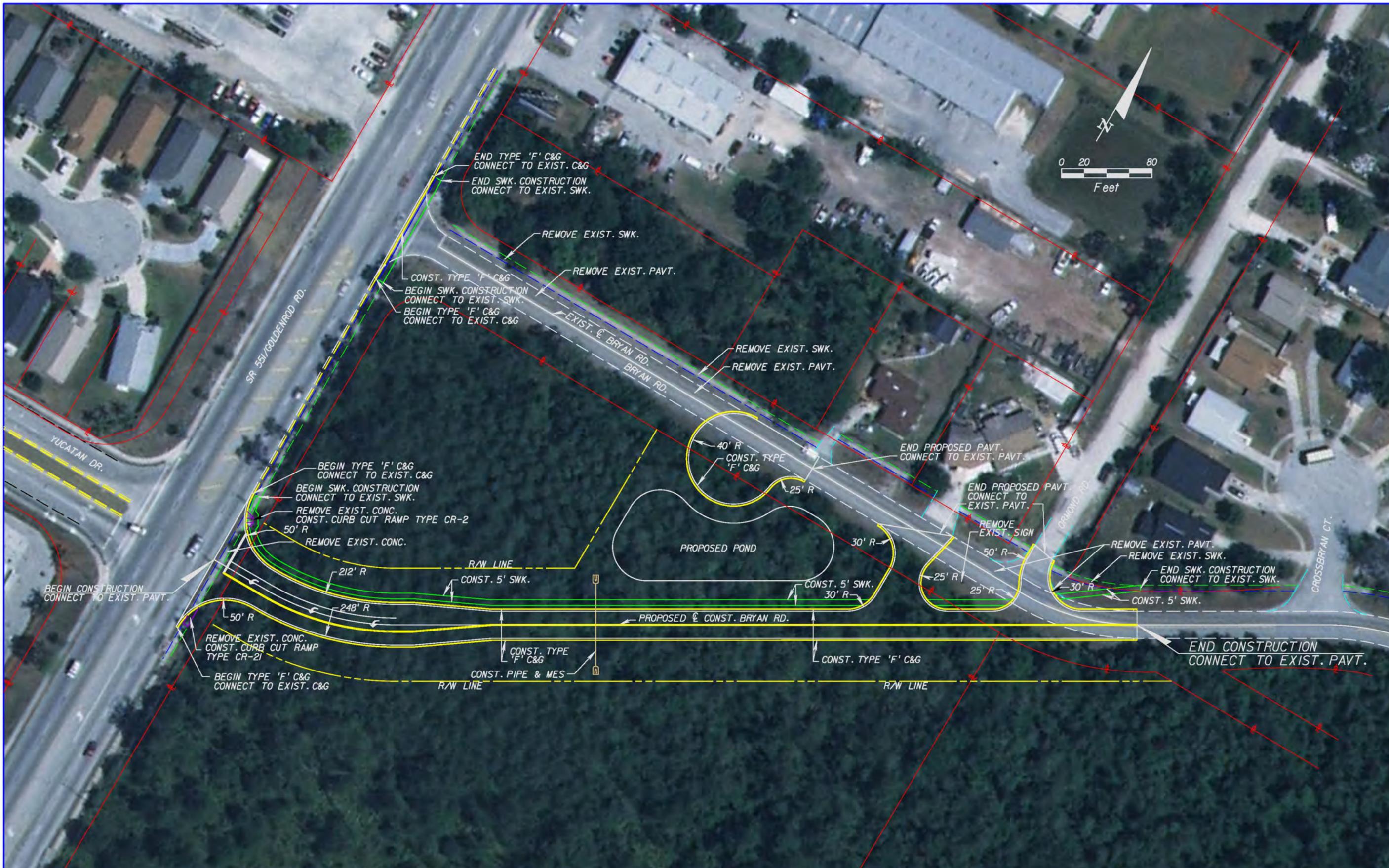
APPENDIX A

Conceptual Plans



TYPICAL SECTION
 BRYAN ROAD
 FROM SR 551/GOLDENROD RD TO CROSSBRYAN CT.

REVISIONS				 C. BRIAN FULLER, P.E. # 49524 METRIC ENGINEERING, INC. 615 CRESCENT EXECUTIVE CT SUITE 524 LAKE MARY, FLORIDA 32746 TEL. (407) 644-1898 FAX. (407) 644-1921 FLORIDA CERT. NO. EB-0002294	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 1
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					ORANGE		TYPICAL SECTION	



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

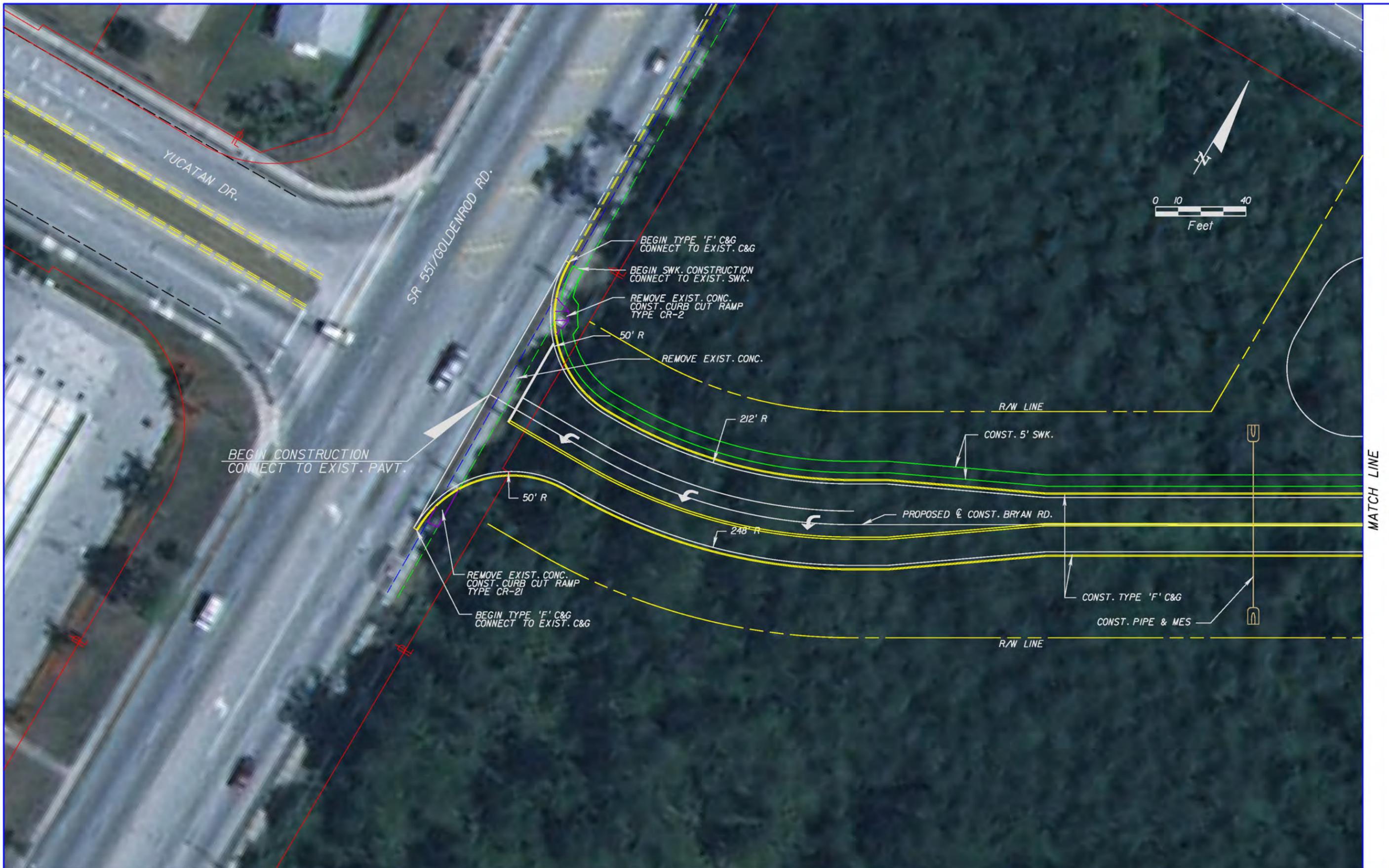

C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 FLORIDA CERT. NO. EB-0002294

● ENGINEERS
 ● PLANNERS
 ● SURVEYORS

STATE OF FLORIDA		
DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	ORANGE	- - -

BRYAN ROAD
ALIGNMENT CONCEPT

SHEET NO.
2



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 FLORIDA CERT. NO. EB-0002294

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	ORANGE	

**BRYAN ROAD
ALIGNMENT CONCEPT**

SHEET NO.
3



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 FLORIDA CERT. NO. EB-0002294

● ENGINEERS
 ● PLANNERS
 ● SURVEYORS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	ORANGE	

**BRYAN ROAD
ALIGNMENT CONCEPT**

SHEET NO.
 4



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



C. BRIAN FULLER, P.E. # 49524
 METRIC ENGINEERING, INC.
 615 CRESCENT EXECUTIVE CT
 SUITE 524
 LAKE MARY, FLORIDA 32746
 TEL. (407) 644-1898
 FAX. (407) 644-1921
 FLORIDA CERT. NO. EB-0002294

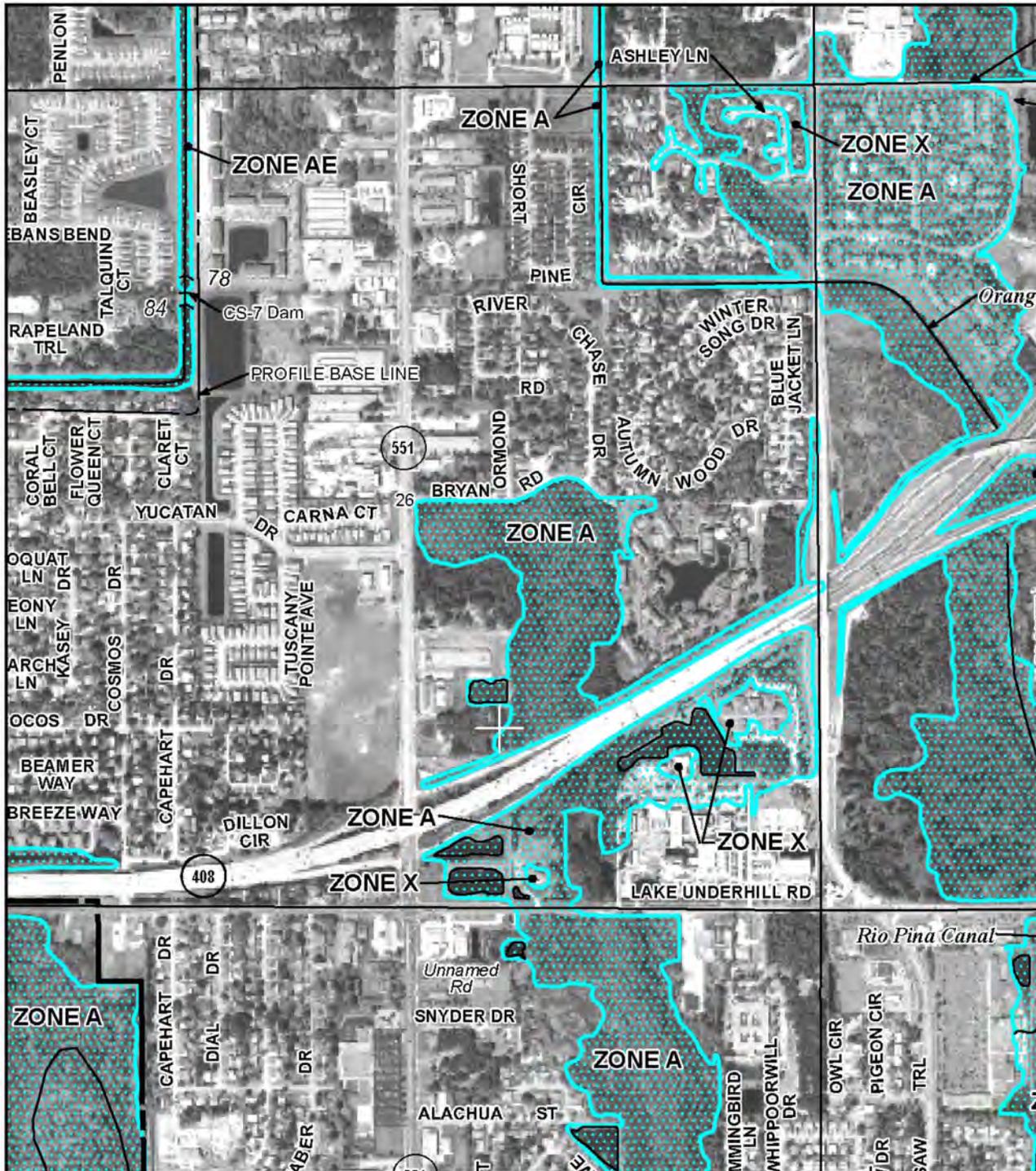
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	ORANGE	

**BRYAN ROAD
ALIGNMENT CONCEPT**

SHEET NO.
5

APPENDIX B

Exhibits



MAP SCALE 1" = 1000'

500 1,000 1,500 2,000 FEET

PANEL 0270F

FIRM
FLOOD INSURANCE RATE MAP
ORANGE COUNTY,
FLORIDA
AND INCORPORATED AREAS

PANEL 270 OF 750
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ORANGE COUNTY	120179	0270	F
ORLANDO, CITY OF	120186	0270	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
 12095C0270F



MAP REVISED
 SEPTEMBER 25, 2009

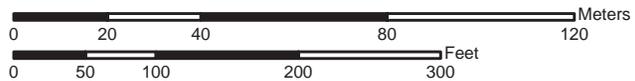
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Soil Map—Orange County, Florida
(Bryan Road)



Map Scale: 1:1,670 if printed on A size (8.5" x 11") sheet.



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Units

Special Point Features

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot
-  Spoil Area
-  Stony Spot

 Very Stony Spot

 Wet Spot

 Other

Special Line Features

-  Gully
-  Short Steep Slope
-  Other

Political Features

 Cities

Water Features

-  Oceans
-  Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

MAP INFORMATION

Map Scale: 1:1,670 if printed on A size (8.5" x 11") sheet.

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

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

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: UTM Zone 17N NAD83

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

Soil Survey Area: Orange County, Florida
Survey Area Data: Version 6, Jan 26, 2010

Date(s) aerial images were photographed: 8/10/2007

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

Map Unit Legend

Orange County, Florida (FL095)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Basinger fine sand, depressional	5.6	41.5%
20	Immokalee fine sand	2.0	14.6%
41	Samsula-Hontoon-Basinger association, depressional	4.3	32.4%
44	Smyrna fine sand	1.5	11.5%
Totals for Area of Interest		13.4	100.0%

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

Orange County, Florida

3—Basinger fine sand, depressional

Map Unit Setting

Mean annual precipitation: 45 to 53 inches

Mean annual air temperature: 70 to 77 degrees F

Frost-free period: 350 to 365 days

Map Unit Composition

Basinger and similar soils: 89 percent

Minor components: 11 percent

Description of Basinger

Setting

Landform: Depressions on marine terraces

Landform position (three-dimensional): Dip

Down-slope shape: Concave

Across-slope shape: Concave

Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Very poorly drained

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)

Depth to water table: About 0 inches

Frequency of flooding: None

Frequency of ponding: Frequent

Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)

Sodium adsorption ratio, maximum: 4.0

Available water capacity: Low (about 5.5 inches)

Interpretive groups

Land capability (nonirrigated): 7w

Typical profile

0 to 7 inches: Fine sand

7 to 32 inches: Fine sand

32 to 47 inches: Fine sand

47 to 80 inches: Fine sand

Minor Components

Samsula

Percent of map unit: 4 percent

Landform: Depressions on marine terraces

Landform position (three-dimensional): Dip

Down-slope shape: Concave

Across-slope shape: Concave

Floridana

Percent of map unit: 4 percent

Landform: Depressions on marine terraces

Landform position (three-dimensional): Dip

Down-slope shape: Concave

Across-slope shape: Concave

Smyrna, hydric

Percent of map unit: 3 percent

Landform: Flats on marine terraces

Landform position (three-dimensional): Talf

Down-slope shape: Linear

Across-slope shape: Linear

Data Source Information

Soil Survey Area: Orange County, Florida
Survey Area Data: Version 6, Jan 26, 2010

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

Orange County, Florida

20—Immokalee fine sand

Map Unit Setting

Mean annual precipitation: 45 to 53 inches

Mean annual air temperature: 70 to 77 degrees F

Frost-free period: 350 to 365 days

Map Unit Composition

Immokalee, non-hydric, and similar soils: 82 percent

Immokalee, hydric, and similar soils: 10 percent

Minor components: 8 percent

Description of Immokalee, Non-hydric**Setting**

Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 6 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Moderate (about 6.1 inches)

Interpretive groups

Land capability (nonirrigated): 4w

Typical profile

0 to 5 inches: Fine sand
5 to 35 inches: Fine sand
35 to 67 inches: Fine sand
67 to 80 inches: Fine sand

Description of Immokalee, Hydric**Setting**

Landform: Flats on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Moderate (about 6.1 inches)

Interpretive groups

Land capability (nonirrigated): 4w

Typical profile

0 to 5 inches: Fine sand
5 to 35 inches: Fine sand
35 to 67 inches: Fine sand
67 to 80 inches: Fine sand

Minor Components

Wabasso

Percent of map unit: 4 percent
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Convex
Across-slope shape: Linear

Pineda

Percent of map unit: 4 percent
Landform: Flats on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear

Data Source Information

Soil Survey Area: Orange County, Florida
Survey Area Data: Version 6, Jan 26, 2010

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

Orange County, Florida

41—Samsula-Hontoon-Basinger association, depressional

Map Unit Setting

Mean annual precipitation: 45 to 53 inches

Mean annual air temperature: 70 to 77 degrees F

Frost-free period: 350 to 365 days

Map Unit Composition

Samsula and similar soils: 47 percent

Hontoon and similar soils: 31 percent

Basinger and similar soils: 14 percent

Minor components: 8 percent

Description of Samsula

Setting

Landform: Depressions on marine terraces
Landform position (three-dimensional): Dip
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Herbaceous organic material over sandy marine deposits

Properties and qualities

Slope: 0 to 1 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Very poorly drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: About 0 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Moderate (about 8.8 inches)

Interpretive groups

Land capability (nonirrigated): 7w

Typical profile

0 to 34 inches: Muck
34 to 80 inches: Fine sand

Description of Hontoon

Setting

Landform: Depressions on marine terraces
Landform position (three-dimensional): Dip
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Herbaceous organic material

Properties and qualities

Slope: 0 to 1 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Very poorly drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: About 0 inches
Frequency of flooding: None
Frequency of ponding: Frequent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Very high (about 23.9 inches)

Interpretive groups

Land capability (nonirrigated): 7w

Typical profile

0 to 80 inches: Muck

Description of Basinger

Setting

Landform: Depressions on marine terraces

Landform position (three-dimensional): Dip

Down-slope shape: Concave

Across-slope shape: Concave

Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Very poorly drained

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)

Depth to water table: About 0 inches

Frequency of flooding: None

Frequency of ponding: Frequent

Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)

Sodium adsorption ratio, maximum: 4.0

Available water capacity: Low (about 5.3 inches)

Interpretive groups

Land capability (nonirrigated): 7w

Typical profile

0 to 6 inches: Fine sand

6 to 25 inches: Fine sand

25 to 35 inches: Fine sand

35 to 80 inches: Fine sand

Minor Components

Holopaw

Percent of map unit: 4 percent

Landform: Flood plains on marine terraces

Landform position (three-dimensional): Talf

Down-slope shape: Linear

Across-slope shape: Linear

Ona

Percent of map unit: 4 percent

Landform: Flats on marine terraces

Landform position (three-dimensional): Talf

Down-slope shape: Convex

Across-slope shape: Linear

Data Source Information

Soil Survey Area: Orange County, Florida

Survey Area Data: Version 6, Jan 26, 2010

Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. All the soils of a series have major horizons that are similar in composition, thickness, and arrangement. Soils of a given series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Additional information about the map units described in this report is available in other soil reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the soil reports define some of the properties included in the map unit descriptions.

Orange County, Florida

44—Smyrna fine sand

Map Unit Setting

Mean annual precipitation: 45 to 53 inches

Mean annual air temperature: 70 to 77 degrees F

Frost-free period: 350 to 365 days

Map Unit Composition

Smyrna, non-hydric, and similar soils: 70 percent

Smyrna, hydric, and similar soils: 26 percent

Minor components: 4 percent

Description of Smyrna, Non-hydric

Setting

Landform: Flats on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Convex
Across-slope shape: Linear
Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 5.95 in/hr)
Depth to water table: About 6 to 18 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Low (about 4.0 inches)

Interpretive groups

Land capability (nonirrigated): 4w

Typical profile

0 to 4 inches: Fine sand
4 to 17 inches: Fine sand
17 to 27 inches: Fine sand
27 to 80 inches: Fine sand

Description of Smyrna, Hydric

Setting

Landform: Flats on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Sandy marine deposits

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 5.95 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 4.0
Available water capacity: Low (about 4.0 inches)

Interpretive groups

Land capability (nonirrigated): 4w

Typical profile

0 to 4 inches: Fine sand
4 to 17 inches: Fine sand
17 to 27 inches: Fine sand
27 to 80 inches: Fine sand

Minor Components

Wabasso

Percent of map unit: 4 percent
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Talf
Down-slope shape: Convex
Across-slope shape: Linear

Data Source Information

Soil Survey Area: Orange County, Florida
Survey Area Data: Version 6, Jan 26, 2010

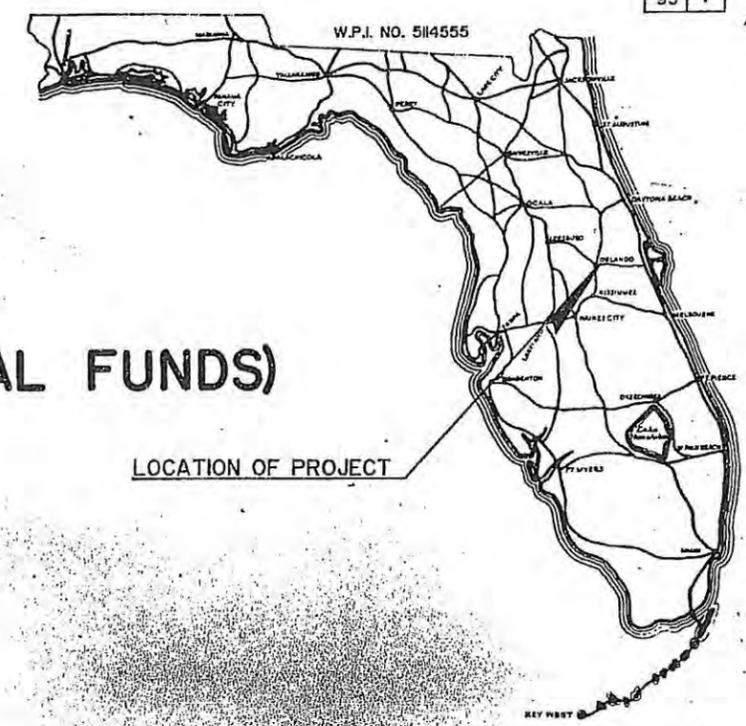
APPENDIX F

**EXCERPTS FOR SR 551 ROADWAY PLANS
STATE PROJECT NO. 75200-3514**

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY

STATE PROJECT NO. 75200-3514 (FEDERAL FUNDS)
ORANGE COUNTY
STATE ROAD NO. 551



THIS CONTRACT PLAN SET INCLUDES

- ROADWAY PLANS
- BOX CULVERT DATA SHEETS (6 SHEETS)
- SIGNING AND PAVEMENT MARKING PLANS
- SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT SET OF PLANS.

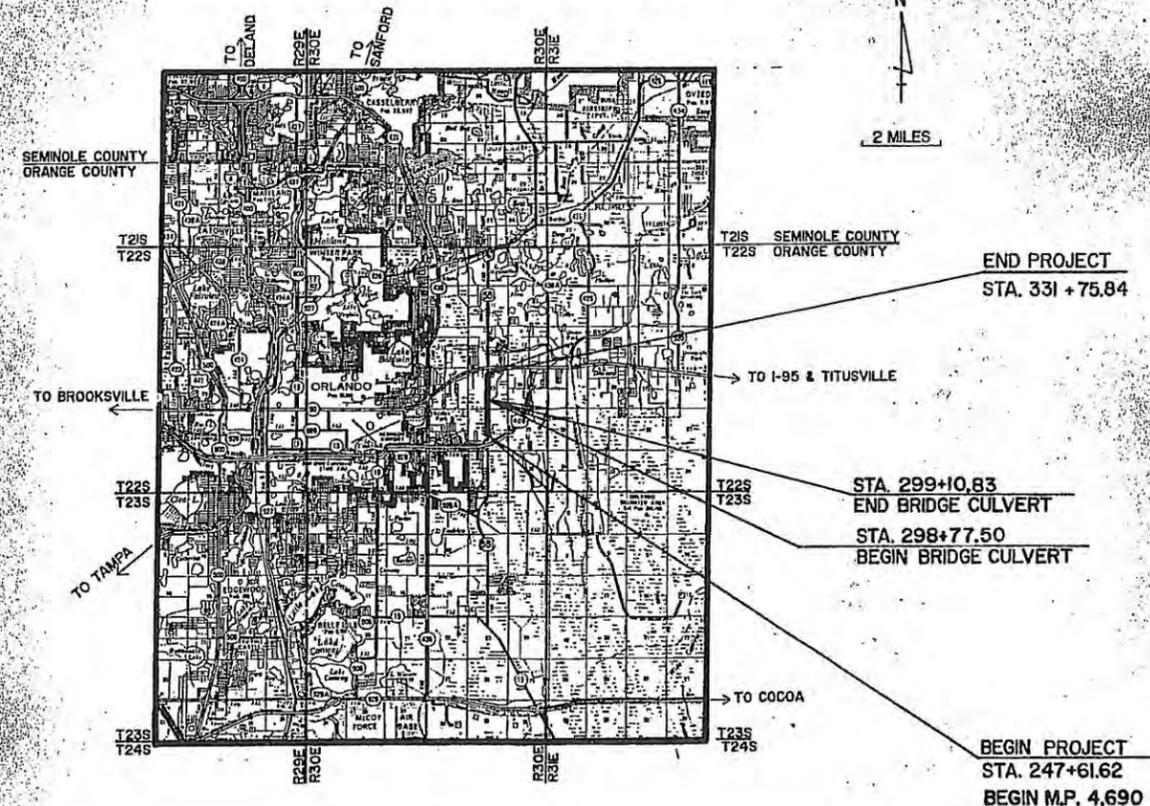
INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-4	DRAINAGE MAPS
5	TYPICAL SECTIONS
6	SUMMARY OF QUANTITIES
7-9	SUMMARY OF DRAINAGE STRUCTURES
10-24	PLAN AND PROFILE SHEETS
25-39, 39A, 39B	DRAINAGE STRUCTURES
40A & 40B	S.P.T. BORING SHEETS
41A-41C	WATER RETENTION AREA SOIL SURVEY
42A, 42B, 43-52	WATER RETENTION AREAS AND CROSS SECTIONS
53	E-6 CANAL PLAN AND PROFILE SHEET
54-59	E-6 CANAL CROSS SECTIONS
60	ROADWAY SOIL SURVEY
61-109	ROADWAY CROSS SECTIONS
113-120	TRAFFIC CONTROL PLANS
121-135	UTILITY ADJUSTMENTS
136-151	EXIST. PRIMARY WATER CONTROL STRUCTURES CS-6 & CS-7
152-163	EXIST. AMIL GATE REPLACEMENT ON E-6 CANAL

SHEET NOS. 110, 111 & 112 ARE OMITTED

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH AND ARE GOVERNED BY THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS (BOOKLET DATED JANUARY, 1992).

REVISIONS:
ROADWAY: SHEETS 1, 6, 53, 114, 117. (REVISED 5-7-93)
SIGNING AND PAVEMENT MARKING: SHEETS S-1, S-6, S-11 (REVISED 5-7-93)
SIGNALIZATION: SHEETS T-4 & T-5 (REVISED 5-7-93)



ROADWAY PLANS
ENGINEER OF RECORD:
DONALD P. GRAHAM, P.E.



PLANS PREPARED BY:
GEE & JENSON
ENGINEERS-ARCHITECTS-PLANNERS, INC.
1900 SUMMIT TOWER BLVD. SUITE 220
ORLANDO, FLORIDA 32810-5911 (407) 660-1660

NOTE: THIS PROJECT TO BE LET TO CONTRACT WITH STATE PROJECT NUMBER 75200-3516 AND 75200-6516 (UTILITY PLANS)

ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA

GOVERNING SPECIFICATIONS: STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, DATED 1991 AND SUPPLEMENTS THERETO IF NOTED IN THE SPECIAL PROVISIONS FOR THIS PROJECT.

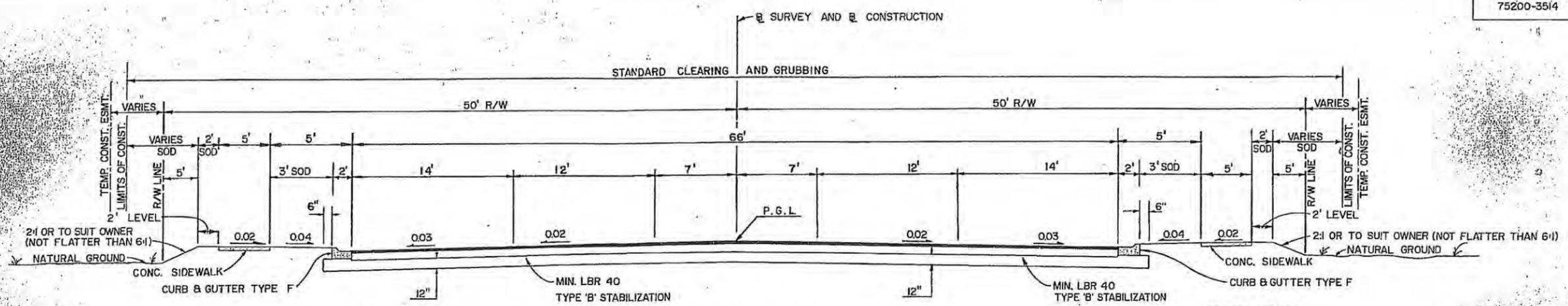
	LENGTH OF PROJECT	
	-.LIN. FT	MILES
ROADWAY	8,414.22	1.593
BRIDGES	0.00	0.00
NET LENGTH OF PROJECT	8,414.22	1.593
EXCEPTIONS	0.00	0.000
GROSS LENGTH OF PROJECT	8,414.22	1.593

REVISIONS		
DATE	BY	DESCRIPTION
5-7-93	CE	ADDED "AND 75200-6516 (UTILITY PLANS)"

FDOT PROJECT MANAGER: RICHARD W. BELL, P.E.

REVISIONS DATED 5/7/93 Approved

ROADWAY PLANS
APPROVED BY: DONALD P. GRAHAM
DATE FEBRUARY 19, 1993
RE. NO. 0018936



TYPICAL SECTION
 STA. 250+20.00 TO STA. 331+75.84

1992 ADT = 25,457
 2002 ADT = 29,314
 2012 ADT = 33,826
 K = 11%, D = 58%, T = 4% (24 HR.)
 DESIGN SPEED 45 MPH

OPTIONAL BASE GROUP 9 WITH TYPE 'S' STRUCTURAL COURSE
 3" THICK AND FRICTION COURSE FC-1 OR FC-4(1") WITH LATEX.

FOR ADDITIONAL DETAILS SEE INDEX NOS. 300, 301, 304, 500, 505, 513, 514 & 515

NOTES

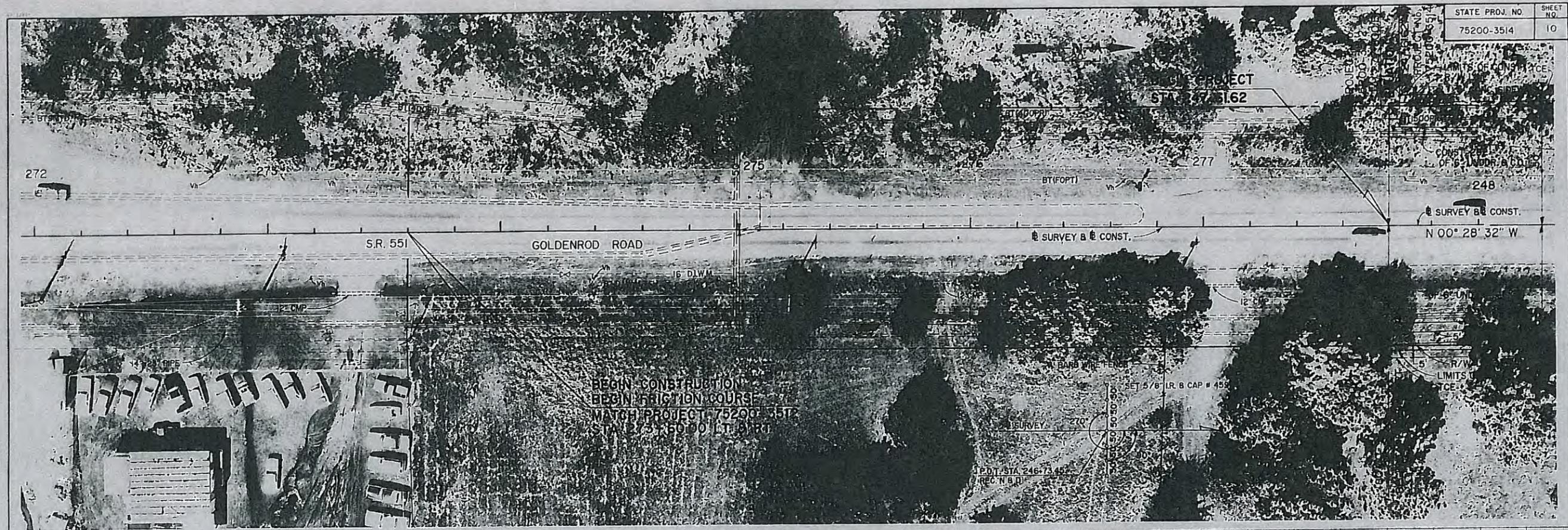
- NONE OF THE EXISTING LIMEROCK BASE THAT IS REMOVED IS TO BE USED IN THE CONSTRUCTION OF THE NEW LIMEROCK BASE.
- ONLY ONE DENSE GRADED FRICTION COURSE FC-1 OR FC-4 IS TO BE USED THROUGHOUT THE LIMIT OF THE PROJECT.

GEE & JENSON, E.A.P., INC.

**STATE ROAD 551
 TYPICAL SECTION**

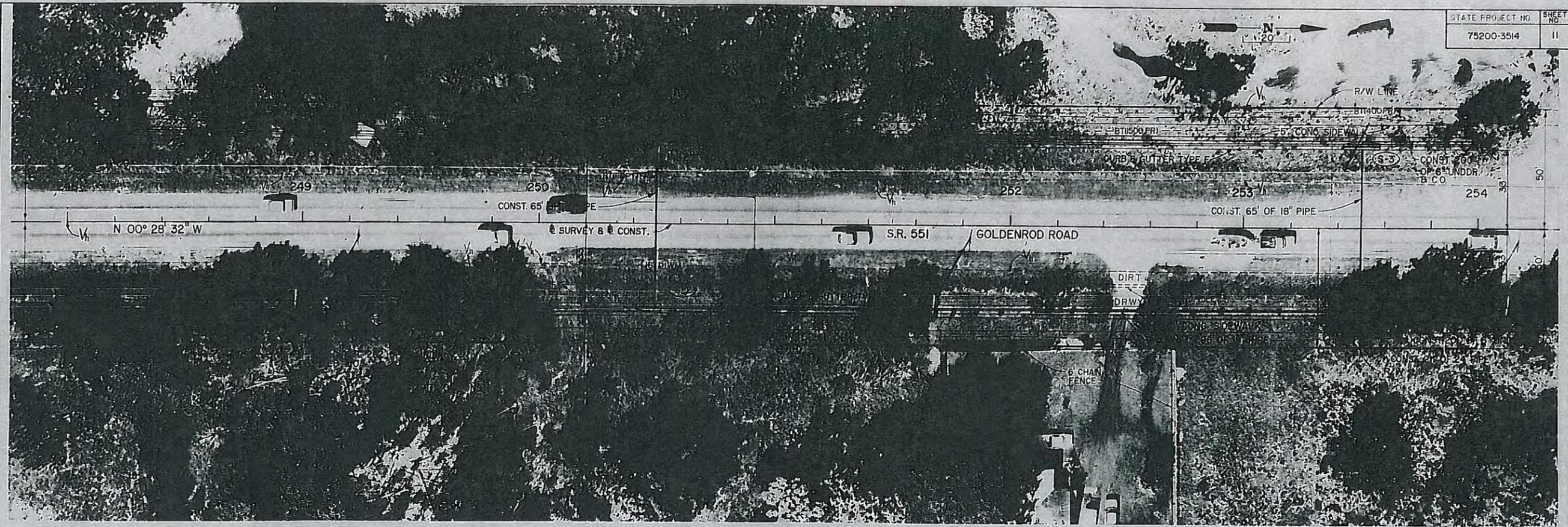
REVISIONS						DESIGNED BY		DRAWN BY		APPROVED BY	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAME	DATE	NAME	DATE	NAME	DATE
						JG	3/23/09	XDS	3/23/09		
						CHK	3/23/09	JG	3/23/09		

[Handwritten signature]
 3/23/09

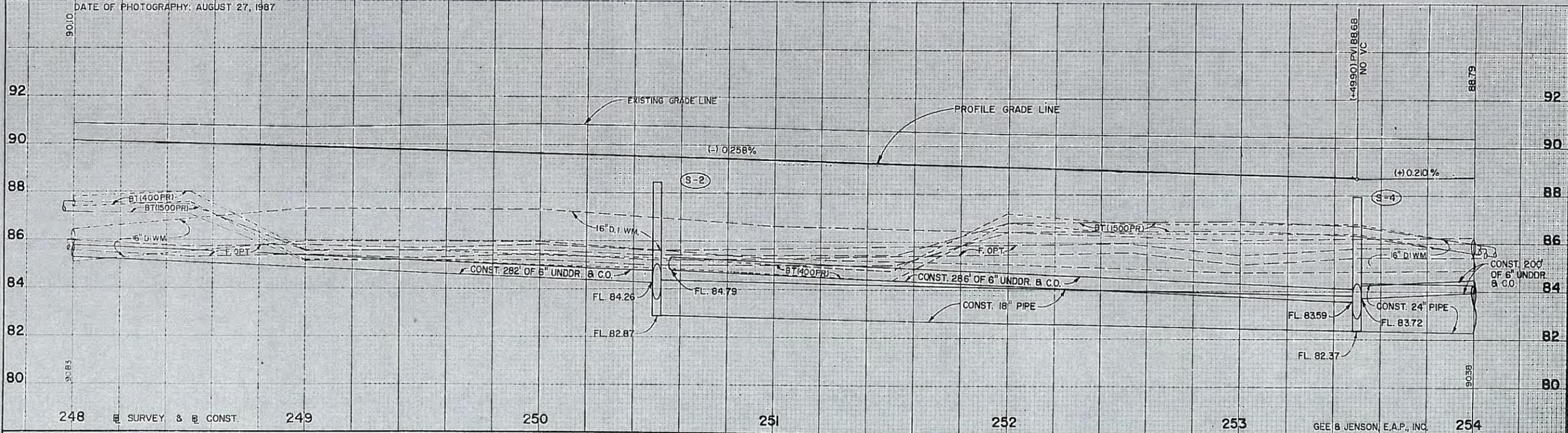


GENERAL NOTES		UTILITY OWNERS		REVISIONS	
1. FOR UTILITY ADJUSTMENT SYMBOLS, SEE INDEX 002.	D. ORANGE CO. PUBLIC UTILITIES CONTACT: GAIL SHRIEVE (WASTEWATER LINE LOCATIONS)	(407) 836-7045		DATE	DESCRIPTION
2. UTILITIES TO BE ADJUSTED BY OTHERS AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH THE UTILITY ACCOMMODATION GUIDE.	E. MICROTREL, INC. (BOCA RATON) CONTACT: DANNY HARRIS	(407) 849-9753 1-800-492-3100	(407) 237-3046		
3. THE LOCATION OF UTILITIES SHOWN IN THE PLANS ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR DURING CONSTRUCTION.	F. CABLE VISION OF CENTRAL FLORIDA CONTACT: JIM SMITHEE	(407) 295-9119 EXT. 102	(407) 629-1010		
4. BUILDINGS TO BE REMOVED BY OTHERS UNLESS OTHERWISE NOTED.	G. CABLEVISION INDUSTRIES, INC. CONTACT: STEVE BROWN (DISPATCHER)	(407) 277-2075	(407) 836-7030		
5. EXISTING DRAINAGE STRUCTURES WITHIN CONSTRUCTION LIMITS SHALL BE REMOVED UNLESS OTHERWISE NOTED.	H. PEOPLES GAS SYSTEM, INC. CONTACT: LARRY MATTOON	(407) 425-4661			
6. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS 48 HOURS PRIOR TO ANY EXCAVATION.	I. UNITED TELEPHONE CO. CONTACT: CABLE LOCATER	1-(800) 542-0088			
	7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INCORPORATED TO INSURE AVOIDANCE OF SEDIMENT TRANSPORT FROM PROJECT SITE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS, SECTION 104. MINIMUM MEASURES REQUIRED SHALL BE UTILIZED IN ACCORDANCE WITH FDOT INDEX NO. 102. SPECIFICALLY, HAY BALES AROUND ALL INLETS AND TURBIDITY BARRIERS AROUND OUTFALL MITERED END SECTIONS.				
	8. ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE PROJECT ENGINEER SHOULD NOTIFY THE DISTRICT LOCATION SURVEYOR WITHOUT DELAY BY TELEPHONE.				
	9. THE SYMBOLS BELOW ARE USED TO INDICATE THOSE LOCATIONS WHERE HORIZONTAL LOCATION AND/OR ELEVATION HAVE BEEN VERIFIED. FIELD BOOKS SHOWING ACTUAL ELEVATION AND HORIZONTAL LOCATION WILL BE FURNISHED TO THE CONSTRUCTION PROJECT ENGINEER.				
	10. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, CURRENT EDITION. ATTENTION IS DIRECTED TO THE INDEX 600 SERIES.				
	11. EXISTING DRIVEWAYS WITHIN THE LIMITS OF THIS PROJECT HAVE BEEN EVALUATED FOR CONFORMANCE WITH FAC RULE 14-97. THOSE TO BE RELOCATED OR CLOSED ARE DETAILED ON THE PLANS AND THOSE TO REMAIN AT THEIR EXISTING LOCATION ARE NOT SHOWN ON THE PLANS BUT ARE TO BE RECONSTRUCTED IN CONFORMANCE TO STANDARDS.				
	12. ABANDONED BURIED UTILITIES WITHIN THE LIMITS OF ROADWAY EXCAVATION SHALL BE REMOVED BY HIGHWAY CONTRACTOR.				
	13. EXIST. STEEL AMIL GATE STRUCTURE TO BE REMOVED BY CONTRACTOR. THE CONTRACTOR IS REFERRED TO THE FOLLOWING ORANGE COUNTY PLANS CONTAINED IN THIS SET: A.) PRIMARY WATER CONTROL STRUCT. CS-6 & CS-7, 10-17-72 B.) AMIL GATE REPLACEMENT ON E-6 CANAL, 4-19-90, REV. 1				

DESIGNED BY: <i>WOS</i>	DATE: 3/23/89	DRAWN BY: <i>WOS</i>	DATE: 3/23/89	APPROVED BY:	DATE:
CHECKED BY: <i>WOS</i>	DATE: 3/23/89	CHECKED BY: <i>WOS</i>	DATE: 3/23/89	SUPERVISED BY: <i>WOS</i>	



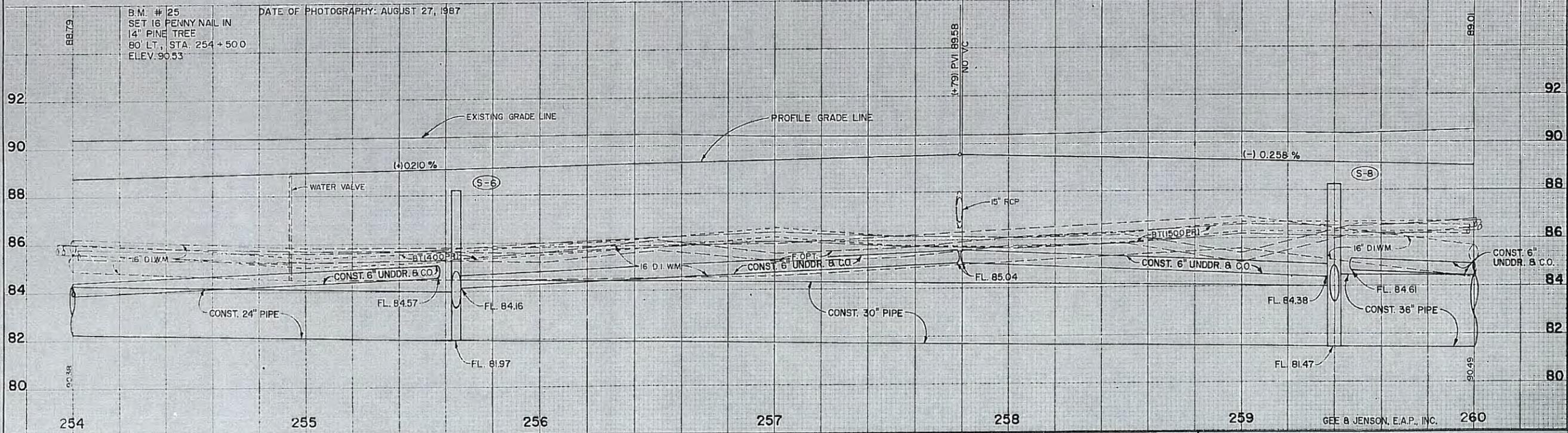
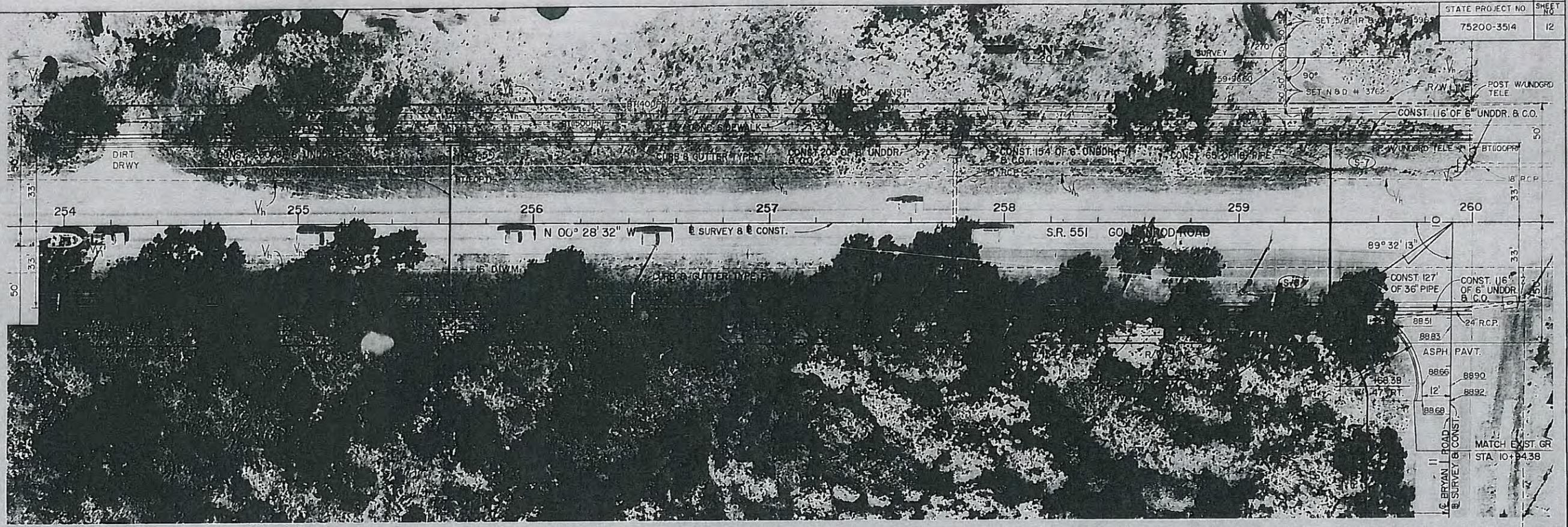
DATE OF PHOTOGRAPHY: AUGUST 27, 1987



REVISIONS				DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	APPROVED BY	DATE

STATE ROAD 551
 PLAN & PROFILE
 STA. 248+00 TO STA. 254+00

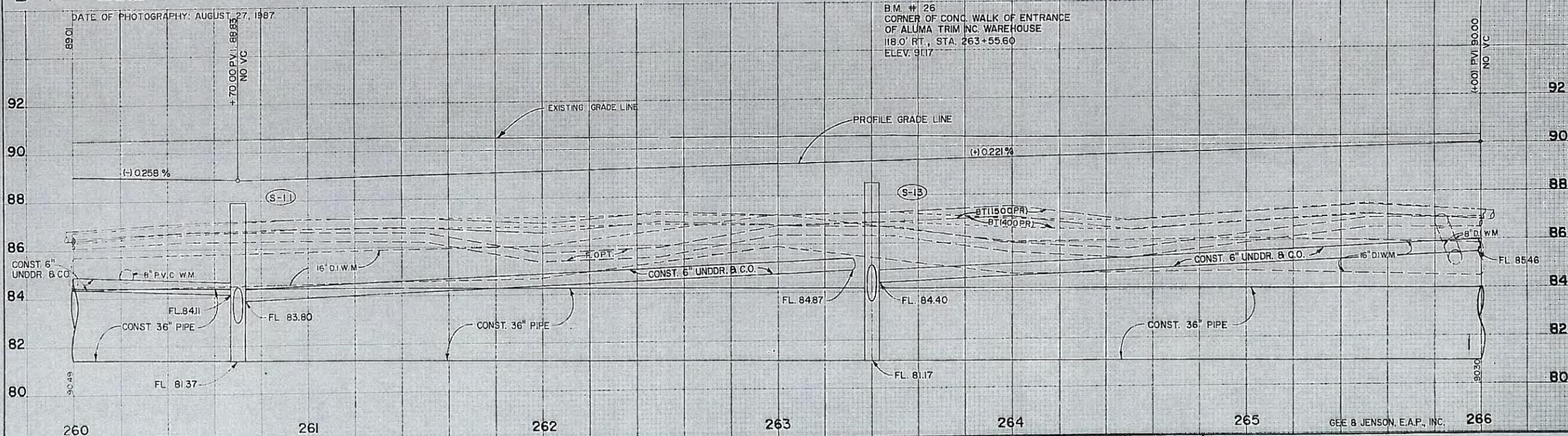
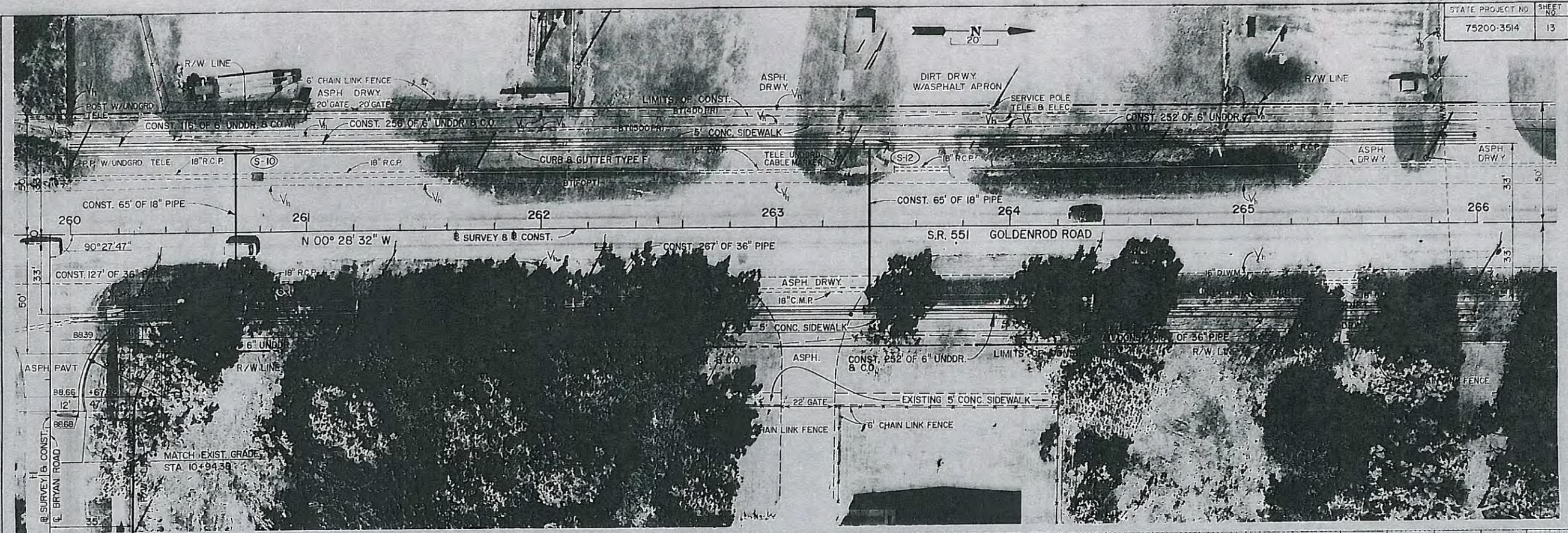
[Handwritten signature]
 7-27-87



REVISIONS				DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	CHECKED BY	NAME	DATE	APPROVED BY	DATE

STATE ROAD 551
 PLAN & PROFILE
 STA. 254+00 TO STA. 260+00

[Handwritten signature]
 3/23/89

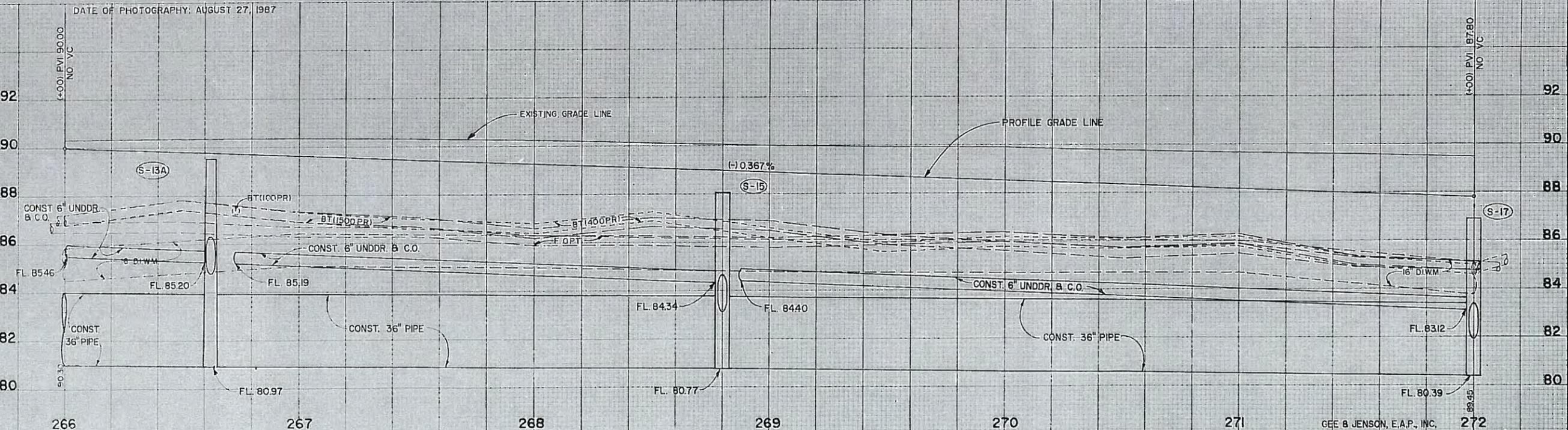
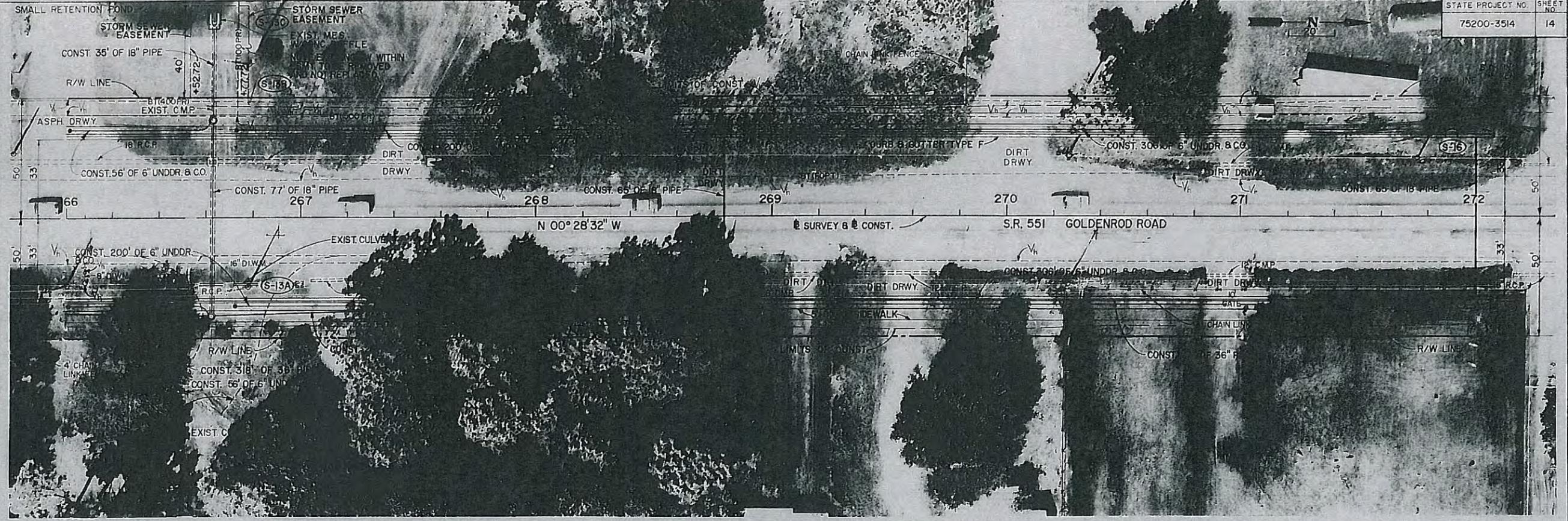


DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DESIGNED BY	NAME	DATE	DRAWN BY	DATE	APPROVED BY	DATE
CHECKED BY			CHECKED BY			
SUPERVISED BY			SUPERVISED BY			

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE ROAD 551
PLAN & PROFILE
 STA. 260+00 TO STA. 266+00

Handwritten signature and date:
 3/23/89



REVISIONS				DESIGNED BY				DRAWN BY				CHECKED BY				SUPERVISED BY			
DATE	BY	DESCRIPTION		NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE		
				JEN	3/23/89	YDS	3/23/89	JEN	3/23/89	JEN	3/23/89	JEN	3/23/89	JEN	3/23/89	JEN	3/23/89		

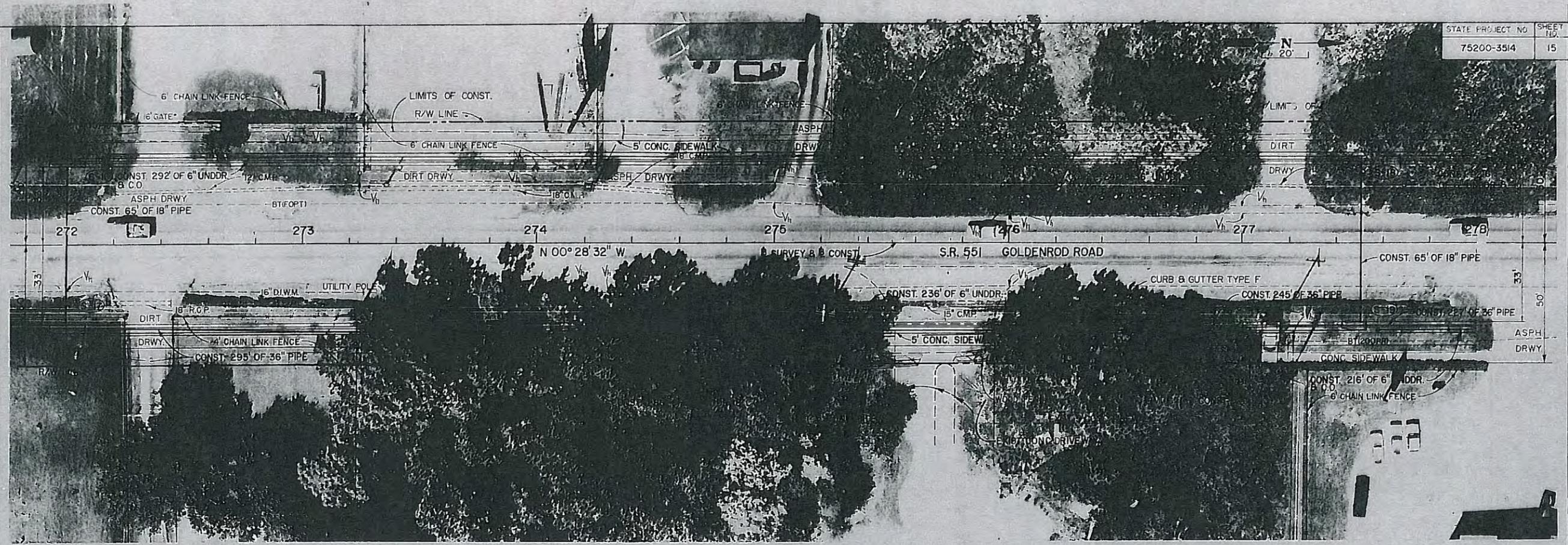
FLORIDA DEPARTMENT OF TRANSPORTATION

APPROVED BY

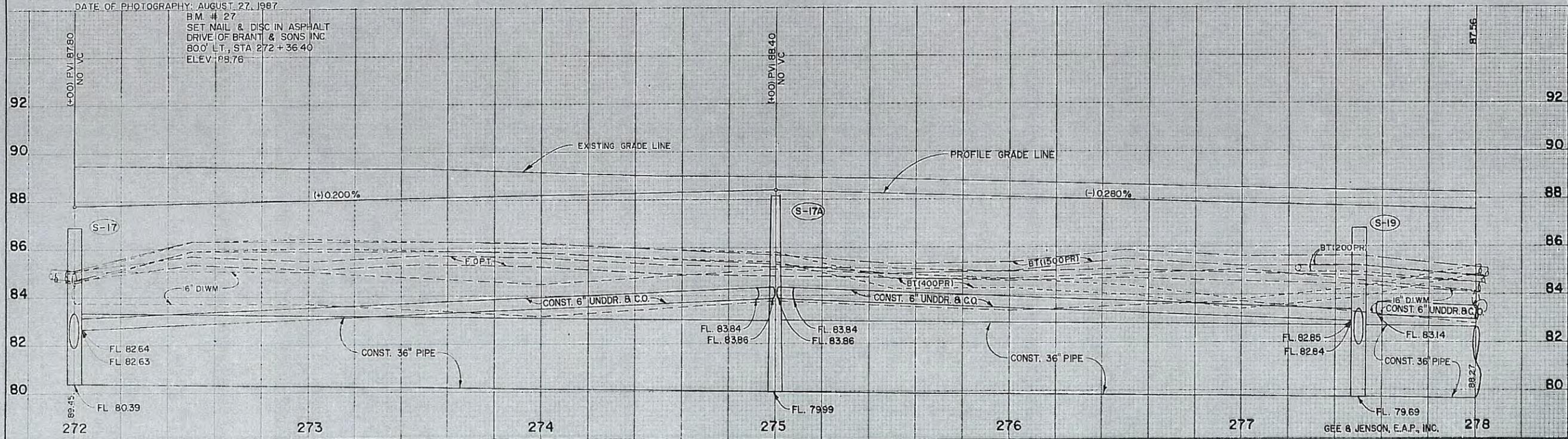
DATE

STATE ROAD 551
 PLAN & PROFILE
 STA. 266+00 TO STA. 272+00

[Handwritten Signature]
 2/23/89



DATE OF PHOTOGRAPHY: AUGUST 27, 1987
 B.M. # 27
 SET NAIL & DISC IN ASPHALT
 DRIVE OF BRANT & SONS INC
 800' LT., STA. 272 + 36.40
 ELEV. 89.76

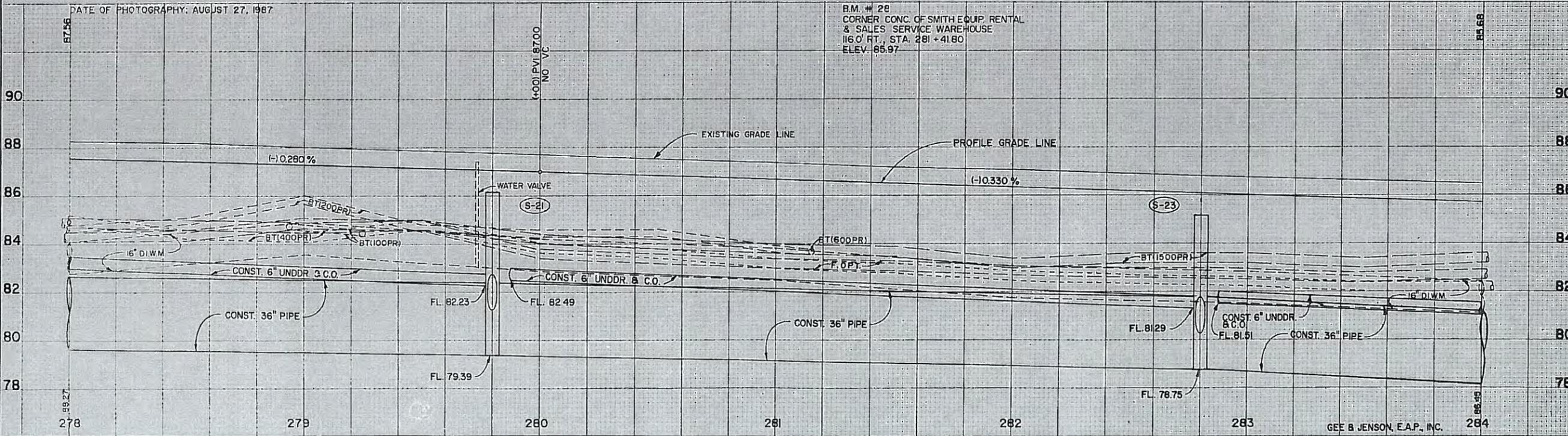
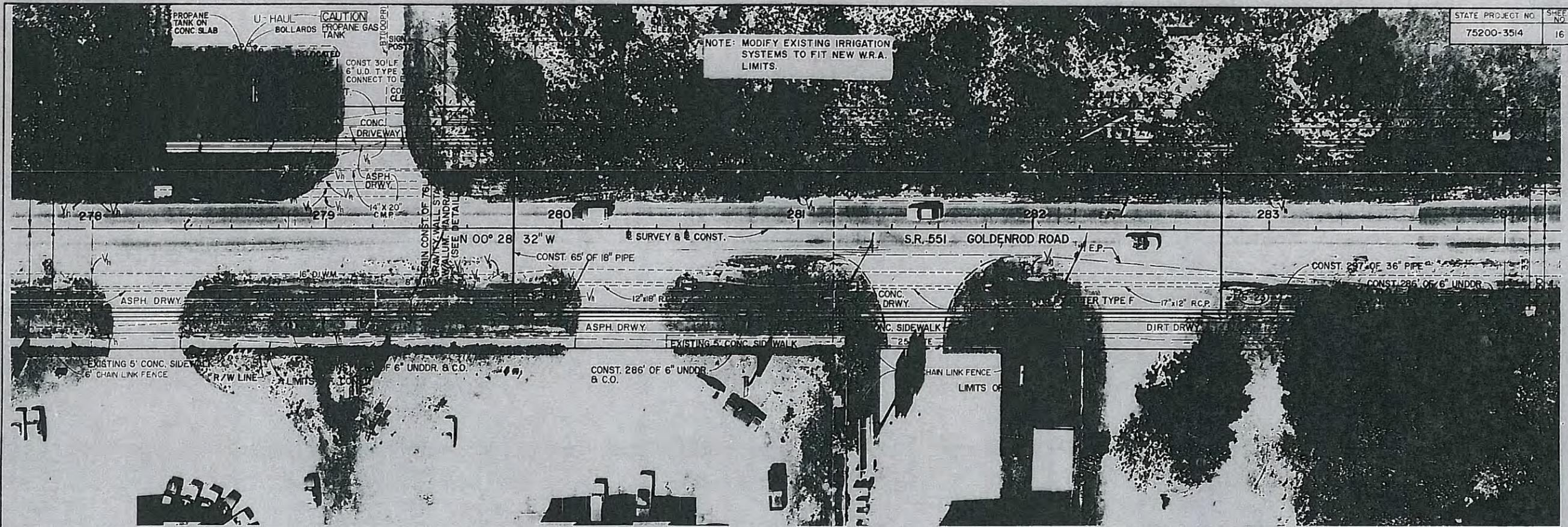


REVISIONS				DESIGNED BY				DRAWN BY				CHECKED BY				SUPERVISED BY			
DATE	BY	DESCRIPTION		DATE	BY	DESCRIPTION		DATE	BY	DESCRIPTION		DATE	BY	DESCRIPTION		DATE	BY	DESCRIPTION	
				3/23/89	JOS			3/23/89	JOS			3/23/89	JOS						

FLORIDA DEPARTMENT OF TRANSPORTATION
 STATE ROAD 551
 PLAN & PROFILE
 STA. 272+00 TO STA. 278+00

GEE & JENSON, E.A.P., INC.
 2/23/89

NOTE: MODIFY EXISTING IRRIGATION SYSTEMS TO FIT NEW W.R.A. LIMITS.

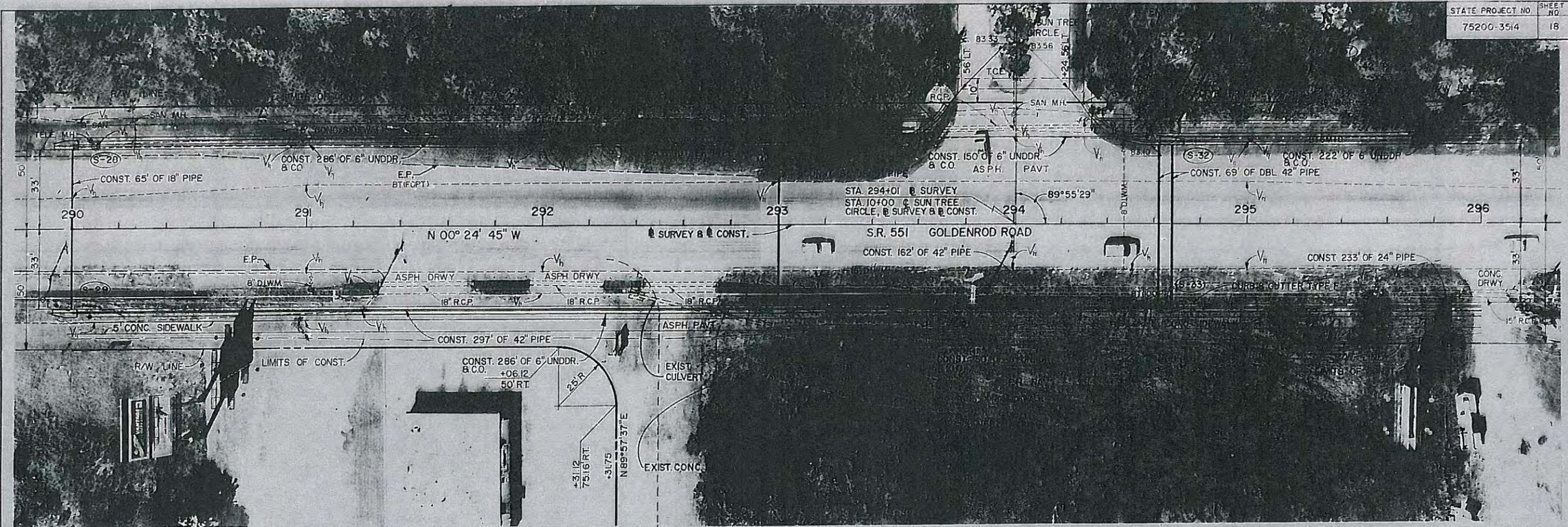


DATE	BY	DESCRIPTION									

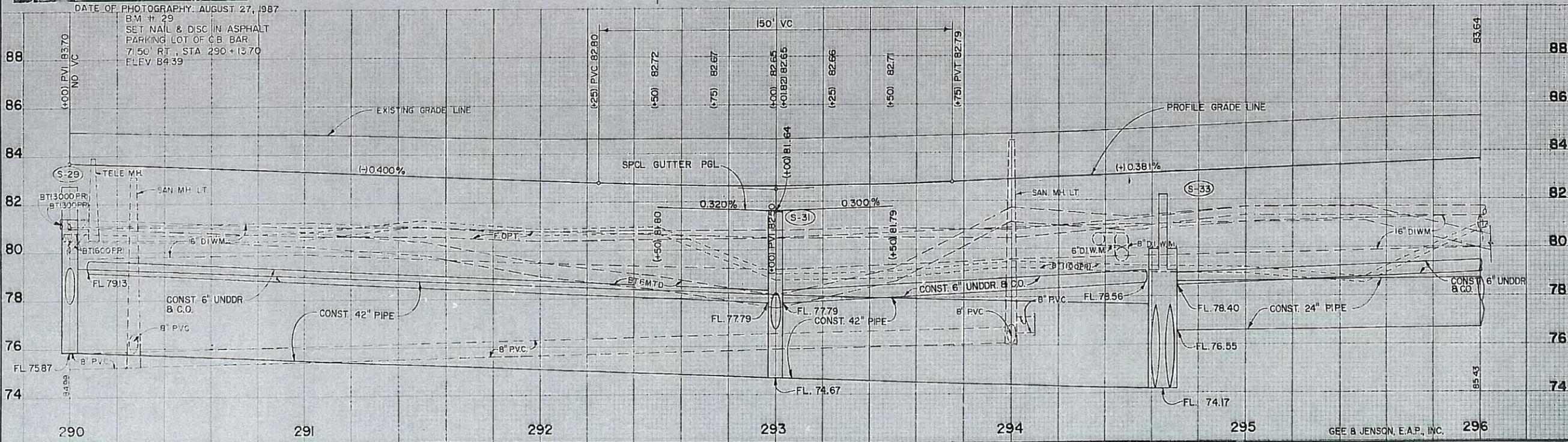
DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
CHECKED BY			CHECKED BY		
SUPERVISED BY			SUPERVISED BY		

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE ROAD 551
PLAN & PROFILE
 STA. 278+00 TO STA. 284+00

Handwritten signature and date:
 3/23/89



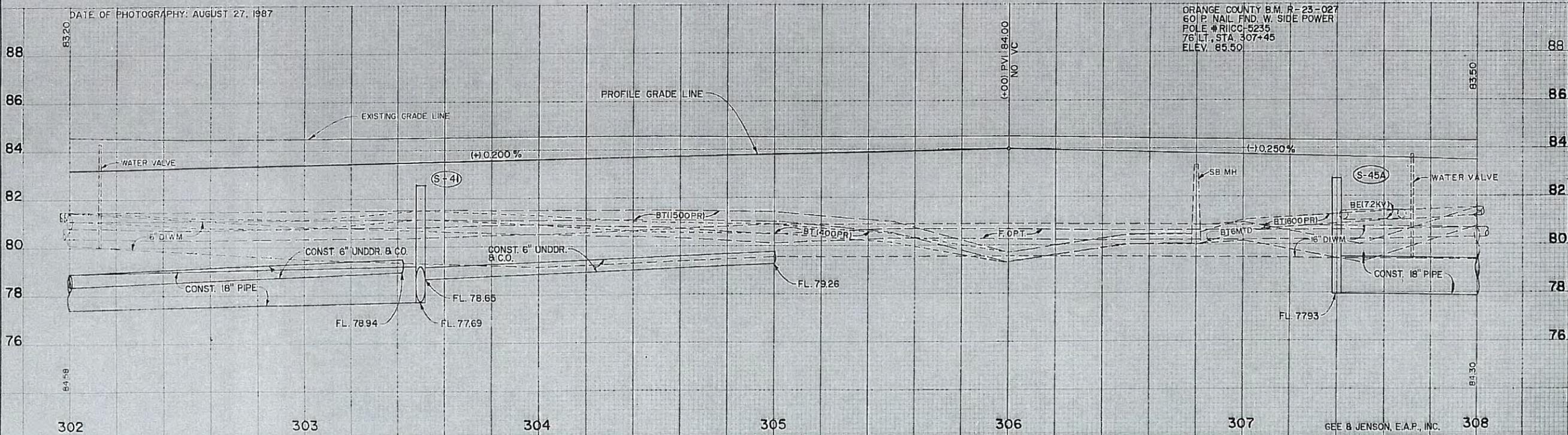
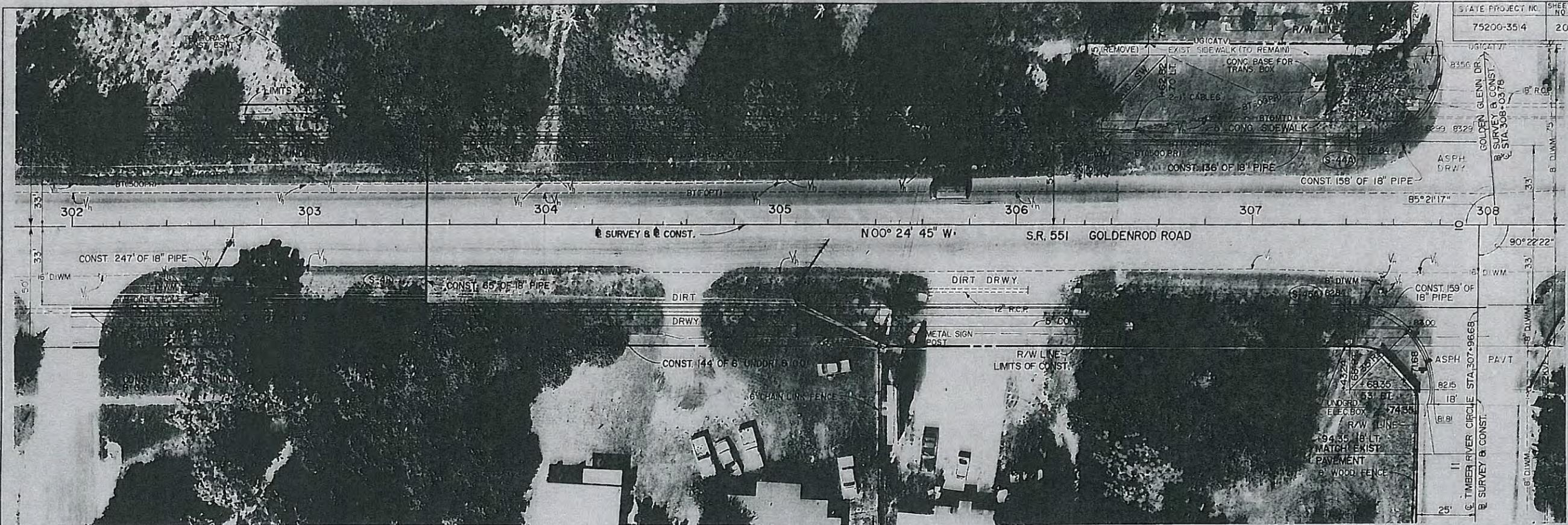
DATE OF PHOTOGRAPHY: AUGUST 27, 1987
 B.M. # 29
 SET NAIL & DISC IN ASPHALT
 PARKING LOT OF CB BAR
 71.50' RT, STA 290+13.70
 ELEV 84.39



REVISIONS				DESIGNED BY				DRAWN BY				CHECKED BY				SUPERVISED BY			
NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY	NO.	DATE	DESCRIPTION	BY

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE ROAD 551
PLAN & PROFILE
 STA. 290+00 TO STA. 296+00

[Handwritten signature]
 2/23/89



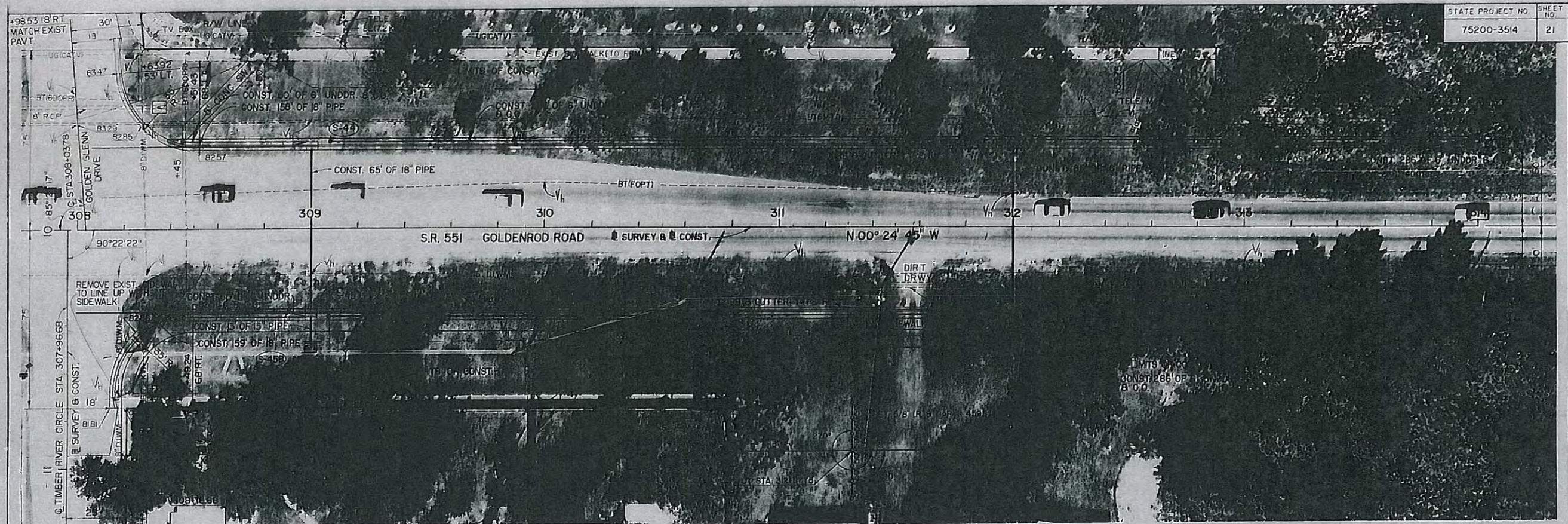
DATE	BY	DESCRIPTION									

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	APPROVED BY	DATE
CHECKED BY			CHECKED BY				
SUPERVISED BY			SUPERVISED BY				

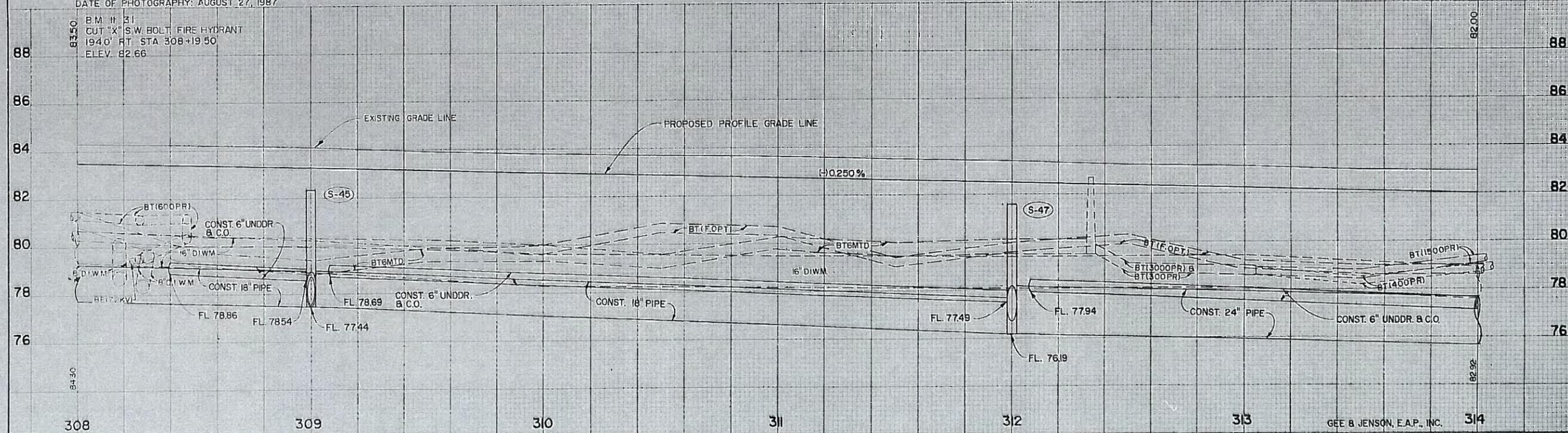
Handwritten signature and date: 3/23/89

FLORIDA DEPARTMENT OF TRANSPORTATION
**STATE ROAD 551
 PLAN & PROFILE**
 STA 302+00 TO STA. 308+00

GEE & JENSON, E.A.P., INC.



DATE OF PHOTOGRAPHY: AUGUST 27, 1987

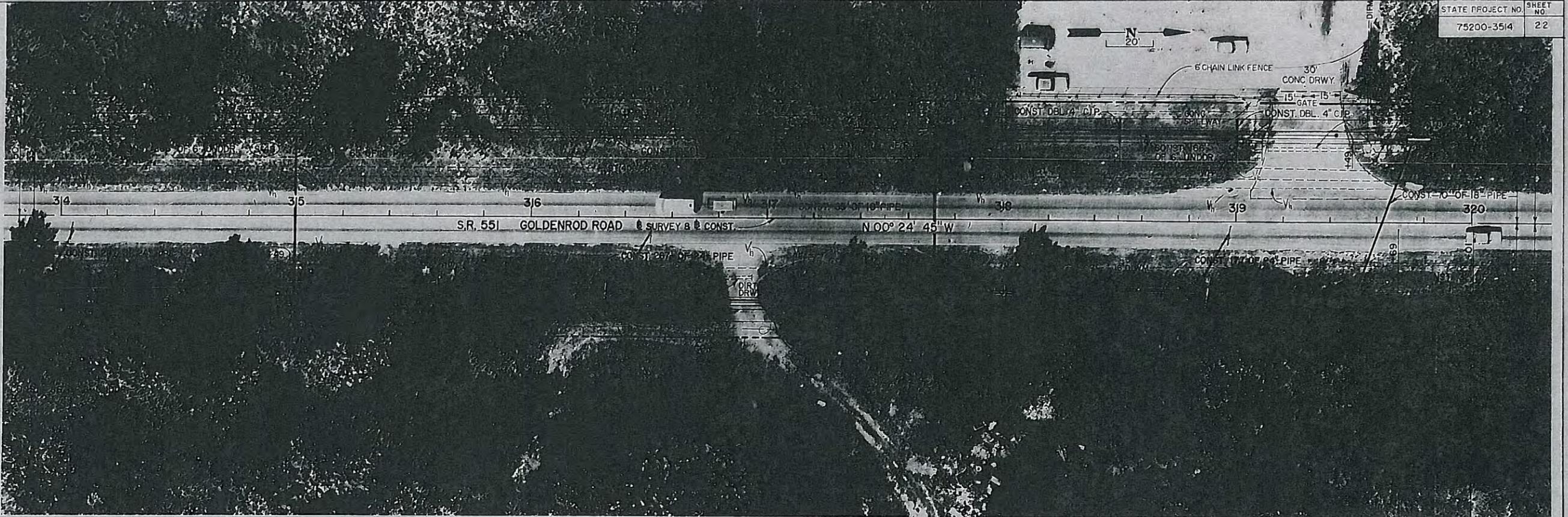


DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

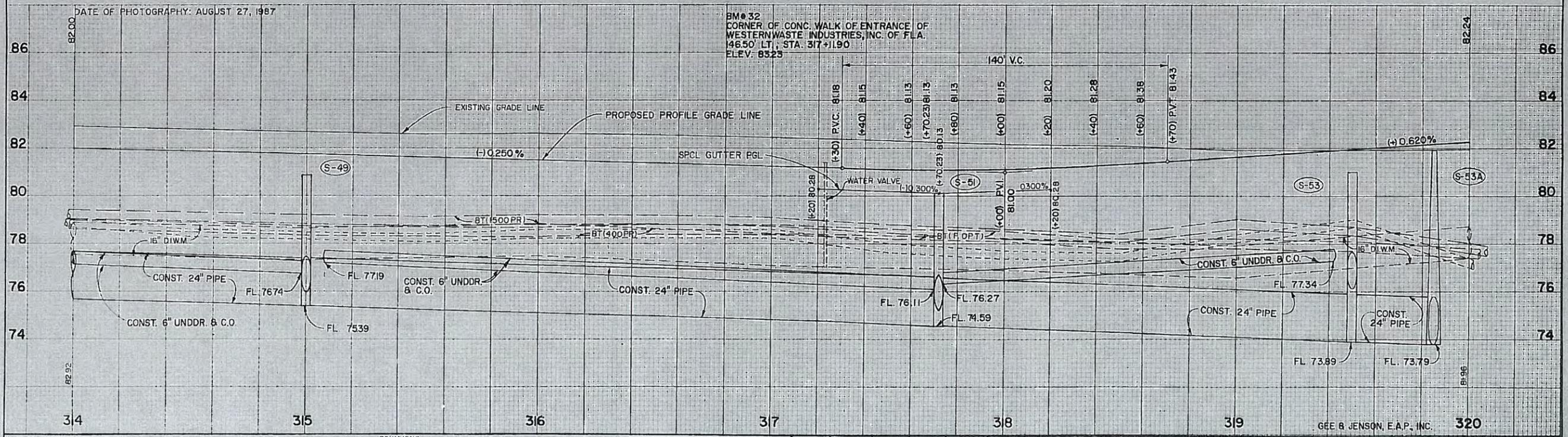
DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	APPROVED BY	DATE
CHECKED BY			CHECKED BY				
SUPERVISED BY							

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE ROAD 551
PLAN & PROFILE
 STA. 308+00 TO STA. 314+00

[Handwritten signature]
 3/23/87



DATE OF PHOTOGRAPHY: AUGUST 27, 1987



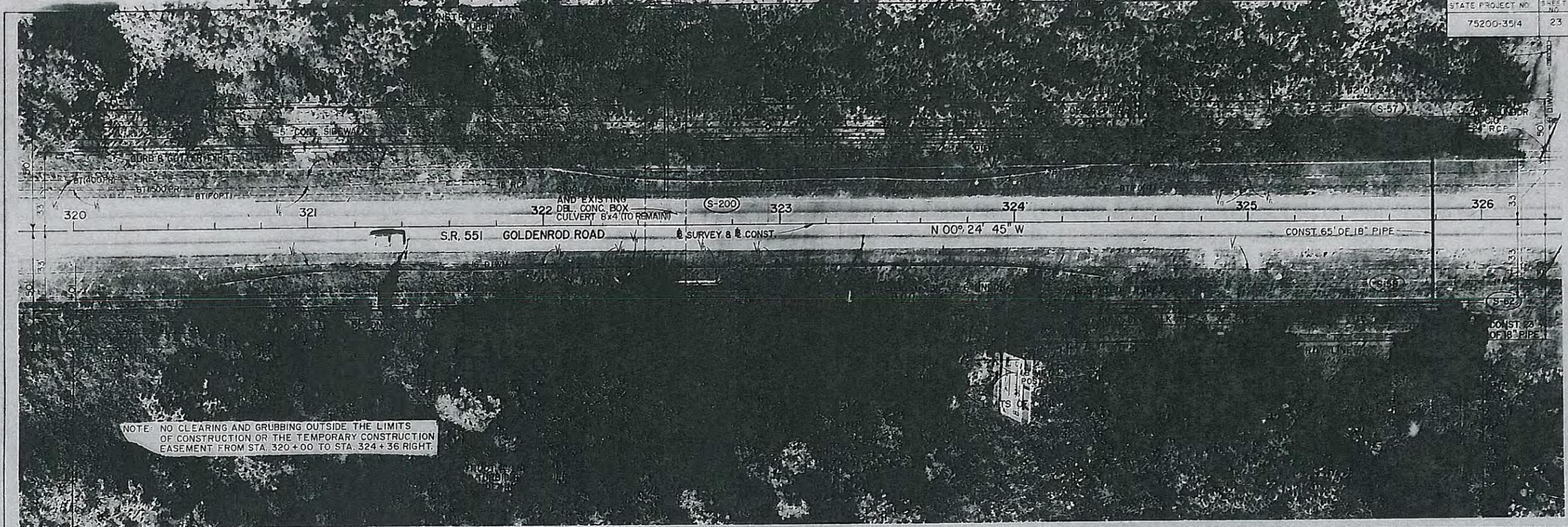
BM # 32
CORNER OF CONC. WALK OF ENTRANCE OF
WESTERN WASTE INDUSTRIES, INC. OF FLA.
146.50' LT.; STA. 317+1.90
ELEV. 85.25

REVISIONS				REVISIONS				REVISIONS				REVISIONS			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	APPROVED BY	DATE

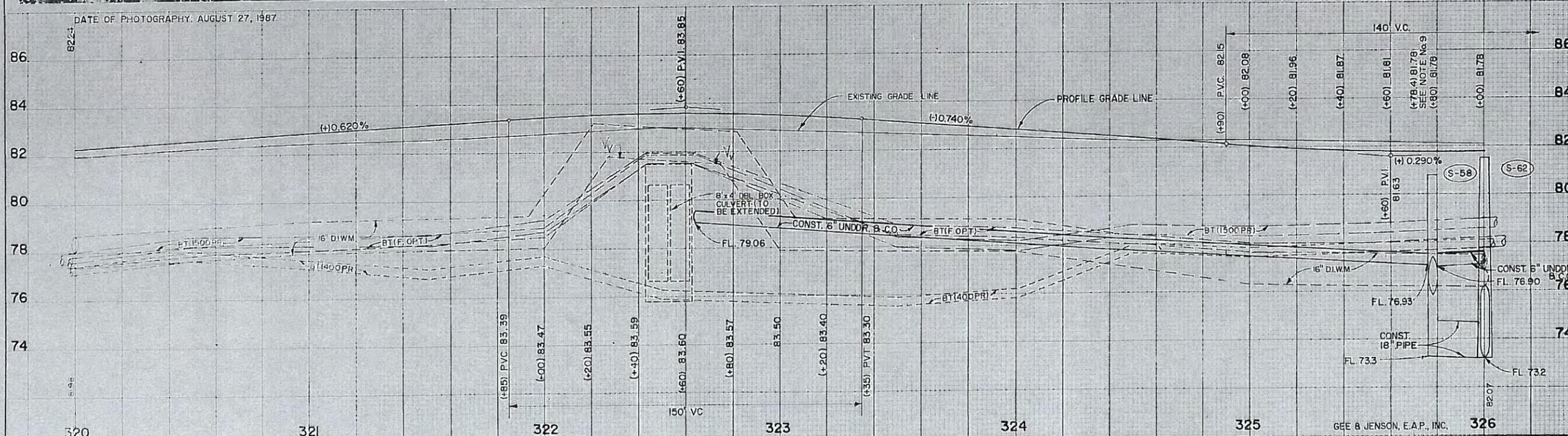
STATE ROAD 551
PLAN & PROFILE
STA. 314+00 TO STA. 320+00

Handwritten signature and date:
2/2/93



NOTE: NO CLEARING AND GRUBBING OUTSIDE THE LIMITS OF CONSTRUCTION OR THE TEMPORARY CONSTRUCTION EASEMENT FROM STA. 320+00 TO STA. 324+36 RIGHT.

DATE OF PHOTOGRAPHY: AUGUST 27, 1987

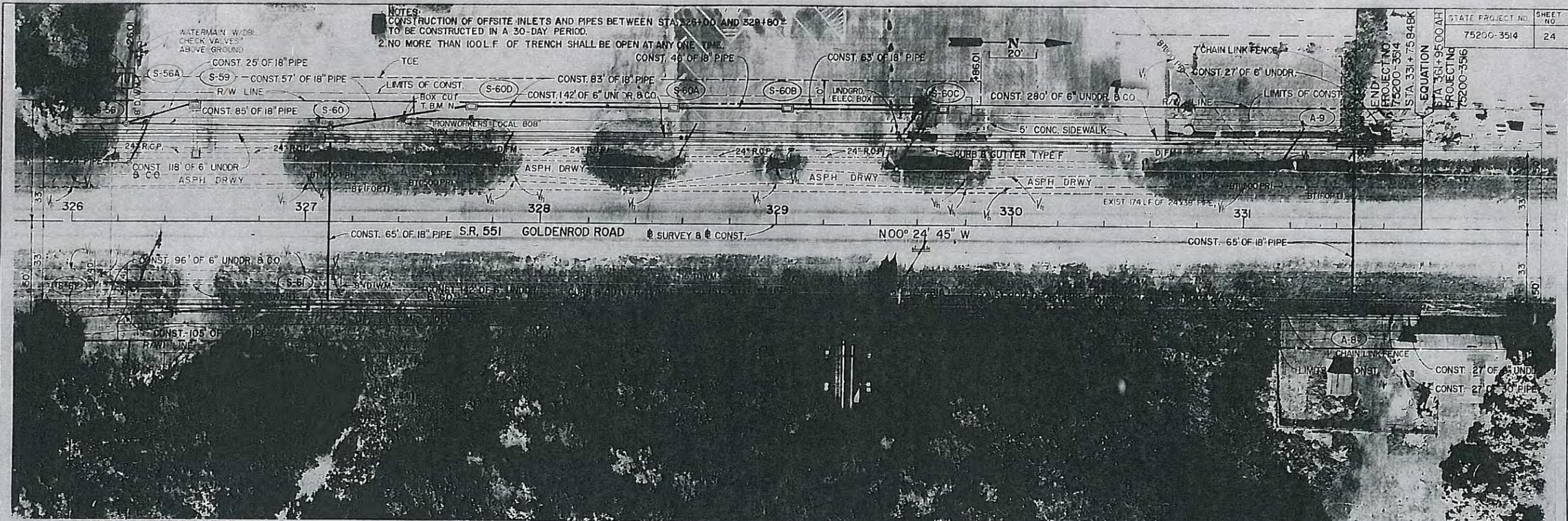


DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

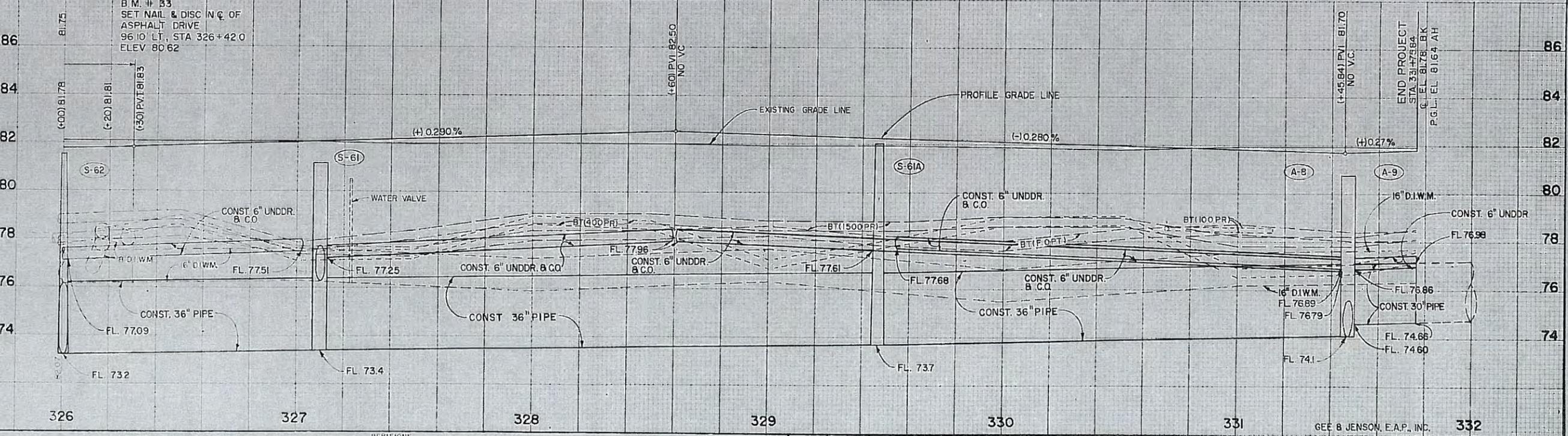
DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE	APPROVED BY	DATE
		3/23/87			3/23/87		
CHECKED BY		3/23/87	CHECKED BY		3/23/87		
SUPERVISED BY							

STATE ROAD 551
PLAN & PROFILE
STA. 320+00 TO STA. 326+00

Handwritten signature and date:
3/23/87



DATE OF PHOTOGRAPHY: AUGUST 27, 1987

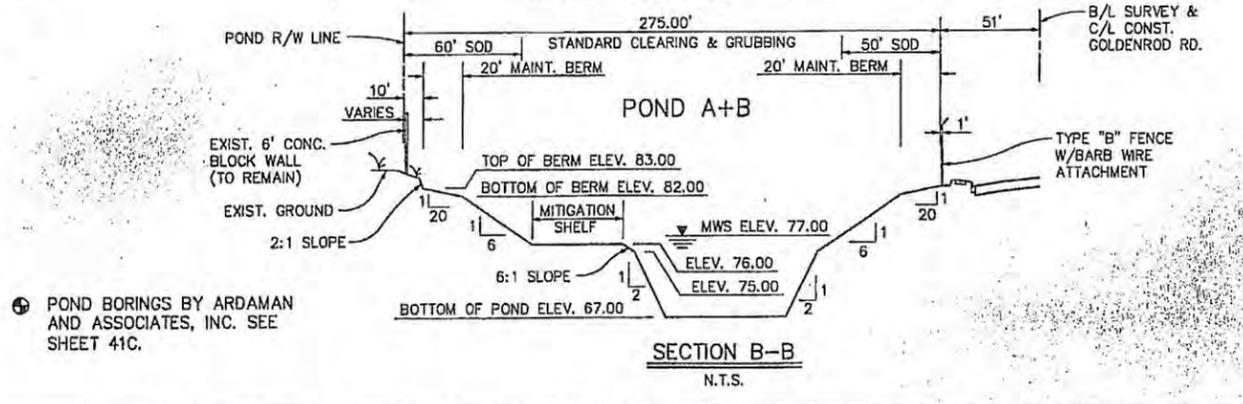
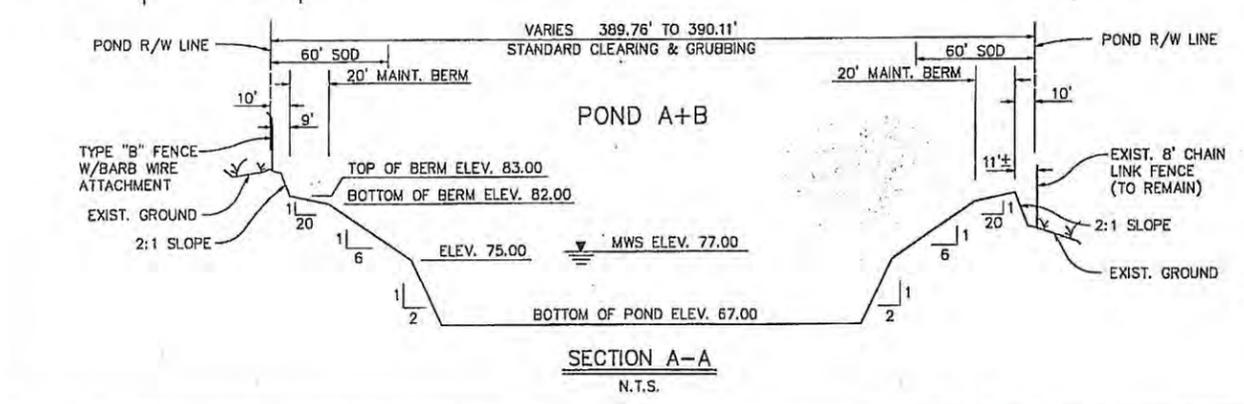
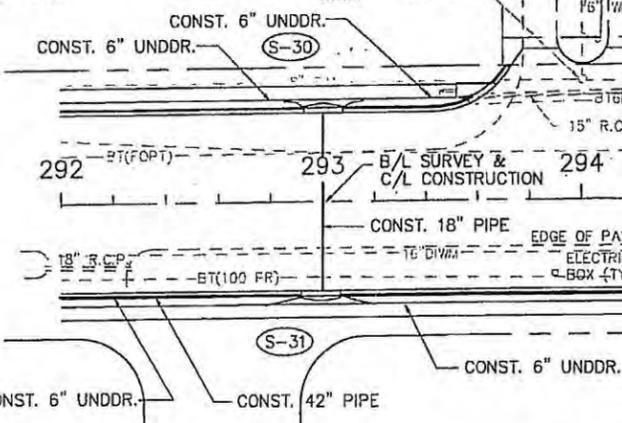
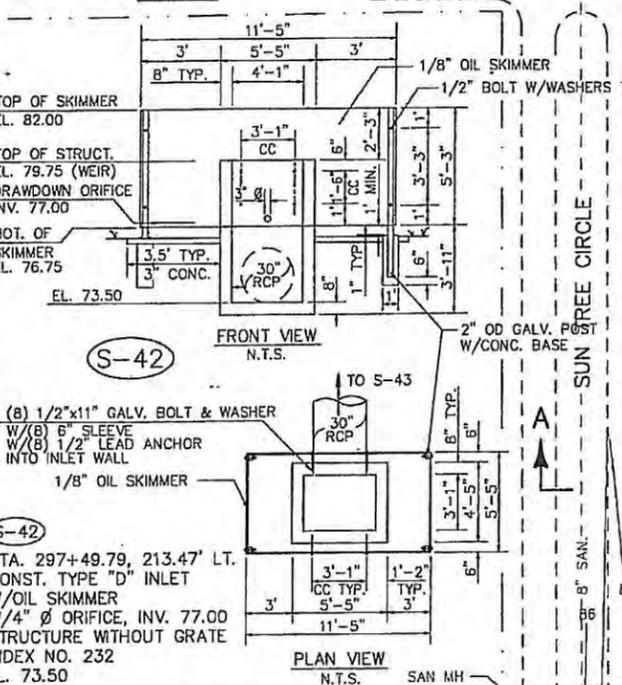
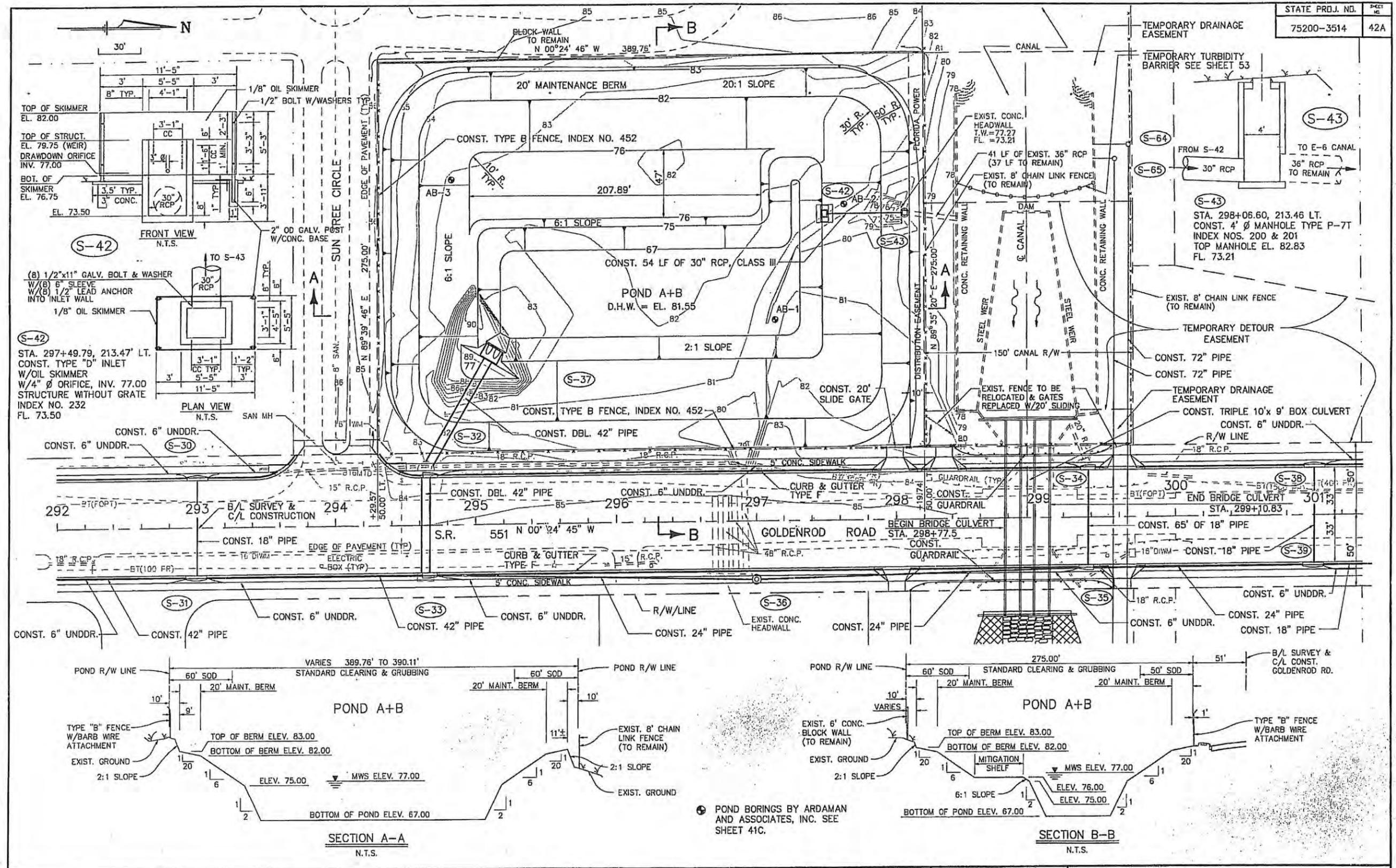


REVISIONS				DESIGNED				CHECKED				SUPERVISED			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
		3/23/87			3/23/87
CHECKED BY		3/23/87	CHECKED BY		3/23/87
SUPERVISED BY			SUPERVISED BY		

FLORIDA DEPARTMENT OF TRANSPORTATION
**STATE ROAD 551
 PLAN & PROFILE**
 STA. 326+00 TO STA. 331+75.84

[Handwritten signature]
 3/23/87



⊕ POND BORINGS BY ARDAMAN AND ASSOCIATES, INC. SEE SHEET 41C.

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

GEE & JENSON
 ENGINEERS ARCHITECTS PLANNERS INC.
 ORLANDO FLORIDA

DESIGNED BY	DATE	DESIGNED BY	DATE
JWS	2/11/93	SAD	2/11/93
CHECKED BY	DATE	CHECKED BY	DATE
JWS	2/11/93	JWS	2/11/93

FLORIDA DEPARTMENT OF TRANSPORTATION
 APPROVED BY: _____ DATE: _____

STATE ROAD 551
 RETENTION POND A+B

SCALE: 1"=30'

NO. 100-100
 2/23/93

TEMPORARY DRAINAGE EASEMENT
 TEMPORARY TURBIDITY BARRIER SEE SHEET 53

WETLAND PLANTING LIST

NOTE:
 WETLAND PLANTINGS TO BE DONE BY OTHERS. SPECIAL CONTRACT PROVISIONS REGARDING SECTION 120 AND 580 OF THE STANDARD SPECIFICATIONS APPLY TO CONSTRUCTION AND PLANTING OF THIS AREA.

ZONE 1 (0.30 AC) ELEV. 75 TO ELEV. 77

PLANT SPECIES	SIZE	SPACING
PICKERELWEED	PONTEDARIA CORDATA 4" PLUG OR BARE ROOT	2' O.C.
ARROWHEAD	SAGITTARIA LATIFOLIA 4" PLUG OR BARE ROOT	2' O.C.
SOFT RUSH	JUNCUS EFFUSUS 4" PLUG OR BARE ROOT	2' O.C.
SPIKE RUSH	ELEOCHARIS BALDWINII 4" PLUG OR BARE ROOT	2' O.C.

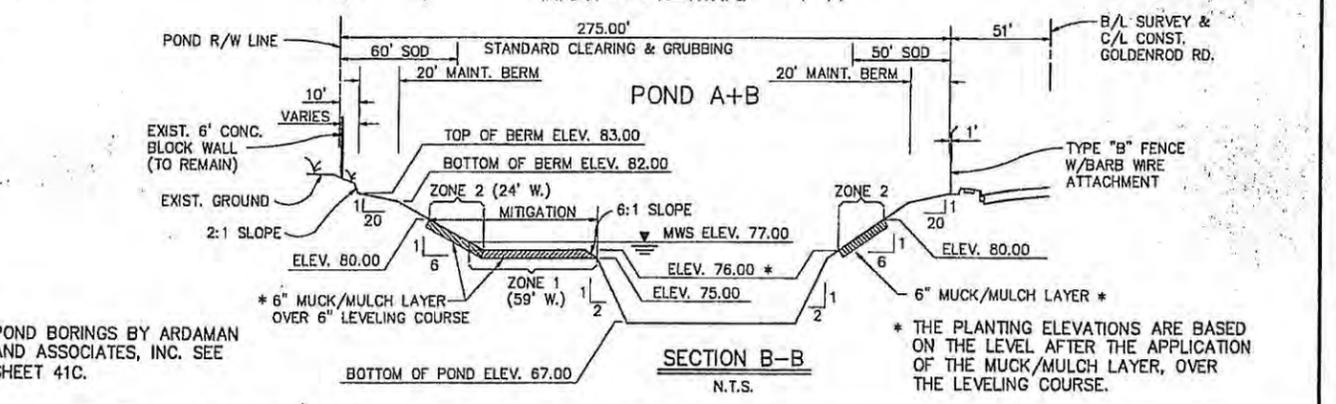
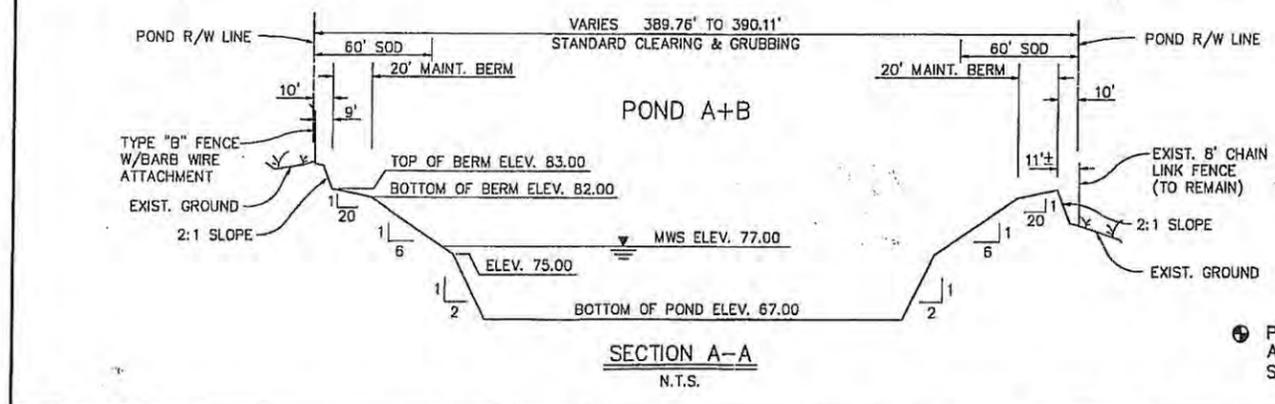
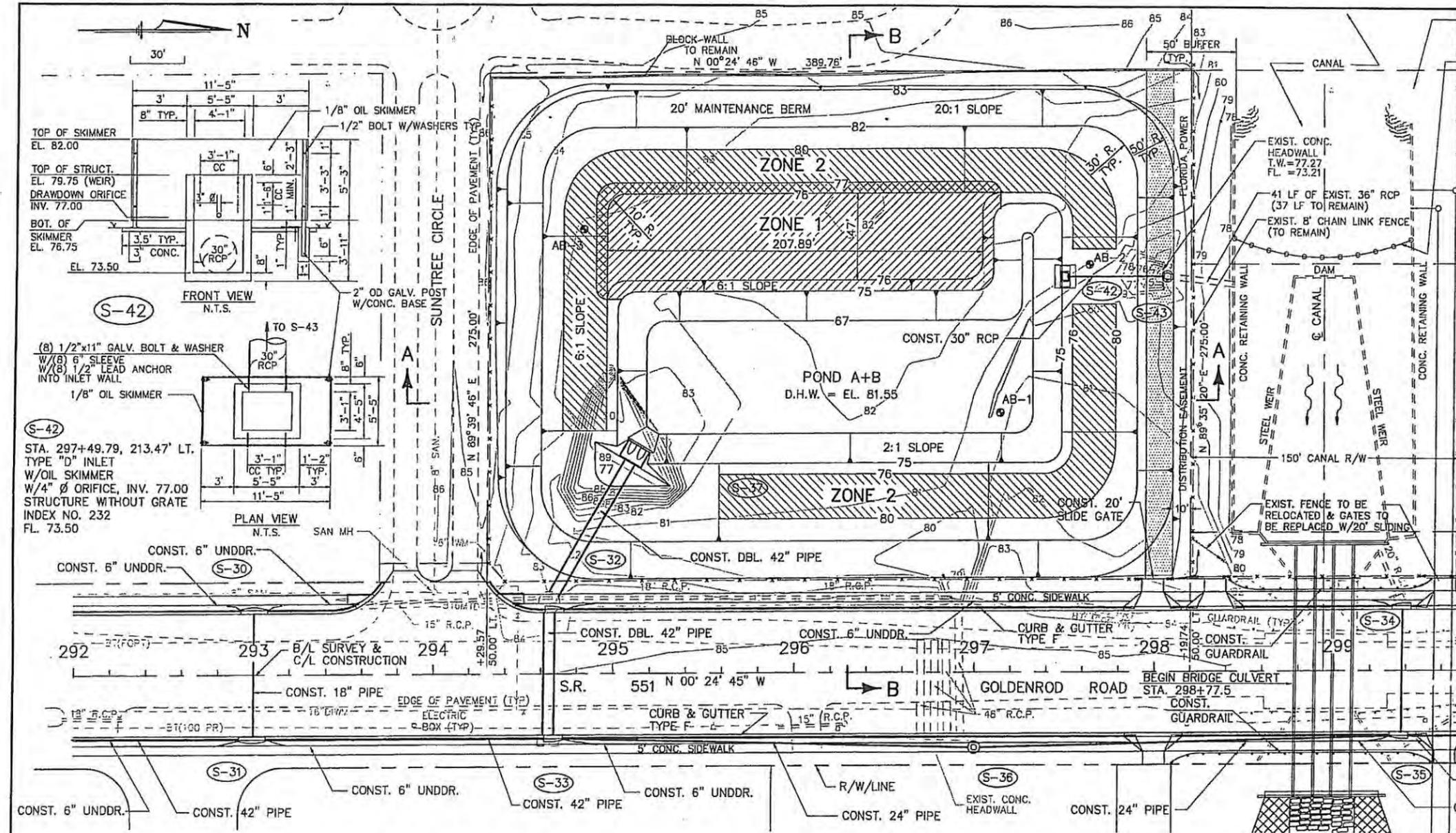
ZONE 2 (0.50 AC) ELEV. 76 TO ELEV. 80

PLANT SPECIES	SIZE	SPACING
CYPRESS	TAXODIUM SP. 4'	6' O.C.
RED MAPLE	ACER RUBRUM 4'	6' O.C.
SWEET BAY	MAGNOLIA VIRGINIANA 4'	6' O.C.
DAHOON HOLLY	ILEX CASSINE 4'	6' O.C.
WAX MYRTLE	MYRTICA CERIFERA 1.5'	5' O.C.
CORDGRASS	SPARTINA BAKERI 4" PLUG OR BARE ROOT	2' O.C.

PLANT INSTALLATION
 THE PLANTS WILL BE CLUSTERED TO EMULATE NATURAL CONDITIONS AT THE APPROPRIATE GROUND ELEVATION DEPENDANT UPON THE SPECIES. A 6" MUCK/MULCH LAYER WILL BE INSTALLED WITHIN THE PLANTING ZONE. THE MUCK/MULCH LAYER SOURCE WILL BE PRE-INSPECTED AND APPROVED TO BE FREE OF MONOTYPIC INVASIVE SPECIES. NO PLANTINGS WILL OCCUR WITHIN THE VICINITY OF THE INFLOW AND OUTFLOW STRUCTURES. * ALL FORESTED SPECIES WILL BE PLANTED PRIMARILY ON THE 6:1 SIDE SLOPE AREA.

* WAX MYRTLE WILL BE PLANTED AT THE LANDWARD EDGE OF THE MITIGATION ZONE AND ALSO PRIMARILY ADJACENT TO THE EXISTING E-6 CANAL.

RIPIARIAN HABITAT PROTECTION ZONE ENCROACHMENT AREA (0.16 AC.)



⊕ POND BORINGS BY ARDAMAN AND ASSOCIATES, INC. SEE SHEET 41C.

* THE PLANTING ELEVATIONS ARE BASED ON THE LEVEL AFTER THE APPLICATION OF THE MUCK/MULCH LAYER, OVER THE LEVELING COURSE.

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

GEE & JENSON
 ENGINEERS ARCHITECTS PLANNERS INC.
 ORLANDO FLORIDA

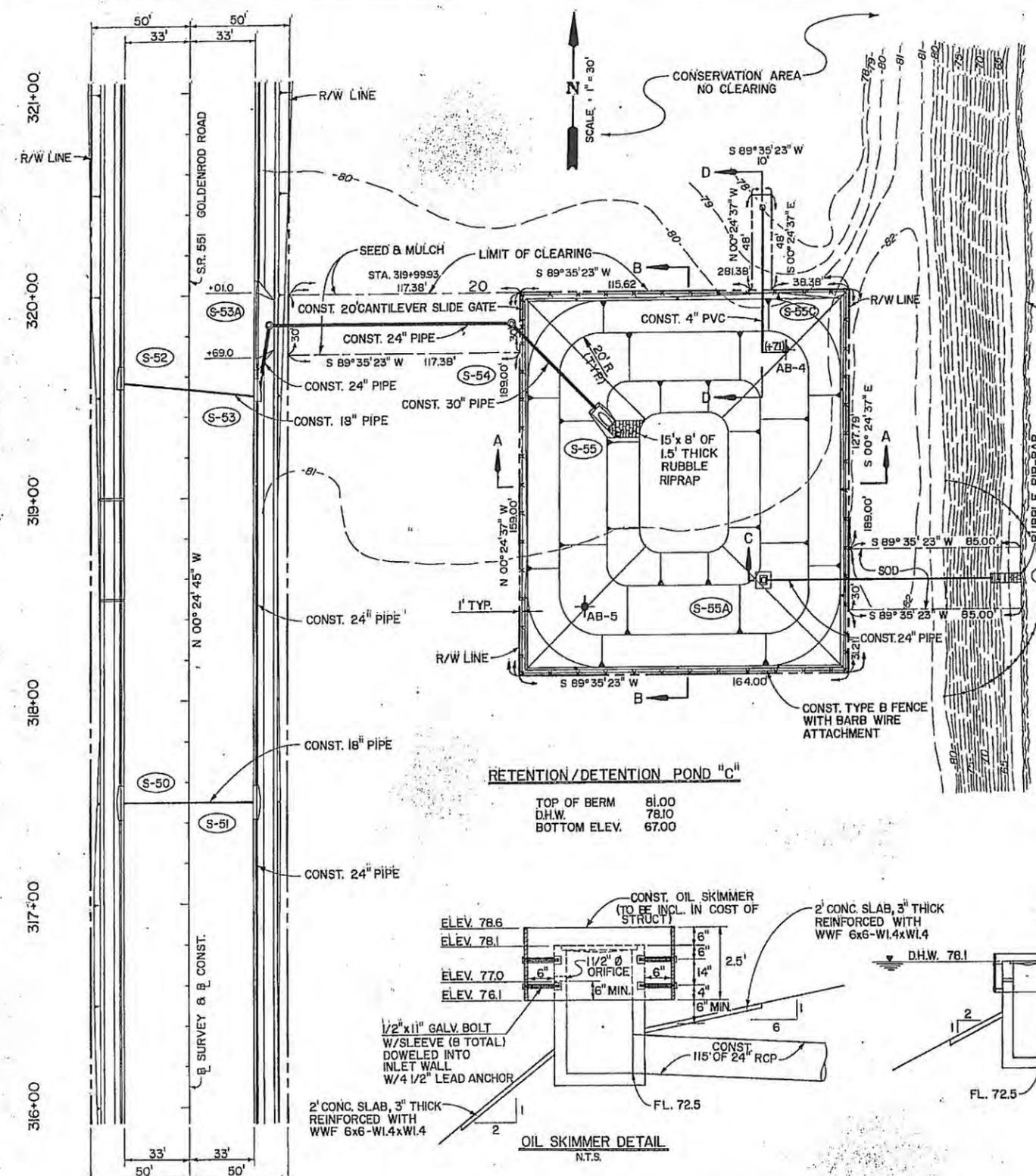
DESIGNED BY	DATE	DESIGNED BY	DATE
JW	2/11/93	CAD	
CHECKED BY	DATE	CHECKED BY	DATE
JBF	2/11/93	JBF	2/11/93
SUPERVISED BY	DATE	SUPERVISED BY	DATE

FLORIDA DEPARTMENT OF TRANSPORTATION
 APPROVED BY: _____ DATE: _____

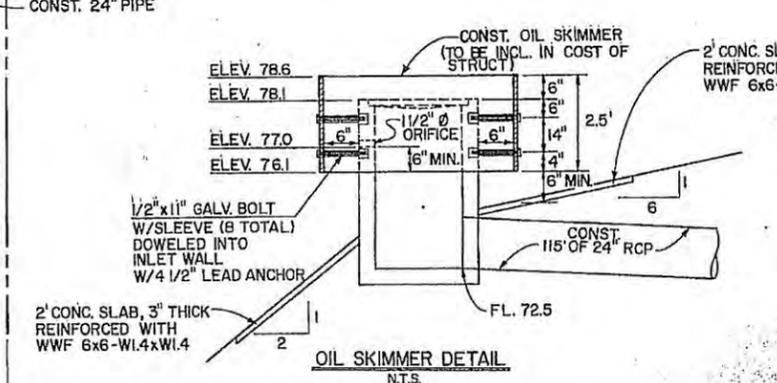
STATE ROAD 551
 MITIGATION PLAN - POND A+B

SCALE: 1" = 30'

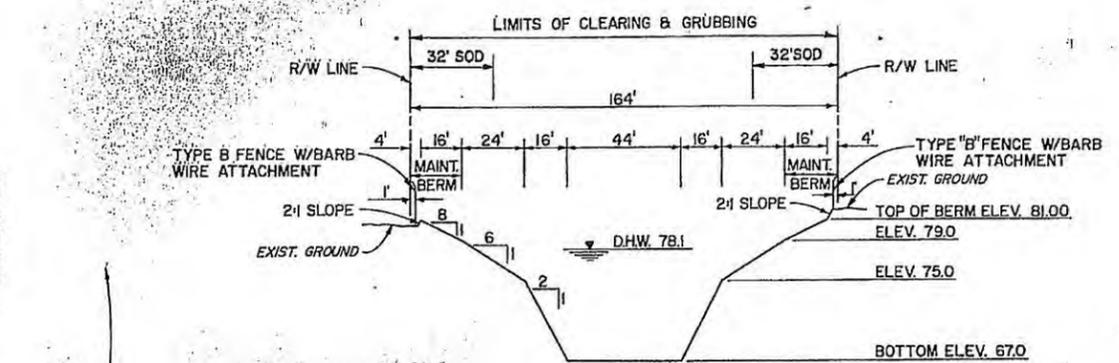
[Handwritten signature]
 2/25/93



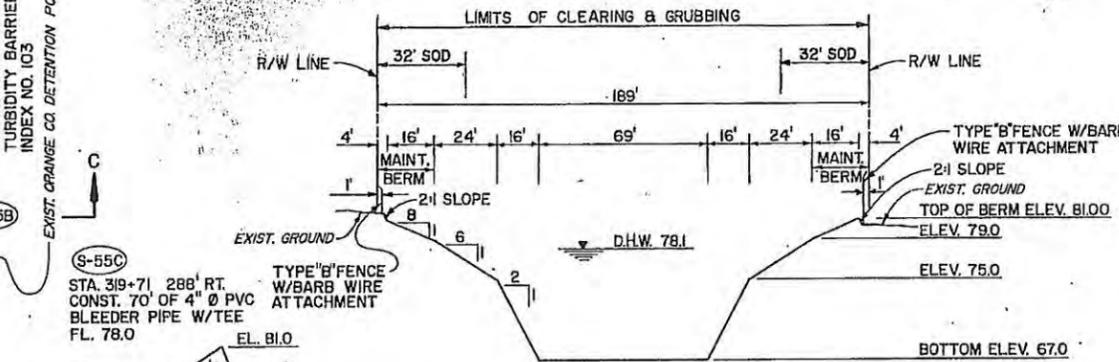
RETENTION/DETENTION POND "C"
 TOP OF BERM 81.00
 D.H.W. 78.10
 BOTTOM ELEV. 67.00



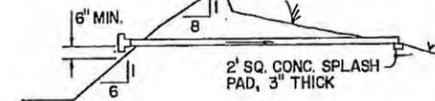
OIL SKIMMER DETAIL
 N.T.S.



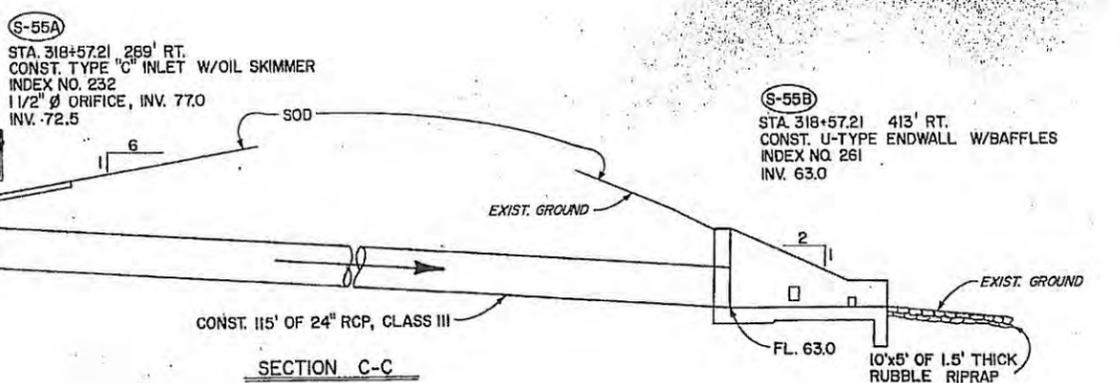
SECTION A-A
 N.T.S.



SECTION B-B
 N.T.S.



SECTION D-D
 N.T.S.

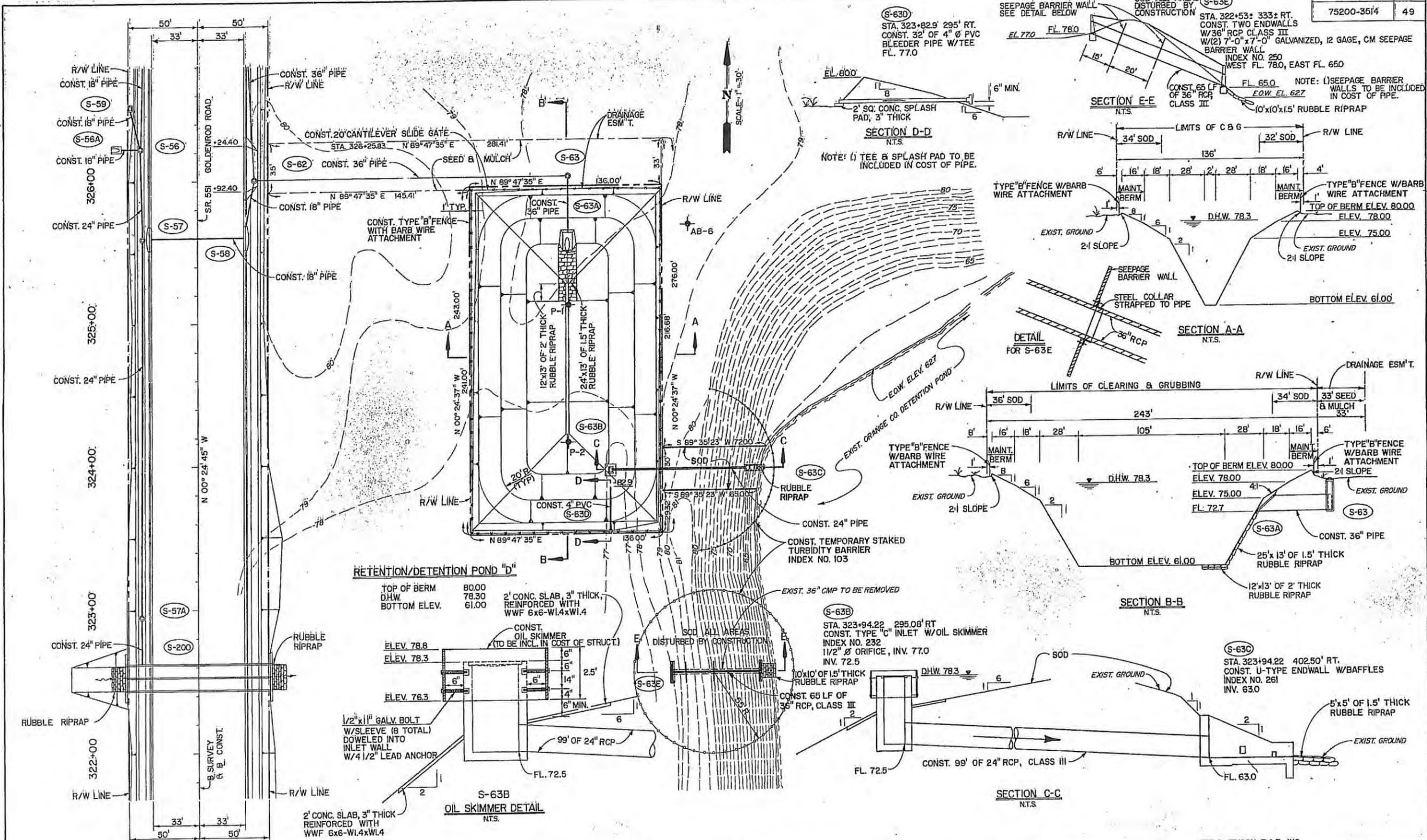


SECTION C-C
 N.T.S.

REVISIONS				REVISIONS				NAME		DATE		FLORIDA DEPARTMENT OF TRANSPORTATION	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	

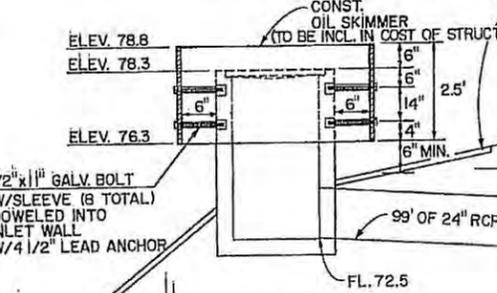
GEE & JENSON, E.A.P., INC.
 S.R. 551 GOLDENROD ROAD
 RETENTION/DETENTION POND "C"

[Handwritten signature]
 3/23/89



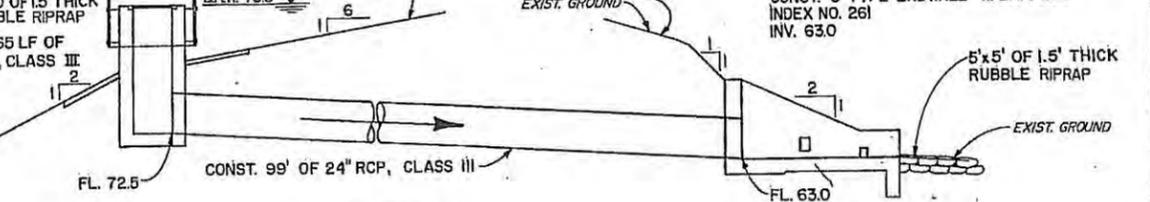
RETENTION/DETENTION POND "D"

TOP OF BERM	80.00	2' CONC. SLAB, 3" THICK, REINFORCED WITH WWF 6x6-W1.4xW1.4
D.H.W.	78.30	
BOTTOM ELEV.	61.00	



S-63B OIL SKIMMER DETAIL
NTS.

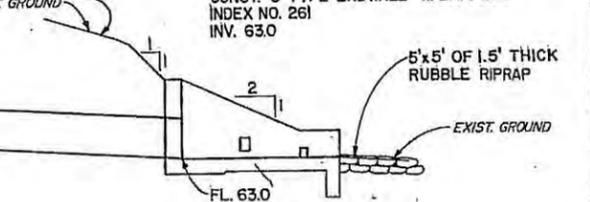
S-63B
STA. 323+94.22 295.08' RT
CONST. TYPE "C" INLET W/OIL SKIMMER
INDEX NO. 232
1/2" Ø ORIFICE, INV. 77.0
INV. 72.5



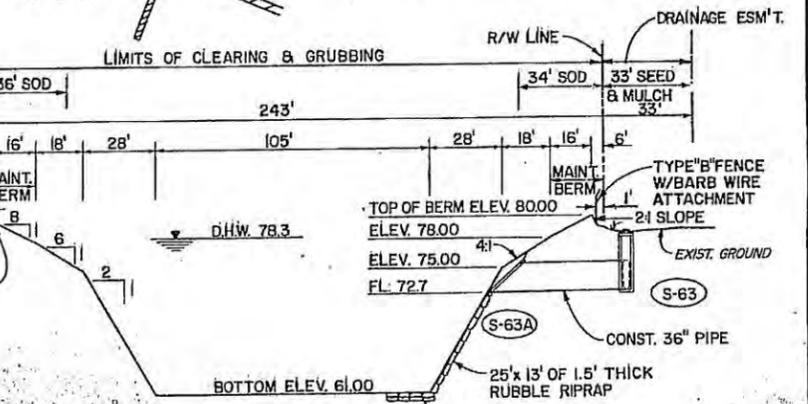
SECTION C-C
NTS.

SECTION B-B

S-63C
STA. 323+94.22 402.50' RT.
CONST. U-TYPE ENDWALL W/BAFFLES
INDEX NO. 261
INV. 63.0



SECTION B-B
NTS.

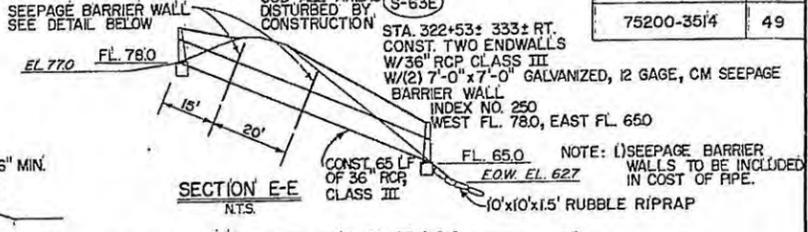


SECTION A-A
NTS.

SECTION D-D
NTS.
NOTE: (1) TEE & SPLASH PAD TO BE INCLUDED IN COST OF PIPE.



SECTION D-D
NTS.



SECTION E-E
NTS.

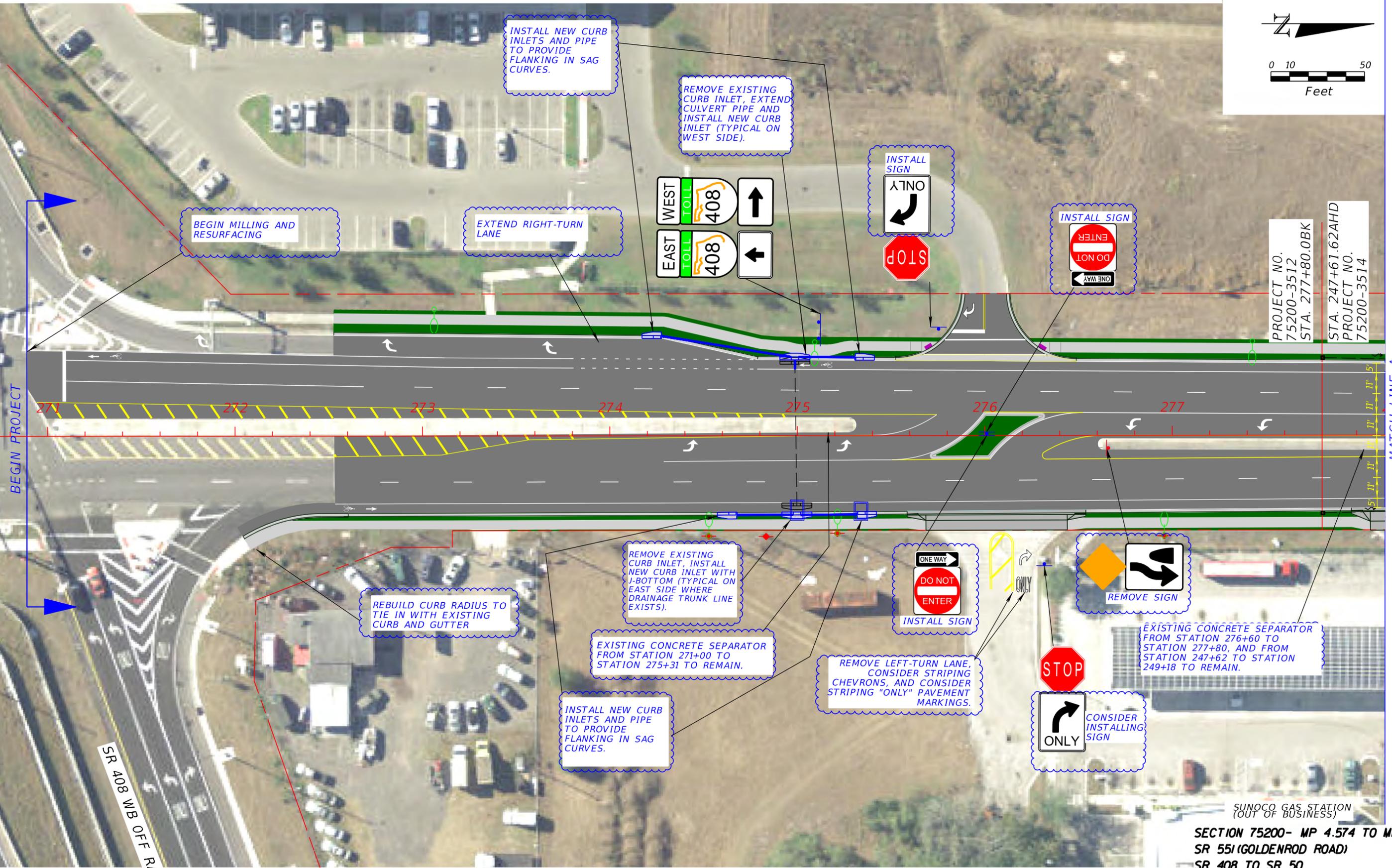
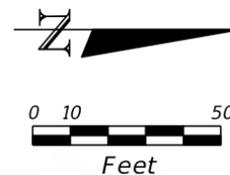
REVISIONS				DESIGNER				DRAWN				CHECKED				APPROVED			
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		

GEE & JENSON, E.A.P., INC.
S.R. 551 GOLDENROD ROAD
RETENTION/DETENTION POND "D"

[Handwritten signature]
3/23/89

APPENDIX G

IMPROVEMENT DIAGRAM



Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

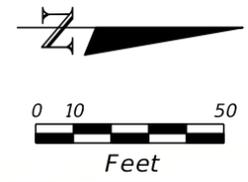
Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive
 DelBary, FL 32715
 Phone: 386.753.0558
 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

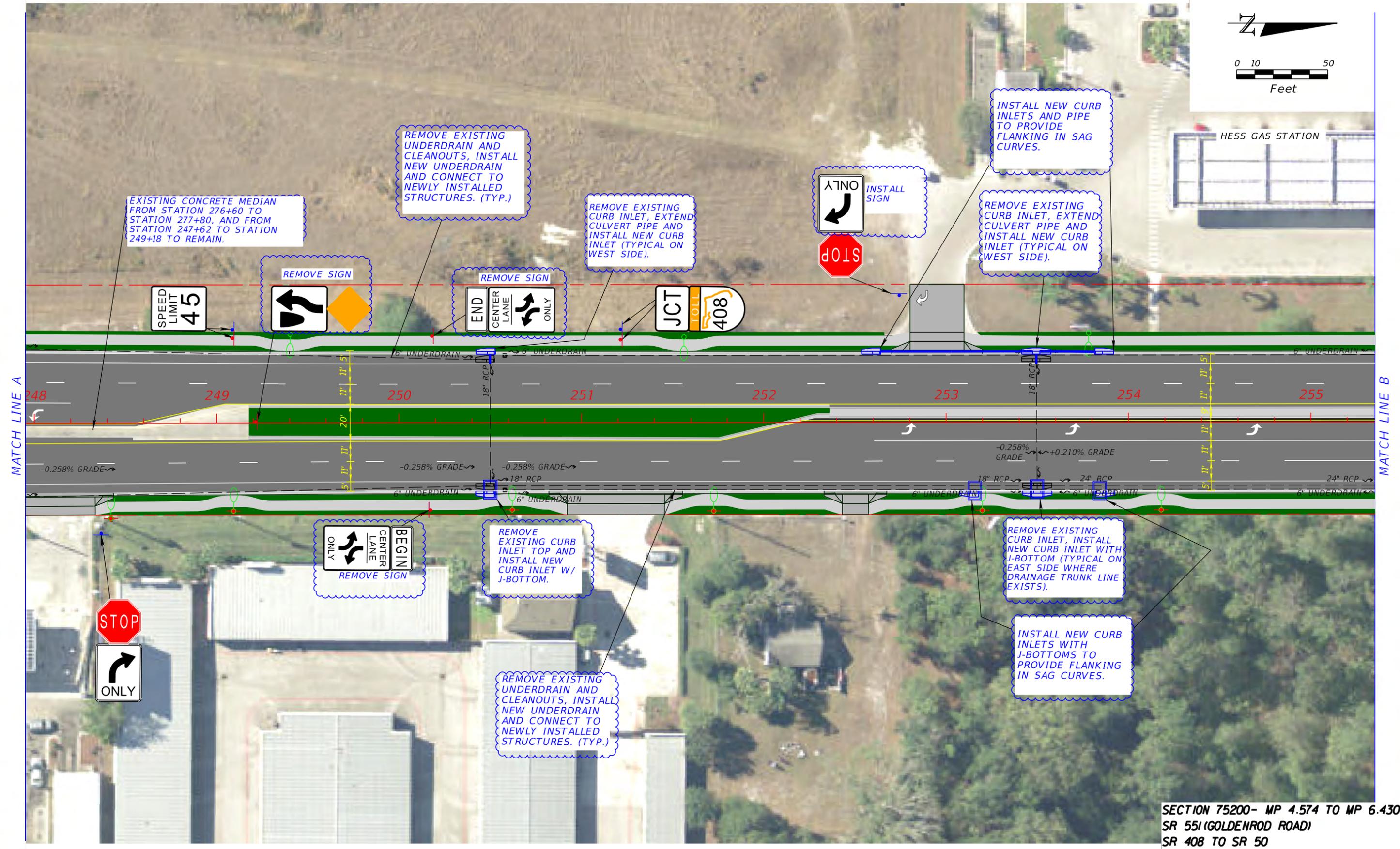
APPENDIX G
 IMPROVEMENT DIAGRAM

SHEET NO.
 1

SECTION 75200- MP 4.574 TO MP 6.430
 SR 55I (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA



HESS GAS STATION



SECTION 75200- MP 4.574 TO MP 6.430
 SR 551(GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

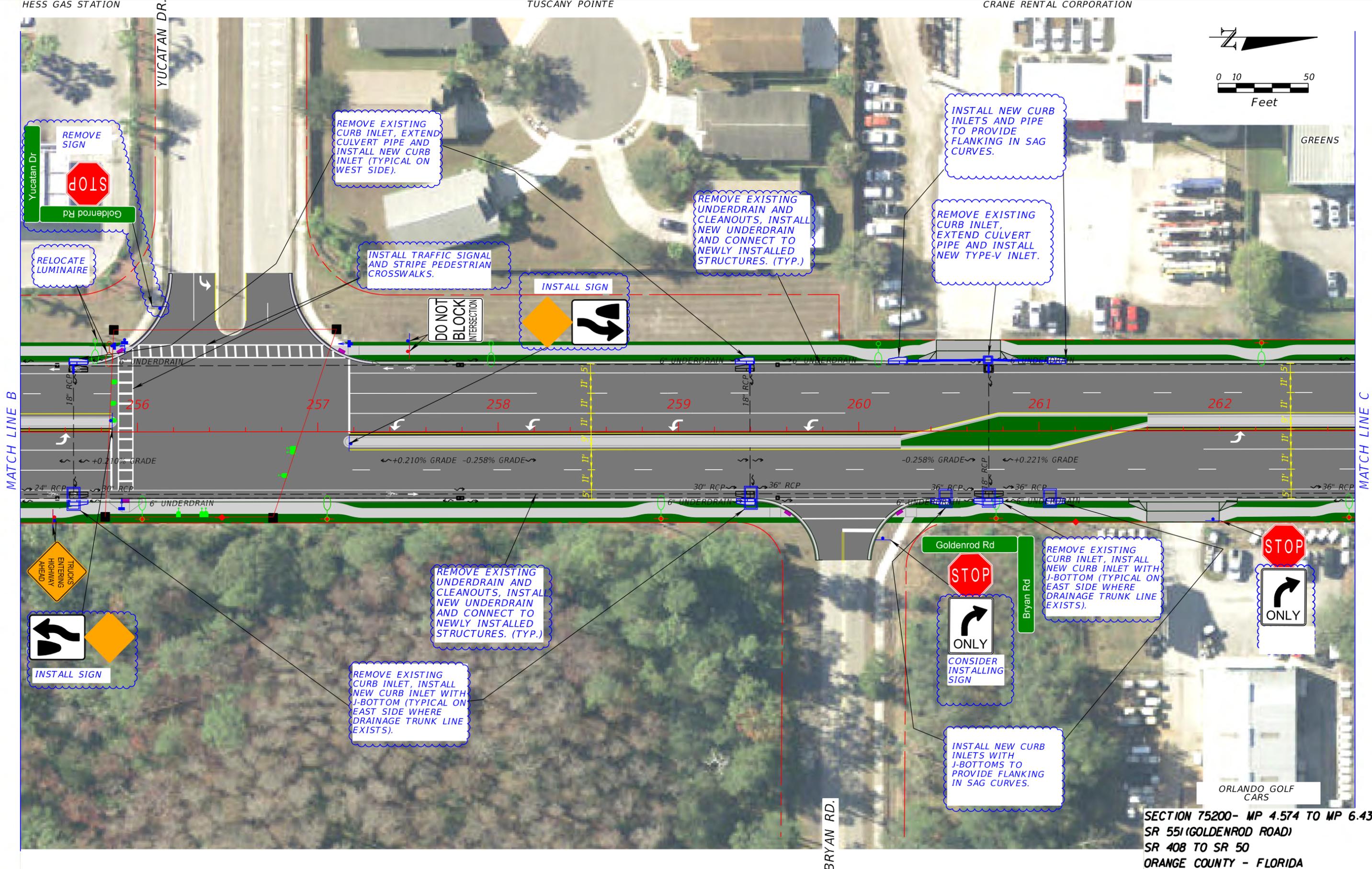
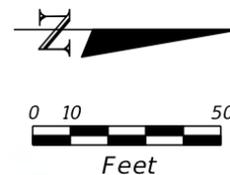
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive
 DelBary, FL 32715
 Phone: 386.753.0558
 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX G
 IMPROVEMENT DIAGRAM

SHEET NO.
 2



MATCH LINE B

MATCH LINE C

YUCATAN DR.

BRYAN RD.

Goldenrod Rd

Bryan Rd

ORLANDO GOLF CARS

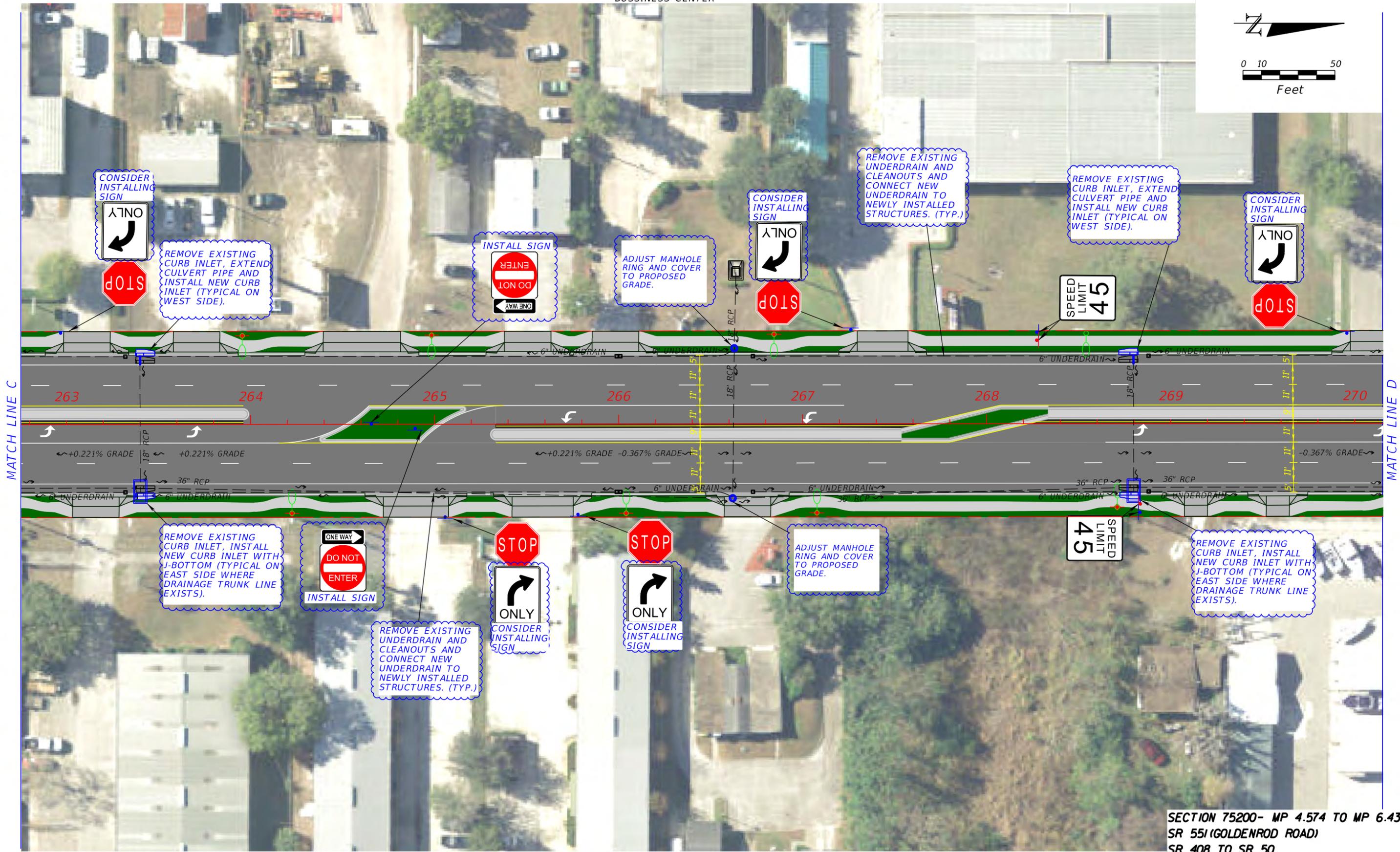
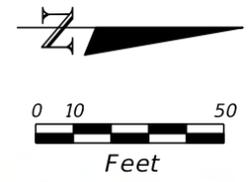
SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
3

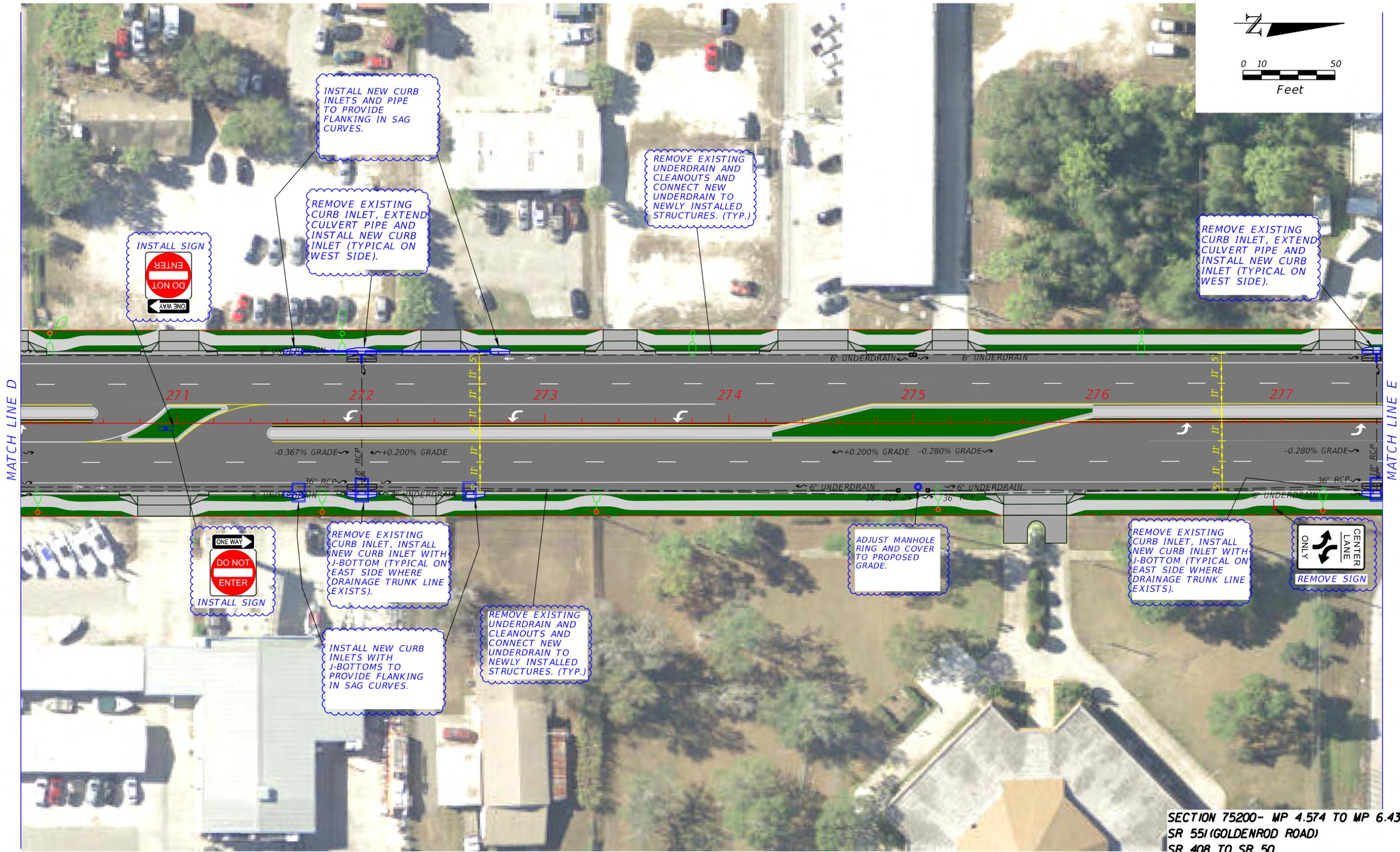
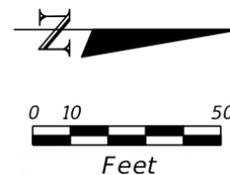


MATCH LINE C

MATCH LINE D

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

ALUMA TRIM INC	BUSINESS CENTER	BUSINESS CENTER	A TOUCH FROM HEAVEN	RESIDENTIAL HOME	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	APPENDIX G IMPROVEMENT DIAGRAM	SHEET NO. 4
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet	Traffic Engineering Data Solutions, Inc. 80 Spring Vista Drive DeBary, FL 32715 Phone: 386.753.0558 Fax: 386.753.0778		
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet			
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole			
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole			
				Mitered End Section			



INSTALL NEW CURB INLETS AND PIPE TO PROVIDE FLANKING IN SAG CURVES.

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

INSTALL NEW CURB INLETS WITH J-BOTTOMS TO PROVIDE FLANKING IN SAG CURVES.

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

ADJUST MANHOLE RING AND COVER TO PROPOSED GRADE.

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

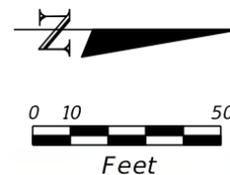
SHEET NO.
5

UHAUL

BOB'S HOBBY CENTER

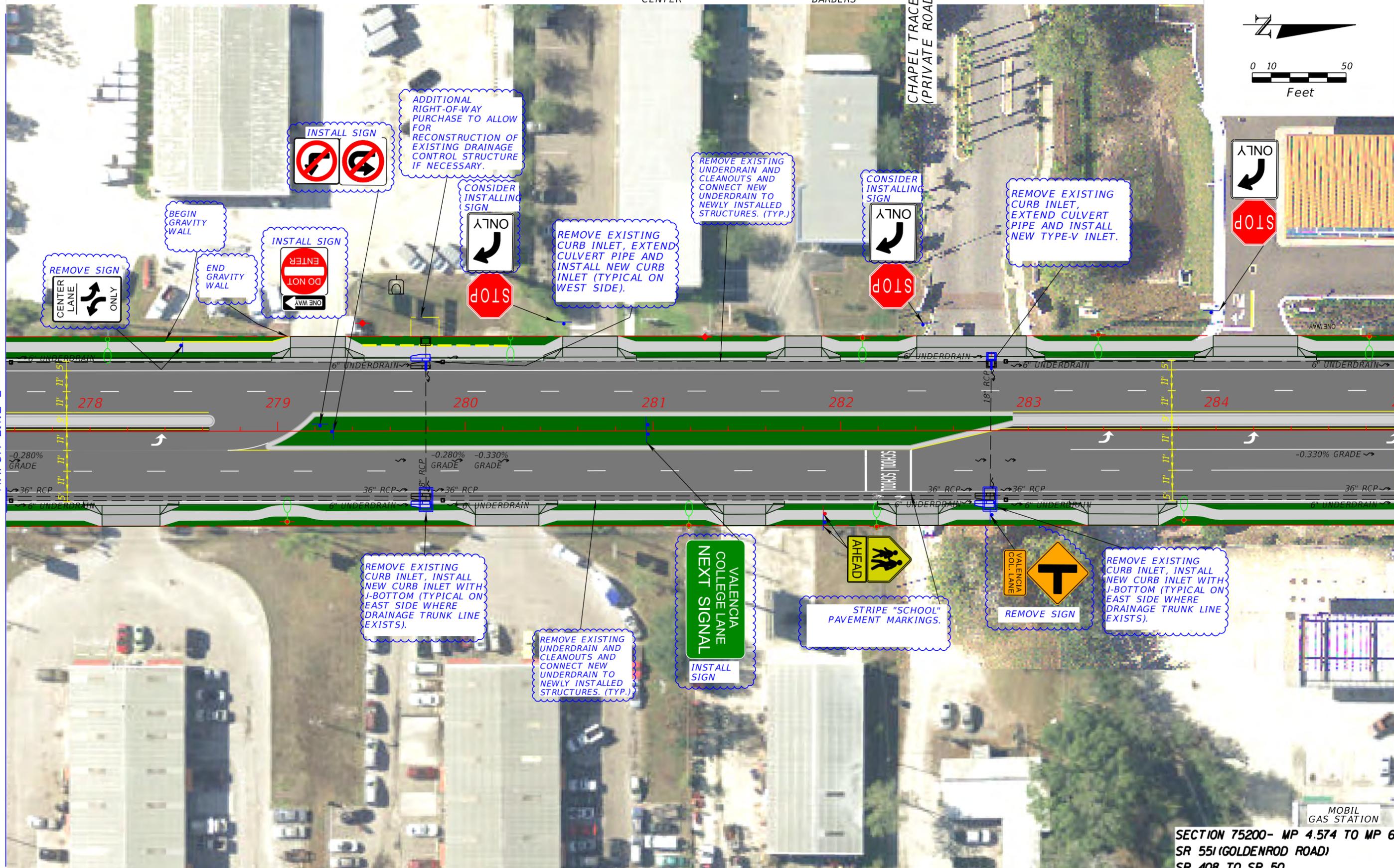
MUFFLERS & BARBERS

CHAPEL TRACE (PRIVATE ROAD)



MATCH LINE E

MATCH LINE F



INSTALL SIGN
[Sign: No Left Turn, No Right Turn]

ADDITIONAL RIGHT-OF-WAY PURCHASE TO ALLOW FOR RECONSTRUCTION OF EXISTING DRAINAGE CONTROL STRUCTURE IF NECESSARY.

CONSIDER INSTALLING SIGN
[Sign: One Way]

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

CONSIDER INSTALLING SIGN
[Sign: One Way]

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW TYPE-V INLET.

[Sign: One Way] STOP

REMOVE SIGN
[Sign: Center Lane Only]

BEGIN GRAVITY WALL
END GRAVITY WALL

INSTALL SIGN
[Sign: Do Not Enter]

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

STOP

-0.280% GRADE

-0.280% GRADE -0.330% GRADE

-0.330% GRADE

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

VALENCIA COLLEGE LANE NEXT SIGNAL
INSTALL SIGN

STRIPE "SCHOOL" PAVEMENT MARKINGS.

REMOVE SIGN
[Sign: Valencia Coll. Lane]

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

MOBIL GAS STATION

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

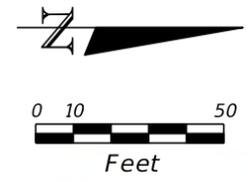
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
6

WAWA GAS STATION

GOLDENPOINT BLVD. (PRIVATE ROAD)



MATCH LINE F

MATCH LINE G

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

EXISTING SPAN WIRE TRAFFIC SIGNAL TO BE REPLACED AND RIGHT-OF-WAY IS TO BE PURCHASED FOR THE SOUTHWEST NORTHWEST AND NORTHEAST CORNERS' NEW SIGNAL POLES

INSTALL VEHICULAR DETECTION LOOPS FOR THE NORTH/SOUTH APPROACHES.

CONSTRUCT GRAVITY WALL

RESTRIPE PAVEMENT MARKINGS

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

STRIPE "SCHOOL" PAVEMENT MARKINGS.

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

REMOVE SIGN

VALENCIA COL. LANE

SPEED LIMIT 45

AHEAD



COLONIAL 9TH GRADE CENTER

INSTALL SIGN

REPLACE EXISTING CURB INLET WITH MANHOLE.

INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

INSTALL NEW CURB INLET WITH J-BOTTOM TO PROVIDE FLANKING IN SAG CURVES.

RELOCATE UTILITIES ON THE EAST SIDE OF THE INTERSECTION AND REMOVE PORTION OF EXISTING SCREEN WALL WITHIN RIGHT-OF-WAY PURCHASE AREA.

INSTALL SIGN

VALENCIA COLLEGE LN.

BETTY'S LAUGHING HORSE TAVERN

MOBIL GAS STATION

WAH LUM KUNG FU & TAI CHI

SECTION 75200- MP 4.574 TO MP 6.430
SR 55I (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

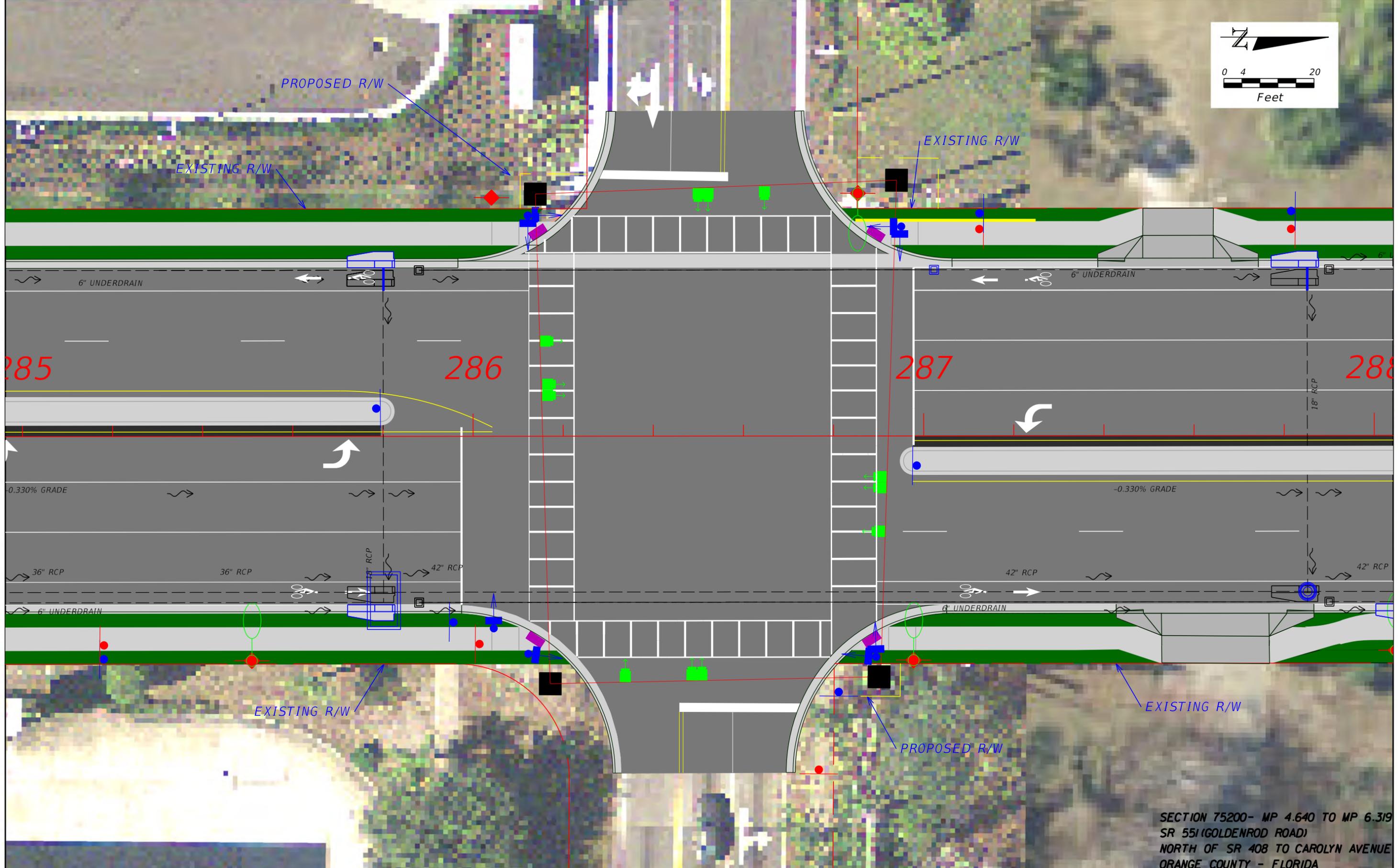
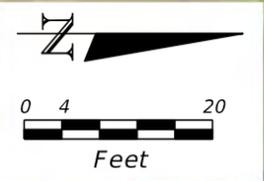
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DelBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
7



SECTION 75200- MP 4.640 TO MP 6.319
 SR 551 (GOLDENROD ROAD)
 NORTH OF SR 408 TO CAROLYN AVENUE
 ORANGE COUNTY - FLORIDA

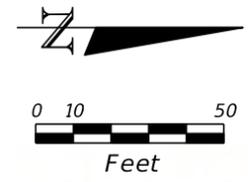
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32713 Fax: 386.753.0778

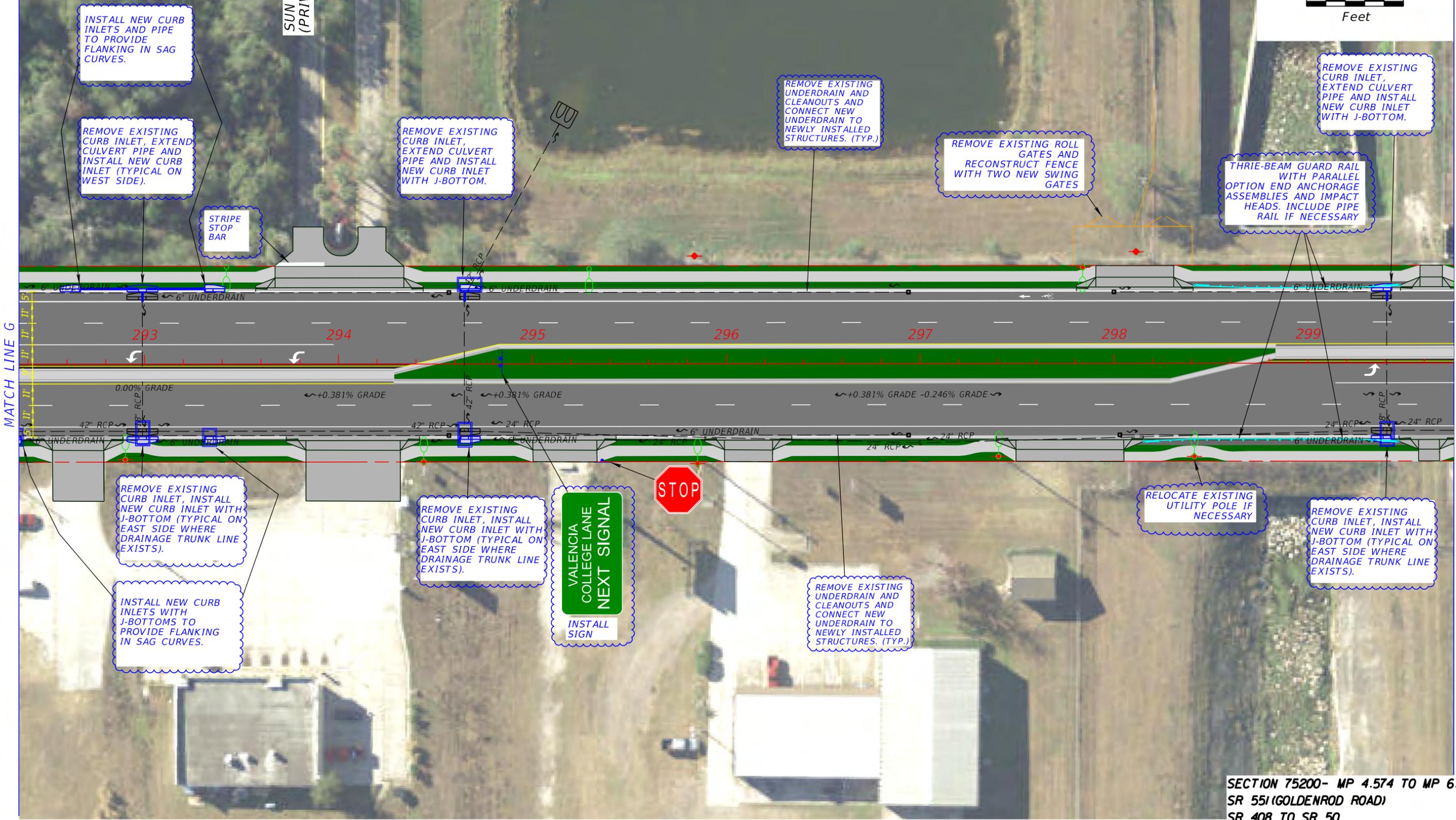
STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX G
 CLOSE UP VIEW OF RIGHT OF WAY
 NEEDS AT SR 551 AT VALENCIA COLLEGE LN

SHEET NO.
 7A



SUN TREE CIR.
(PRIVATE ROAD)



VALENCIA
COLLEGE LANE
NEXT SIGNAL
INSTALL SIGN



SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

EVANS FOOD MART MILLENNIUM BARBERSHOP

THREAD MILL INDUSTRIES

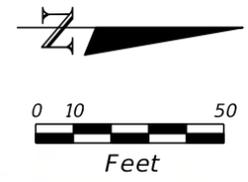
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive Phone: 386.753.0558
DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
8



AZALEA COVE CIRCLE

PRIVATE ROAD

INSTALL NEW CURB INLETS AND PIPE TO PROVIDE FLANKING IN SAG CURVES.

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

RELOCATE UTILITY POLE

CONSIDER INSTALLING SIGN



REMOVE LEFT-TURN LANE AND CONSIDER STRIPING CHEVRONS

INSTALL SIGN



REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

REMOVE SIGN

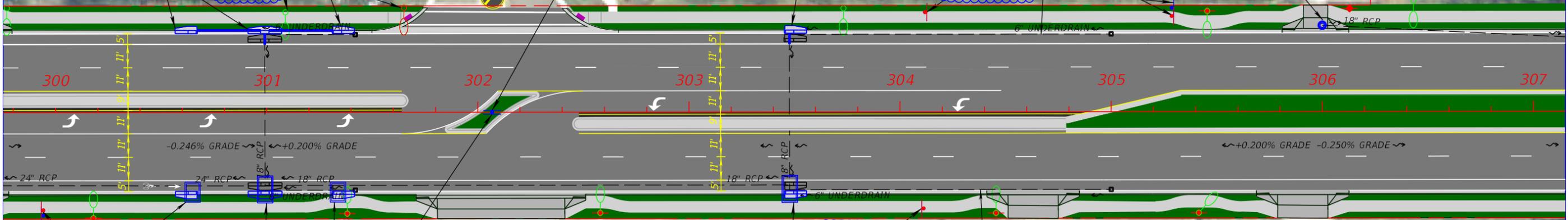


ADJUST MANHOLE RING AND COVER TO PROPOSED GRADE.



MATCH LINE H

MATCH LINE I



REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

INSTALL SIGN



INSTALL NEW CURB INLETS WITH J-BOTTOMS TO PROVIDE FLANKING IN SAG CURVES.

REMOVE LEFT-TURN LANE AND CONSIDER STRIPING CHEVRONS

STOP
ONLY
CONSIDER INSTALLING SIGN

REMOVE SIGN



REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

LEADERS PREPARATORY SCHOOL

ISLAMIC SOCIETY OF CENTRAL FLORIDA & HORIZONS CHILDCARE AND LEARNING CENTER

IGLESIA DE DIOS PENTECOSTALM

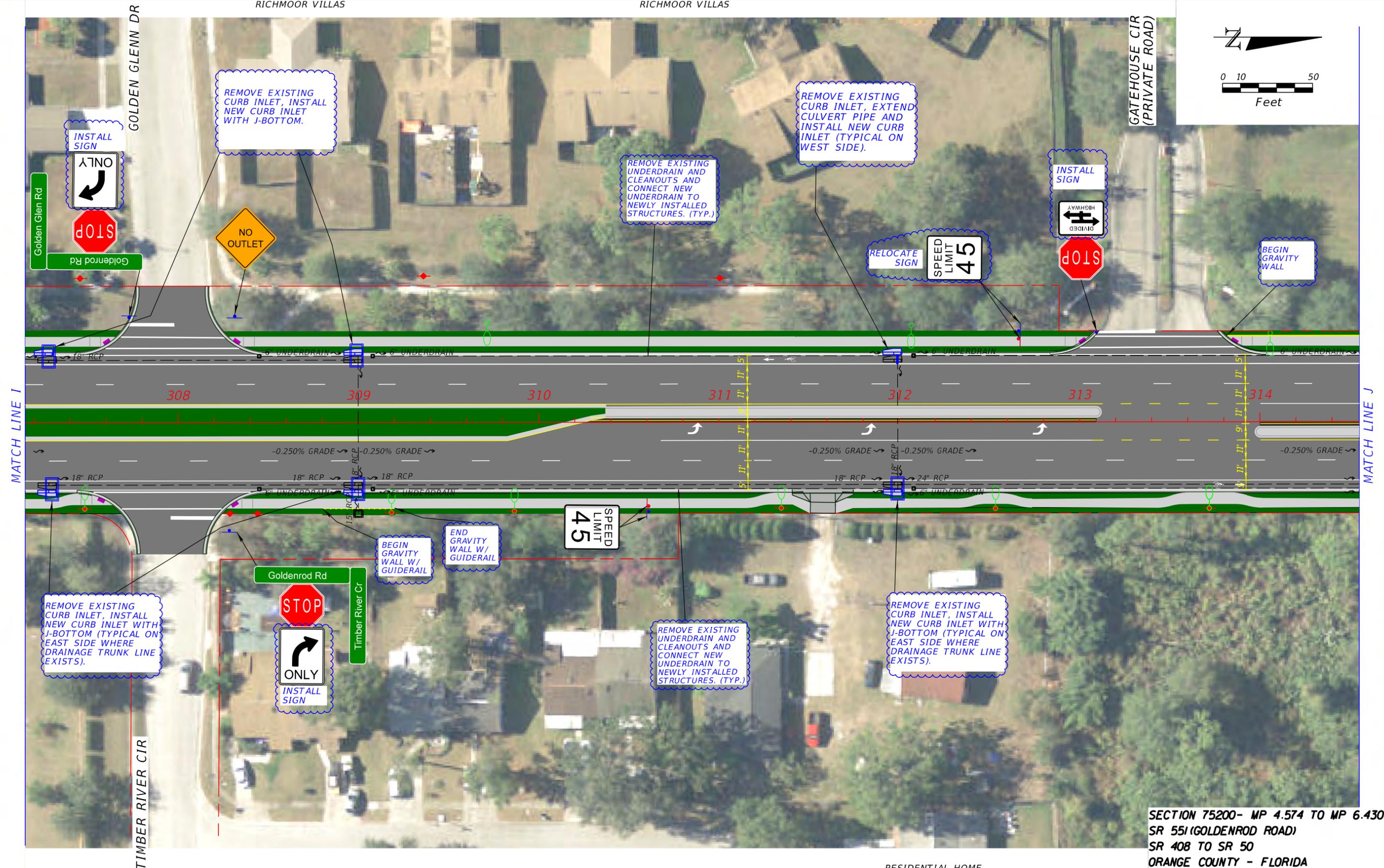
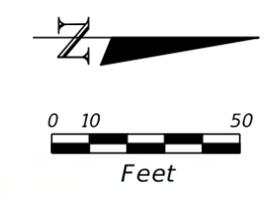
SECTION 75200- MP 4.574 TO MP 6.430
SR 55I (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, FL 32715
Phone: 386.753.0558
Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
9



MATCH LINE I

MATCH LINE J

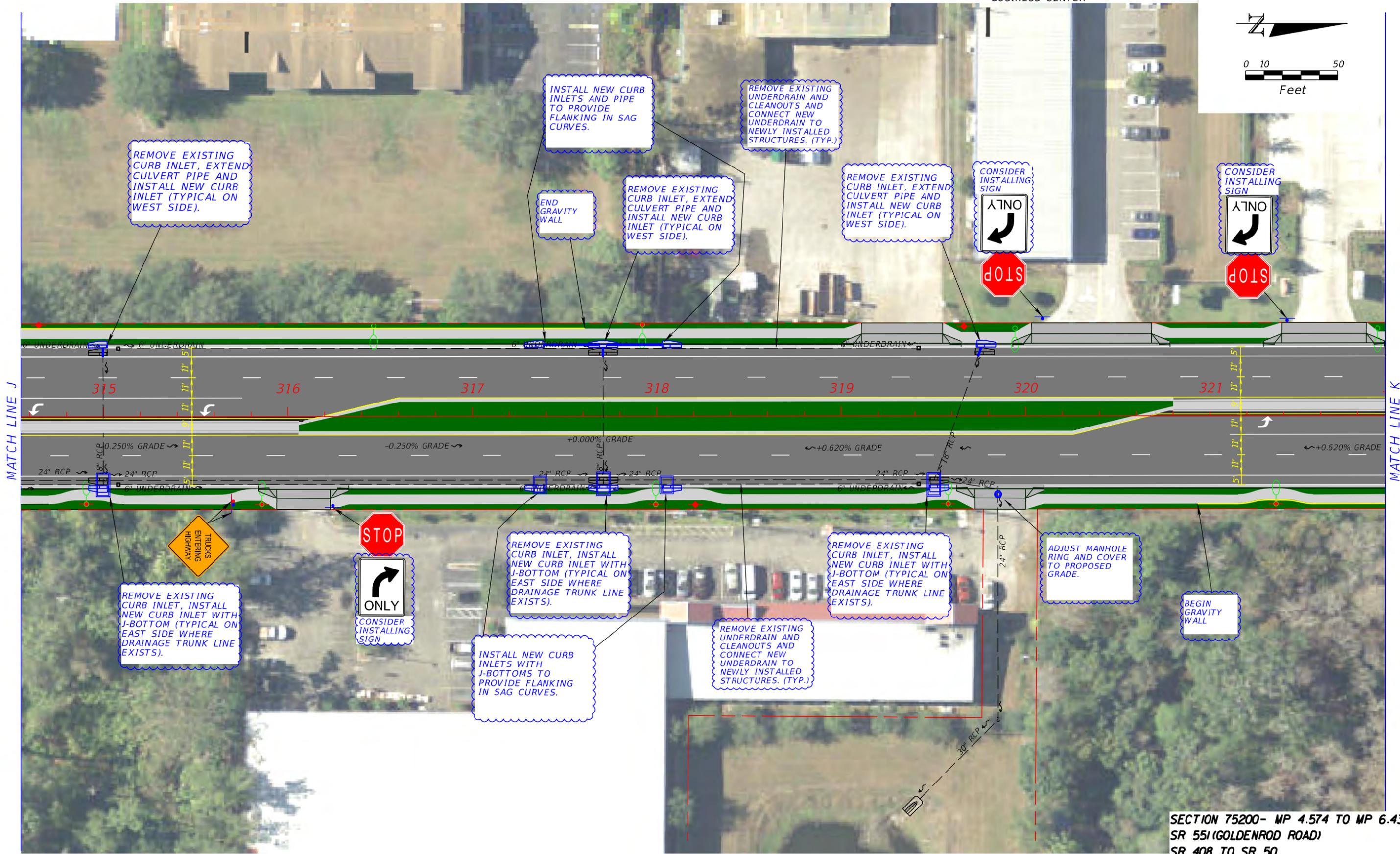
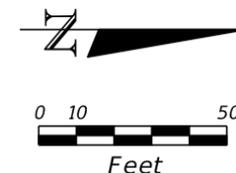
SECTION 75200- MP 4.574 TO MP 6.430
SR 55I (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX G
 IMPROVEMENT DIAGRAM

SHEET NO.
 10



MATCH LINE J

MATCH LINE K

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

INSTALL NEW CURB INLETS AND PIPE TO PROVIDE FLANKING IN SAG CURVES.

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

END GRAVITY WALL

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

REMOVE EXISTING CURB INLET, EXTEND CULVERT PIPE AND INSTALL NEW CURB INLET (TYPICAL ON WEST SIDE).

CONSIDER INSTALLING SIGN

CONSIDER INSTALLING SIGN



REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).



CONSIDER INSTALLING SIGN

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

INSTALL NEW CURB INLETS WITH J-BOTTOMS TO PROVIDE FLANKING IN SAG CURVES.

REMOVE EXISTING UNDERDRAIN AND CLEANOUTS AND CONNECT NEW UNDERDRAIN TO NEWLY INSTALLED STRUCTURES. (TYP.)

REMOVE EXISTING CURB INLET, INSTALL NEW CURB INLET WITH J-BOTTOM (TYPICAL ON EAST SIDE WHERE DRAINAGE TRUNK LINE EXISTS).

ADJUST MANHOLE RING AND COVER TO PROPOSED GRADE.

BEGIN GRAVITY WALL

RIGA PLAZA

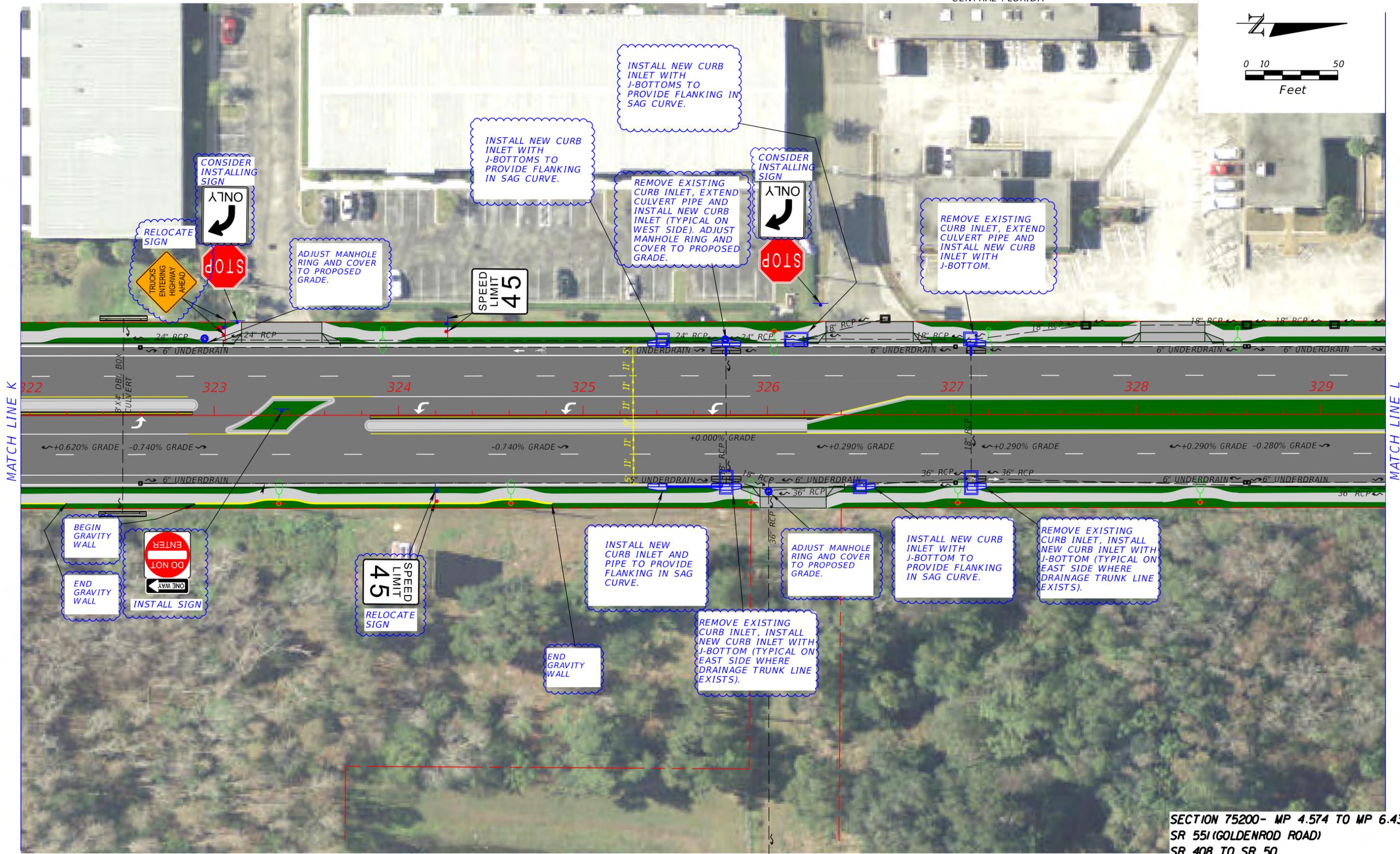
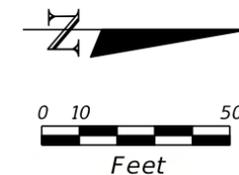
Traffic Engineering Data Solutions, Inc. 80 Spring Vista Drive DeBary, FL 32715 Phone: 386.753.0558 Fax: 386.753.0778

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

APPENDIX G IMPROVEMENT DIAGRAM

SECTION 75200- MP 4.574 TO MP 6.430 SR 55I (GOLDENROD ROAD) SR 408 TO SR 50 ORANGE COUNTY - FLORIDA

SHEET NO. 11



MATCH LINE K

MATCH LINE L

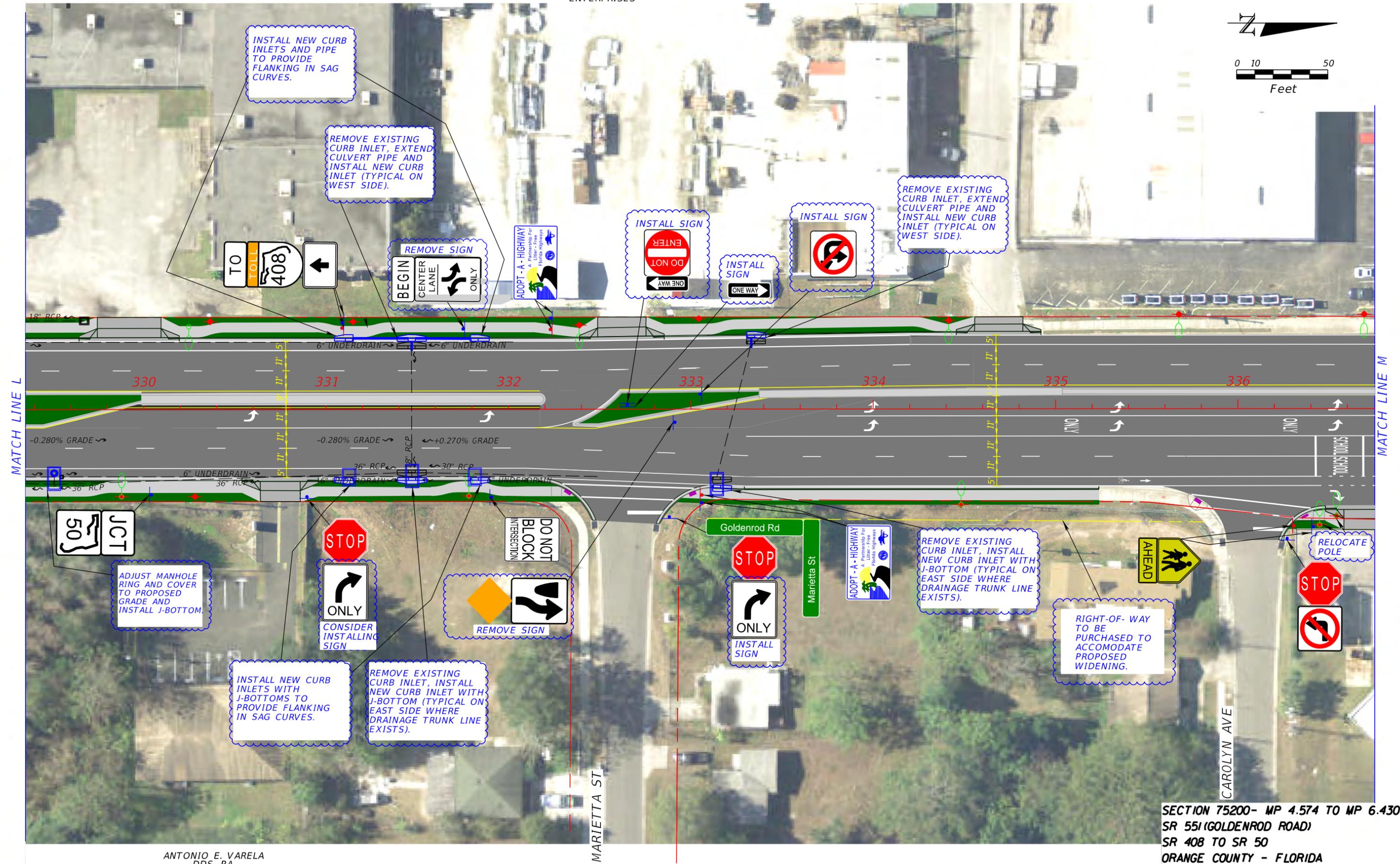
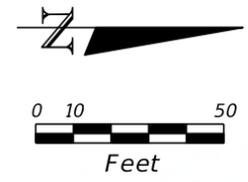
SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive
 DelBary, FL 32715
 Phone: 386.753.0558
 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX G
 IMPROVEMENT DIAGRAM

SHEET NO.
 12



MATCH LINE L

MATCH LINE M

ANTONIO E. VARELA
DDS, PA.

SECTION 75200- MP 4.574 TO MP 6.430
SR 551 (GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA

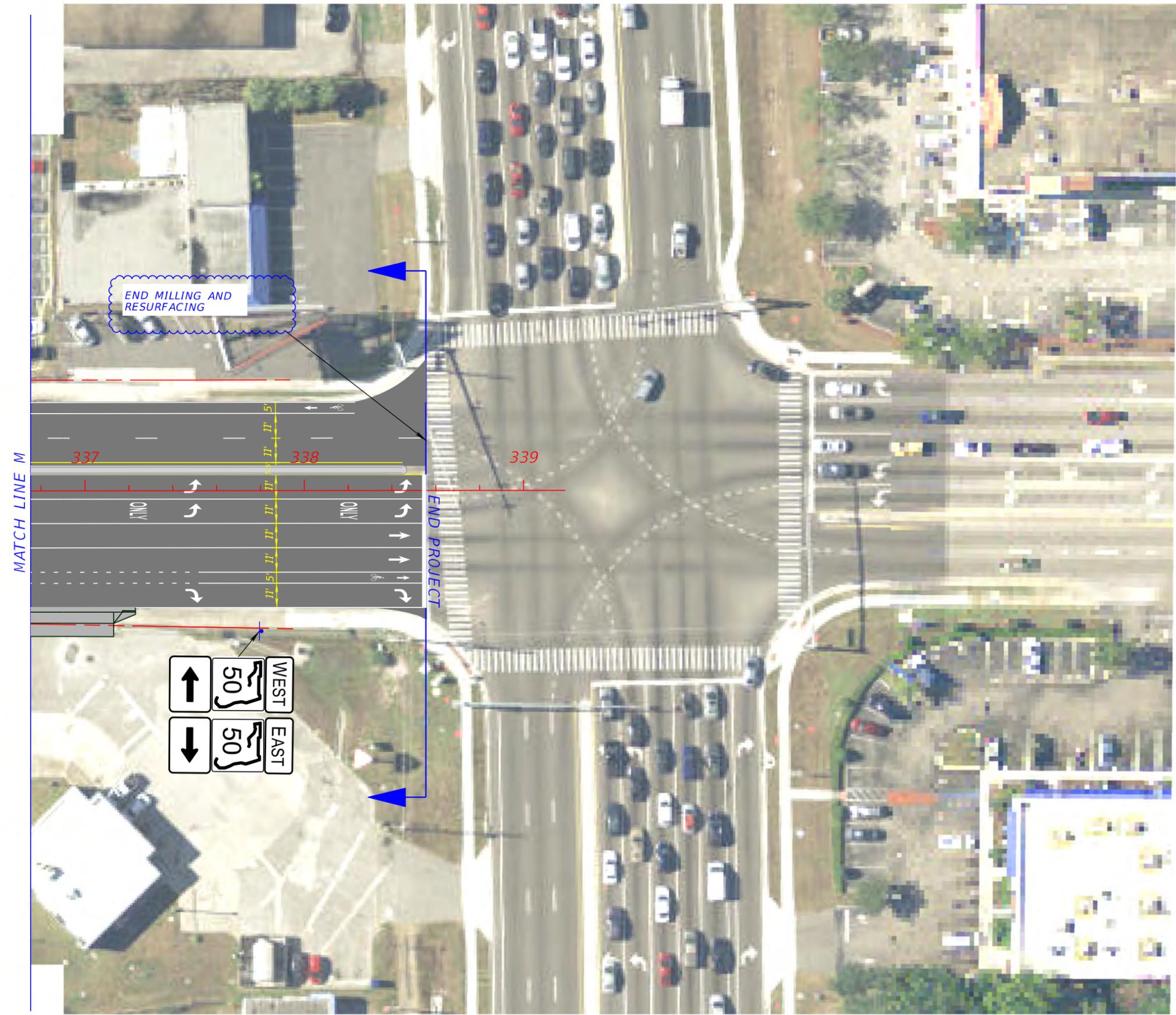
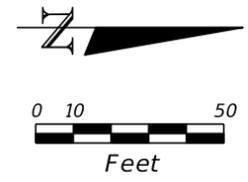
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
				Mitered End Section

Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive DeBary, FL 32715 Phone: 386.753.0558 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
IMPROVEMENT DIAGRAM

SHEET NO.
13



SECTION 75200- MP 4.574 TO MP 6.430
 SR 55I (GOLDENROD ROAD)
 SR 408 TO SR 50
 ORANGE COUNTY - FLORIDA

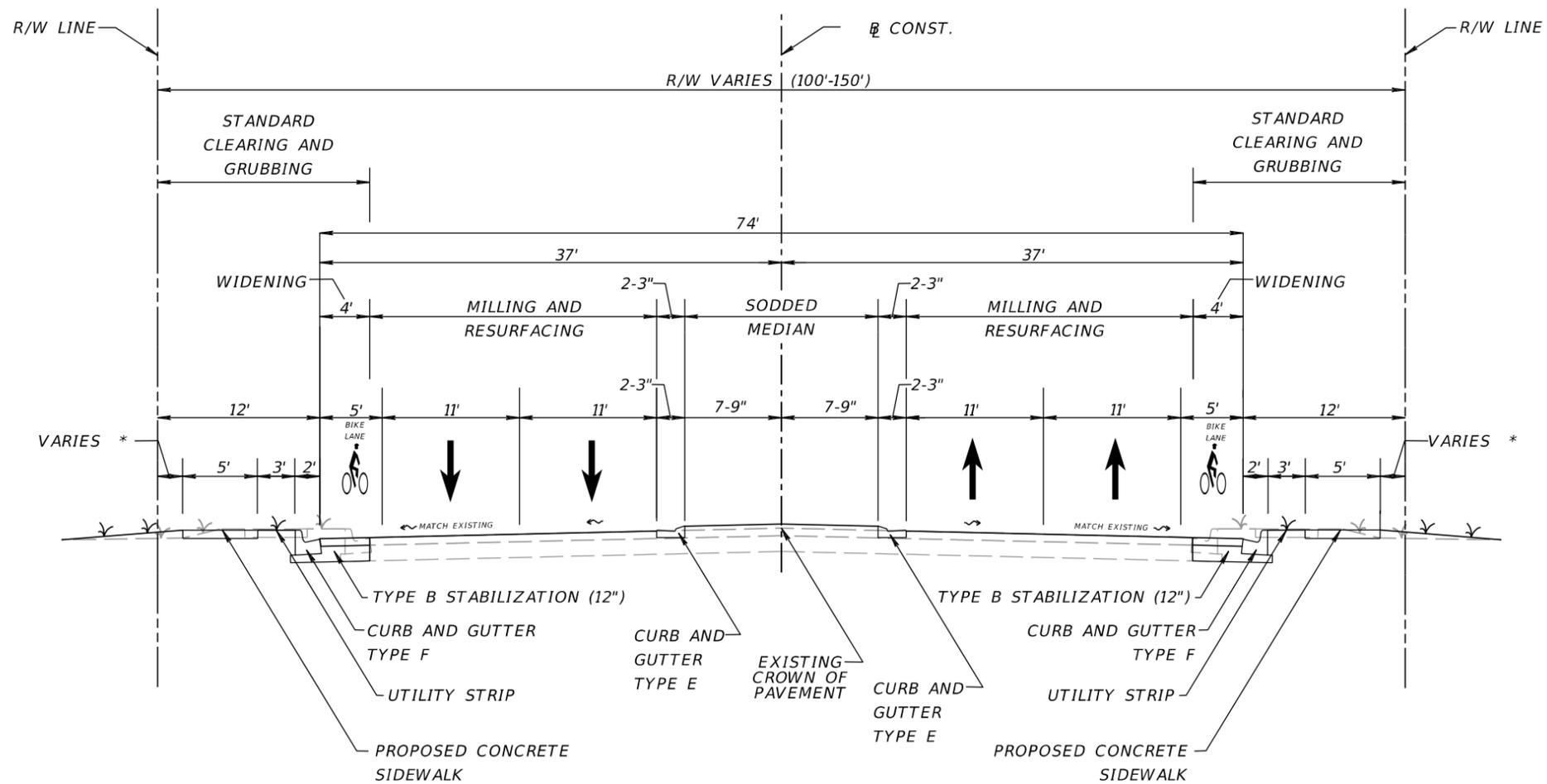
Proposed Sod	Remove Underdrain	Proposed Underdrain	Utility Pole	Traffic Controller Cabinet
Proposed Concrete	Remove/Relocate Manhole Cover	Proposed Manhole Cover	Luminaire	Ditch Bottom Inlet
Mill & Resurface	Proposed Traffic Sign	Proposed Traffic Sign	Utility Pole & Luminaire	Signal Pole
Proposed Overbuild	Proposed Curb Inlet		Signal Head	Pedestrian Signal Pole
			Mitered End Section	

Traffic Engineering Data Solutions, Inc.
 80 Spring Vista Drive Phone: 386.753.0558
 DelBary, FL 32715 Fax: 386.753.0778

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

APPENDIX G
 IMPROVEMENT DIAGRAM

SHEET NO.
 14



**TYPICAL SECTION
SR 551 (N GOLDENROD RD.)
STA. 275+00 TO 277+80
AND STA. 247+62 TO 335+72**

MILLING

MILL EXISTING ASPHALT PAVEMENT (1.5" AVG. DEPTH)

RESURFACING

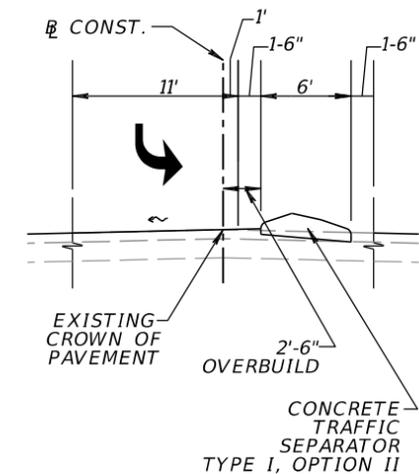
FRICTION COURSE FC-12.5 (1.5")(RUBBER)

OVERBUILD

FRICTION COURSE FC-12.5 (THICKNESS VARIES)(RUBBER)

WIDENING

FRICTION COURSE FC-12.5 (1.5")(RUBBER)
SUPERPAVE ASPHALTIC CONC, TRAFFIC D (3")



AREAS OF PROPOSED LEFT-TURN LANE

**SECTION 75200- MP 4.574 TO MP 6.430
SR 551(GOLDENROD ROAD)
SR 408 TO SR 50
ORANGE COUNTY - FLORIDA**

- ◆ Utility Pole
- Traffic Sign
- Luminaire

Symbols:

- ☒ Traffic Controller Cabinet
- ☐ Ditch Bottom Inlet

Signal Pole

- Pedestrian Signal Pole
- ▭ Mitered End Section

Traffic Engineering Data Solutions, Inc.

80 Spring Vista Drive Phone: 386.753.0558
DeBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

APPENDIX G
PROPOSED TYPICAL SECTIONS

SHEET
NO.

15

APPENDIX H

NET PRESENT VALUE CALCULATION

