

# YEAR 2009 METROPLAN ORLANDO TRAVEL TIME & DELAY STUDY

*Submitted to:*

**METROPLAN ORLANDO**



**Orlando, Florida 32801**

*Submitted by:*

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## 1. INTRODUCTION

### 1.1 OVERVIEW

The METROPLAN ORLANDO has requested GMB Engineers & Planners, Inc. (GMB) to perform a Travel Time and Delay Study for the year 2009 for selected County and State roadways in Orange, Osceola, and Seminole Counties falling within the METROPLAN ORLANDO study area. As Seminole County is performing Travel Time and Delay study for selected County and State roadways separately, this study mainly focused on Orange County and Osceola County roadways. A map illustrating the study roadways is provided in Figure 1. The map legend for Figure 1 is provided in Figure 2.

The travel time and delay data collected through this study will identify the current congestion “hot spots”, quantified through various measures of effectiveness (example: Level of Service [LOS], Average Speed etc.) and will serve as a foundation for future reference for the future roadway network performance, if conducted at regular intervals. Similar studies have been and are being conducted in various jurisdictions outside the Metroplan Orlando area throughout the country. With each study, the technology has progressed from Manual Data Collection (stop watch and paper notations) to Probe Vehicles using Distance Measuring Instruments (DMI’s) and to Geographical Positioning Systems (GPS) technology.

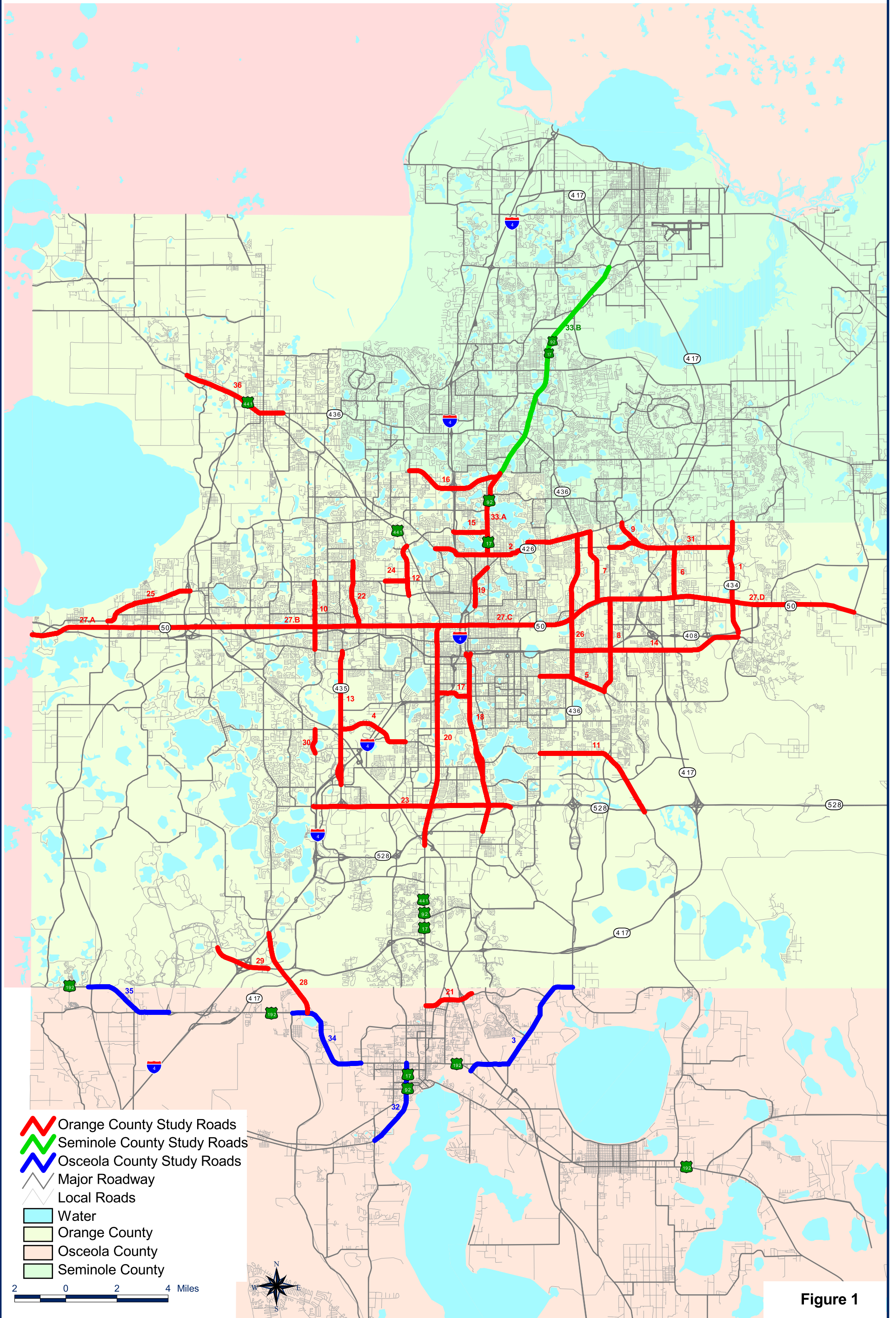
For this study, GMB has employed a unique, safe, and innovative technology which utilizes the integration of GPS and Geographical Information Systems (GIS) based technologies for data collection and reduction purposes. The GPS approach has proven to be cost-effective, safer, and more accurate than other methods. For the purposes of this study, based on extensive market research and previous experience in conducting travel time and delay studies, Geologger for collecting field data and TravTime software package for data reduction were used.

A total of thirty six (36) routes which represent a cross-section of the key roadway facilities throughout the Metroplan Orlando area have been selected for this study. A complete list of the

study roadways along with the total study roadway length, segment limits, and corresponding jurisdictions is shown in Table 1.

A minimum of four (4) runs in each direction during selected morning and evening peak hours were completed for each study roadway. The peak hours for the study roadways were determined based on the most current traffic data from the Orange and Osceola Counties and Florida Department of Transportation (FDOT). This report summarizes the methodology and results of the Year 2009 Metroplan Orlando Travel Time Study, both in map and tabular format.

# 2009 Metroplan Orlando Travel Time Study Study Roadway Map



**Figure 1**

**Year 2009 Metroplan Orlando Travel Time Study**  
**Map Legend**

**Orange County Study Roads**

- |    |                          |       |                      |
|----|--------------------------|-------|----------------------|
| 1  | Alafaya Trail            | 20    | Orange Blossom Trail |
| 2  | Aloma Avenue             | 21    | Osceola Parkway      |
| 4  | Conroy - Windermere Road | 22    | Pine Hills Road      |
| 5  | Curry Ford Road          | 23    | Sand Lake Road       |
| 6  | Dean Road                | 24    | Silver Star Road     |
| 7  | Forsyth Road             | 25    | Plant Street         |
| 8  | Goldenrod Road           | 26    | SR 436               |
| 9  | Hall Road                | 27.A  | SR 50 Part A         |
| 10 | Hiawassee Road           | 27.B  | SR 50 Part B         |
| 11 | Hoffner/Narcoossee Road  | 27.C  | SR 50 Part C         |
| 12 | John Young Parkway       | 27.D  | SR 50 Part D         |
| 13 | Kirkman Road             | 28    | SR 535               |
| 14 | Lake Underhill Road      | 29    | SR 536               |
| 15 | Lee Road                 | 30    | Turkey Lake Road     |
| 16 | Maitland Boulevard       | 31    | University Boulevard |
| 17 | Michigan Avenue          | 33. A | US 17/92 Part A      |
| 18 | Orange Avenue            | 36    | US 441               |
| 19 | Orange Avenue            |       |                      |

**Osceola County Study Roads**

- |    |                  |    |        |
|----|------------------|----|--------|
| 3  | Boggy Creek Road | 34 | US 192 |
| 32 | US 17/92         | 35 | US 192 |

**Seminole County Study Roads**

33. B US 17/92 Part B

**Figure 2: Map Legend for Figure 1**



**Table 1: List of Study Roadways for the Travel Time and Delay Study**

Road No.	Road Name	Location	Length Miles	Jurisdiction
1	Alafaya Trail	SR 408 to McCulloch Rd	4.3	Orange
2	Aloma Ave.	Forsyth Rd to Edgewater Dr	6.4	Orange
3	Boggy Creek Rd.	US 192 to Boggy Creek Rd E	5.9	Osceola
4	Conroy-Windermere Rd.	SR 435 to John Young Pkwy	2.9	Orange
5	Curry Ford Rd.	Conway Road to Goldenrod Rd	2.7	Orange
6	Dean Rd.	SR 50 to University Blvd	2	Orange
7	Forsyth Rd.	Aloma to SR 50	2.6	Orange
8	Goldenrod Rd.	SR 552 (Curry Ford) to SR 50	3.7	Orange
9	Hall Rd.	University Blvd to SR 426	1	Orange
10	Hiawasse Rd.	Old Winter Garden Rd to SR 438	2.7	Orange
11	Hoffner/Narcoossee	Conway Rd to SR 528	5.3	Orange
12	John Young Pkwy.	US 441 to SR 438	2.2	Orange
13	Kirkman Rd.	Old Winter Garden Rd to International Dr	5.2	Orange
14	Lake Underhill Rd.	SR 436 to Alafaya Trail	6.7	Orange
15	Lee Rd.	US 1792 to I-4	1.3	Orange
16	Maitland Blvd.	SR 434 to US 1792	3.7	Orange
17	Michigan Ave.	US 441 to SR 527	1.3	Orange
18	Orange Ave.	SR 408 to Landstreet Rd	6.96	Orange
19	Orange Ave.	Mills Ave to Virginia Dr	1.5	Orange
20	Orange Blossom Trail	SR 50 to SR 528	8.6	Orange
21	Osceola Pkwy.	US 441 to Florida Turnpike	1.7	Osceola
22	Pine Hills Rd.	Indian Hill Rd to SR 50	2.5	Orange
23	Sand Lake Rd.	I-4 to Boggy Creek Rd	7.5	Orange
24	Silver Star Rd.	Mercy Dr to SR 423	0.9	Orange
25	Plant St.	SR 429 to Avalon Rd	3.5	Orange
26	SR 436	SR 426 to Curry Ford Rd	5.6	Orange
27.A	SR 50 Part A	Lake County Line to Clarke Rd	8.4	Orange
27.B	SR 50 Part B	Clarke Rd to John Young Pkwy	6.5	Orange
27.C	SR 50 Part C	John Young Pkwy to Goldenrod Rd	8.1	Orange
27.D	SR 50 Part D	Goldenrod Rd to CR 419	9.5	Orange
28	SR 535	I-4 to US 192	3.7	Osceola
29	SR 536	I-4 to Buena Vista Dr	1.9	Orange
30	Turkey Lake Rd.	Conroy Rd to Vineland Rd	1	Orange
31	University Blvd.	SR 551 to SR 434	4.9	Orange
32	US 17/92	US 192 to Pleasant Hill Rd	3.5	Osceola
33.A	US 17/92 Part A	SR 426 to Orange County Line	3.4	Orange
33.B	US 17/92 Part B	Orange County Line to Lake Mary Blvd	9.6	Seminole
34	US 192	Poinciana Blvd to Hoagland Blvd	4.3	Osceola
35	US 192	SR 429 to World Dr	3.5	Osceola
36	US 441	Orange Ave (CR 437) to SR 436	4.3	Orange

Total            **171.3**



## 1.2 What is a Travel Time & Delay Study and why is it used?

According to the Manual on Uniform Traffic Studies (MUTS), Travel time and Delay Studies are conducted to evaluate the quality of traffic movement along a route, by time of day and direction and determine the locations, types, and extents of traffic delays experienced at predefined locations or points by using a moving test vehicle. The data collected in the field are used to compute various Measures of Effectiveness's (MOE's) for determining the quality of traffic movement. Some of the important MOE's calculated from the field data collection are:

- ✓ Average Travel Time: The average time needed to travel between two points.
- ✓ Average Travel Speed: The average speed of travel between two points.
- ✓ Average Delay Time: The average delay time experienced between two points due to any kind of obstruction to the free flow speed that would otherwise occur during ideal traffic conditions (in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road).
- ✓ Fuel Consumption: The amount of fuel consumed during the travel between two points.

Travel time is a direct measure of the performance of the roadway network. High travel times are an indication of congestion, delay, loss of time by drivers, increased fuel use and increased pollution emissions. The travel time data collected can be an important component of the Congestion Management Process (CMP) which alerts the decision makers of progress toward meeting congestion and mobility goals, when collected on a regular basis.

### 1.3 Applications

This study is a continuation of a commitment by Metroplan Orlando to provide a safe and in this case efficient roadway network for the major roadways within its boundaries. The following list attempts to summarize the various benefits of collecting this data.

- ✓ As a tool to aid in prioritizing projects by comparing the extent of operational deficiencies (such as delays, stops, and/or average speeds compared to the existing posted speeds) for each of the projects. Increasing travel times may signal a need for increased road or transit capacity, or for other forms of congestion management such as signal coordination.
- ✓ To calculate level of service for mid-blocks on road links, using average travel speed data. This information then could be used to provide input to studies that evaluate trends in efficiency and level of service over time.
- ✓ Help determine if there is a necessity to develop recommendations for improvements such as traffic signal retiming, safety improvements, turn lane additions, and prioritize improvements.
- ✓ Identify congested locations such as driveways, entrances, etc., where a significant amount of turning movements occur.
- ✓ Provide input to economic analyses of alternatives.
- ✓ The speed and delay data from the database is an important input to calibrate the transportation model used to forecast future volumes. Also this information is very vital in validating the results obtained from the traffic simulation models including Synchro, CORSIM and VISSIM.
- ✓ The travel time data from the database is also an important input in signal retiming projects, where the data could be used for the optimization of offsets in a coordinated signal system.

## 2. METHODOLOGY

### 2.1 Study Prerequisites

For conducting a Travel Time and Delay Study, the following study prerequisites are generally fulfilled.

- Study Area: The study area defined for this project is provided in Figure 1 and Table 1.
- Control Points: For the purposes of this study, all the signalized intersections were considered as the control points for each study roadway. The information on signalized intersections was collected from the respective counties and FDOT Roadway Characteristics Inventory (RCI) Database.
- Number of Study Runs: A procedure to determine the number of study runs in each direction is specified in Chapter 14 of the MUTS. However, for the purposes of this study, the Metroplan Orlando project staff specified that a minimum of four (4) study runs should be completed for each study route in each direction.
- Data Collection Schedule: A data collection schedule is developed, taking into account scheduled roadway construction and school vacation periods which would impact the results.

### 2.2 Peak Hour Computation for the Study Runs

For the purposes of this study, field runs were completed during the morning and evening peak hours to capture quality of traffic movement during the congested times. Since the congestion along state roads like SR 50, SR 535, SR 536, US 17-92, US 192 and US 441 is fairly consistent between 7:00 a.m. and 9:00 a.m. for the morning peak hour and between 4:00 p.m. and 6:00 p.m. for the evening peak hour, the travel time and delay data for all state roadways were collected between 7:00 a.m. and 9:00 a.m. for the morning peak hour and between 4:00 p.m. and 6:00 p.m. for the evening peak hour.

However, based on previous experience of collecting travel time and delay data within Seminole County, it was realized that the congestion might not extend on the study roadways through the entire two hours between 7:00 and 9:00 a.m. for the morning and between 4:00 and

6:00 p.m. for the afternoon. To correct this situation, as an innovative solution to obtain accurate data, GMB utilized the most current traffic count data from Orange and Osceola Counties and from FDOT to determine the actual peak hour (between 7 to 9 a.m. and 4 to 6 p.m.). The data will be collected with run start and end times within the actual peak hour and 15 minutes before and after the actual peak hour. The methodology employed was that the travel time and delay data collection will be collected for the actual peak hour between 7:00 a.m. and 9:00 a.m. for the morning and for the actual peak hour between 4:00 p.m. and 6:00 p.m. for the evening. The data collection will be continued beyond the actual peak hour as long as the traffic volume during the next peak hour is within ten (10) percent of the peak hour. For example: the traffic volumes were computed between 7:00 a.m. and 8:00 a.m., 7:15 a.m. and 8:15 a.m., 7:30 a.m. and 8:30 a.m., 7:45 a.m. and 8:45 a.m., and 8:00 a.m. and 9:00 a.m. If the peak hour was determined to be between 7:30 a.m. and 8:30 a.m., the travel time and delay data was collected for that hour and continued until 8:45 a.m. as long as the traffic volumes between 7:45 a.m. and 8:45 a.m. falls within 10% of the traffic volume between 7:30 a.m. and 8:30 a.m. Using this methodology the time periods for collecting the travel time and delay data established for the study roadways in year 2009, shown in Table 2, were used in collecting the travel time and delay data.

This report contains both tables summarizing the travel time and delay data study results and figures (GIS) showing the LOS and travel time results for each of the study roadways. The travel time and delay data was collected between January 13, 2009 and April 02, 2009 using vehicles equipped with a GPS receiver. The GeoStats In-Vehicle GeoLogger was used for collecting detailed travel data by recording second-by-second position and speed data to generate travel time, speed, and delay statistics. GPS and GIS based Travel Time software was used to analyze the data collected in the field. A minimum of four (4) data collection runs was performed for all the county and state study roadways.

**Table 2: List of Peak Hour Times for the Study Roadways**

Road No.	Road Name	Segment Limits	AM Peak Hour	PM Peak Hour
1	Alafaya Trail	SR 408 to McCulloch Rd	7:15 - 9:00	4:00 - 6:00
2	Aloma Ave.	Forsyth Rd to Edgewater Dr	7:00 - 9:00	4:00 - 6:00
3	Boggy Creek Rd.	US 192 to Boggy Creek Rd E	7:00 - 9:00	4:00 - 6:00
4	Conroy-Windermere Rd.	SR 435 to John Young Pkwy	7:15 - 9:00	4:00 - 6:00
5	Curry Ford Rd.	Conway Road to Goldenrod Rd	7:00 - 9:00	4:00 - 6:00
6	Dean Rd.	SR 50 to University Blvd	7:00 - 8:45	4:15 - 6:00
7	Forsyth Rd.	Aloma to SR 50	7:15 - 9:00	4:00 - 5:45
8	Goldenrod Rd.	SR 552 (Curry Ford) to SR 50	7:00 - 9:00	4:00 - 6:00
9	Hall Rd.	University Blvd to SR 426	7:00 - 8:45	4:00 - 6:00
10	Hiawasse Rd.	Old Winter Garden Rd to SR 438	7:00 - 9:00	4:00 - 6:00
11	Hoffner/Narcoossee	Conway Rd to SR 528	7:00 - 9:00	4:30 - 6:00
12	John Young Pkwy.	US 441 to SR 438	7:00 - 9:00	4:00 - 6:00
13	Kirkman Rd.	Old Winter Garden Rd to International Dr	7:00 - 8:45	4:00 - 6:00
14	Lake Underhill Rd.	SR 436 to Alafaya Trail	7:00 - 9:00	4:15 - 6:00
15	Lee Rd.	US 1792 to I-4	7:00 - 9:00	4:00 - 6:00
16	Maitland Blvd.	SR 434 to US 1792	7:00 - 9:00	4:00 - 6:00
17	Michigan Ave.	US 441 to SR 527	7:00 - 9:00	4:00 - 5:45
18	Orange Ave.	SR 408 to Landstreet Rd	7:00 - 9:00	4:00 - 6:00
19	Orange Ave.	Mills Ave to Virginia Dr	7:00 - 9:00	4:15 - 6:00
20	Orange Blossom Trail	SR 50 to SR 528	7:00 - 9:00	4:00 - 6:00
21	Osceola Pkwy.	US 441 to Florida Turnpike	7:00 - 9:00	4:00 - 6:00
22	Pine Hills Rd.	Indian Hill Rd to SR 50	7:00 - 8:45	4:00 - 6:00
23	Sand Lake Rd.	I-4 to Boggy Creek Rd	7:00 - 9:00	4:00 - 6:00
24	Silver Star Rd.	Mercy Dr to SR 423	7:00 - 9:00	4:00 - 5:45
25	Plant St.	SR 429 to Avalon Rd	7:00 - 9:00	4:15 - 6:00
26	SR 436	SR 426 to Curry Ford Rd	7:00 - 9:00	4:00 - 6:00
27.A	SR 50 Part A	Lake County Line to Clarke Rd	7:00 - 9:00	4:00 - 6:00
27.B	SR 50 Part B	Clarke Rd to John Young Pkwy	7:00 - 9:00	4:00 - 6:00
27.C	SR 50 Part C	John Young Pkwy to Goldenrod Rd	7:00 - 9:00	4:00 - 6:00
27.D	SR 50 Part D	Goldenrod Rd to CR 419	7:00 - 9:00	4:00 - 6:00
28	SR 535	I-4 to US 192	7:00 - 9:00	4:00 - 6:00
29	SR 536	I-4 to Buena Vista Dr	7:00 - 9:00	4:00 - 6:00
30	Turkey Lake Rd.	Conroy Rd to Vineland Rd	7:15 - 9:00	4:15 - 6:00
31	University Blvd.	SR 551 to SR 434	7:00 - 8:45	4:00 - 6:00
32	US 17/92	US 192 to Pleasant Hill Rd	7:00 - 9:00	4:00 - 6:00
33.A	US 17/92 Part A	SR 426 to Orange County Line	7:00 - 9:00	4:00 - 6:00
33.B	US 17/92 Part B	Orange County Line to Lake Mary Blvd	7:00 - 9:00	4:00 - 6:00
34	US 192	Poinciana Blvd to Hoagland Blvd	7:00 - 9:00	4:00 - 6:00
35	US 192	SR 429 to World Dr	7:00 - 9:00	4:00 - 6:00
36	US 441	Orange Ave (CR 437) to SR 436	7:00 - 9:00	4:00 - 6:00

Based on the data collection and the procedures outlined in the Year 2000 Highway Capacity Manual (HCM) (Exhibit 15-2) the roadway level of service (LOS) for each roadway segment was determined.

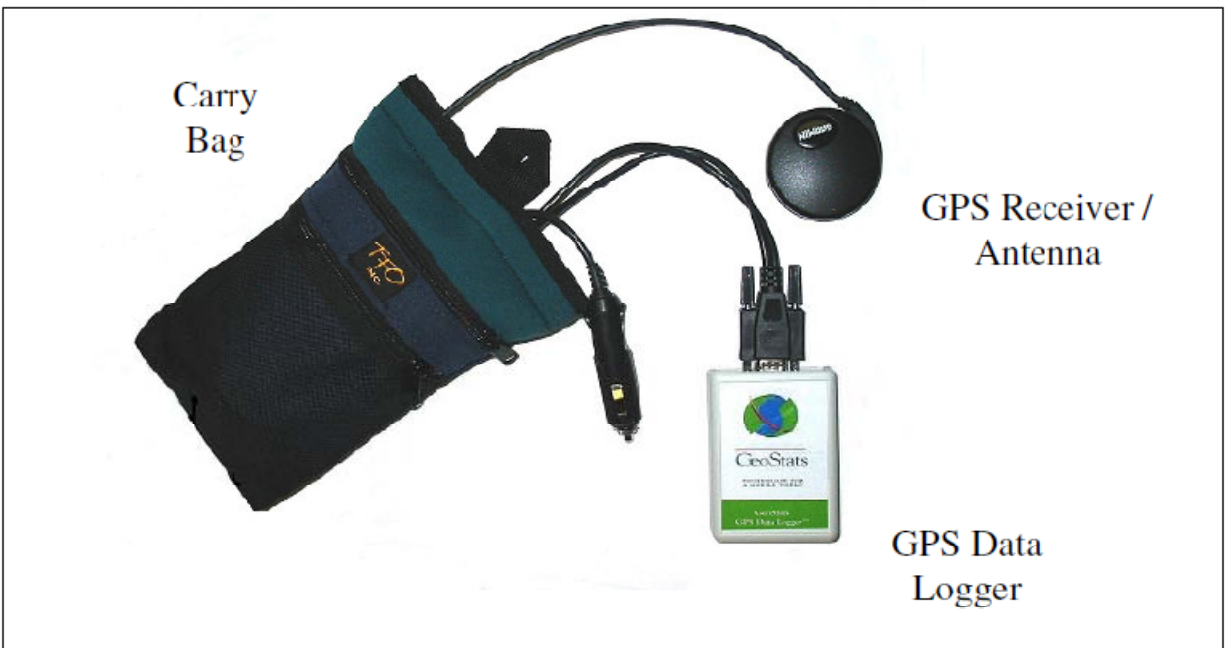
## 2.3 Study Procedure

GMB technicians obeyed the traffic laws and followed the flow of traffic while conducting the study runs in the field. They also took field notes describing factors or conditions that may affect the traffic operations. Data collection runs were not performed when external factors such as inclement weather, traffic incidents, special events or roadway construction may affect the typical traffic flow of the study roadway. The weekly schedules provided to the field technicians helped them to pursue the backup routes in case of accidents, special events or other factors that may affect the validity of the data. All the study runs were completed on a Tuesday, Wednesday, or Thursday representing typical traffic conditions.

## 2.4 Data Collection

As mentioned in Section 1, this study used the GeoStats In-Vehicle Geologger to collect the field data. The Geologger stores GPS data points and is used for collecting detailed travel data by recording second-by-second position and speed data to generate travel time, speed, and delay statistics. Since field data personnel have no involvement with the GPS device, when driving, they are free to concentrate on driving and observing the surrounding conditions. The field data was collected from Tuesday through Thursday during the morning and afternoon peak periods as identified in Table 2. For each peak period and direction of travel, a minimum of four (4) vehicle runs were completed for all study roadways.

Two vehicles equipped with the Geologger were used to collect the field data. A snapshot of the field data collection vehicle and Geologger data equipment is shown in Figure 3.



**Figure 3: GeoLogger Data Collection Equipment (Source: GeoStats)**

The following are the specifications and advantages of the GPS data collection equipment.

- Small Size and Lightweight
- Ease of Use
- Efficient Design
- Operates in temperatures ranging from -30°C to +80°C
- User Friendly Documentation and Support
- No Calibration Needed
- Tracks up to 12 satellites (WAAS enabled)
- Fast Acquisition Time: 15 seconds (warm temperature) and 45 seconds (cold temperature)
- Position Accuracy: + /- 3 Meters
- Velocity Accuracy: 0.12 MPH RMS steady state

The second to second raw data collected using the Geologger consists of the following information.

- Date
- Time



- Latitude
- Longitude
- Altitude
- Speed
- # Satellites

## **2.5 Data Analysis**

Using the data obtained through GPS data collection process, Travtime software package was used to determine the various MOE's for the study routes. A snapshot of the software package is shown in Figure 4. TravTime is a GPS and GIS-based software package designed specifically for travel time, speed, and delay studies. TravTime provides highly accurate and reliable results. The GPS data collected in the field using Geologger can be thematically mapped and re-enacted using TravTime software to validate data quality. Travtime can segment and summarize the field collected data in many ways, providing analysis versatility over other methods. Calculations and procedures conform to the HCM and the Institute of Transportation Engineers (ITE) Manual.

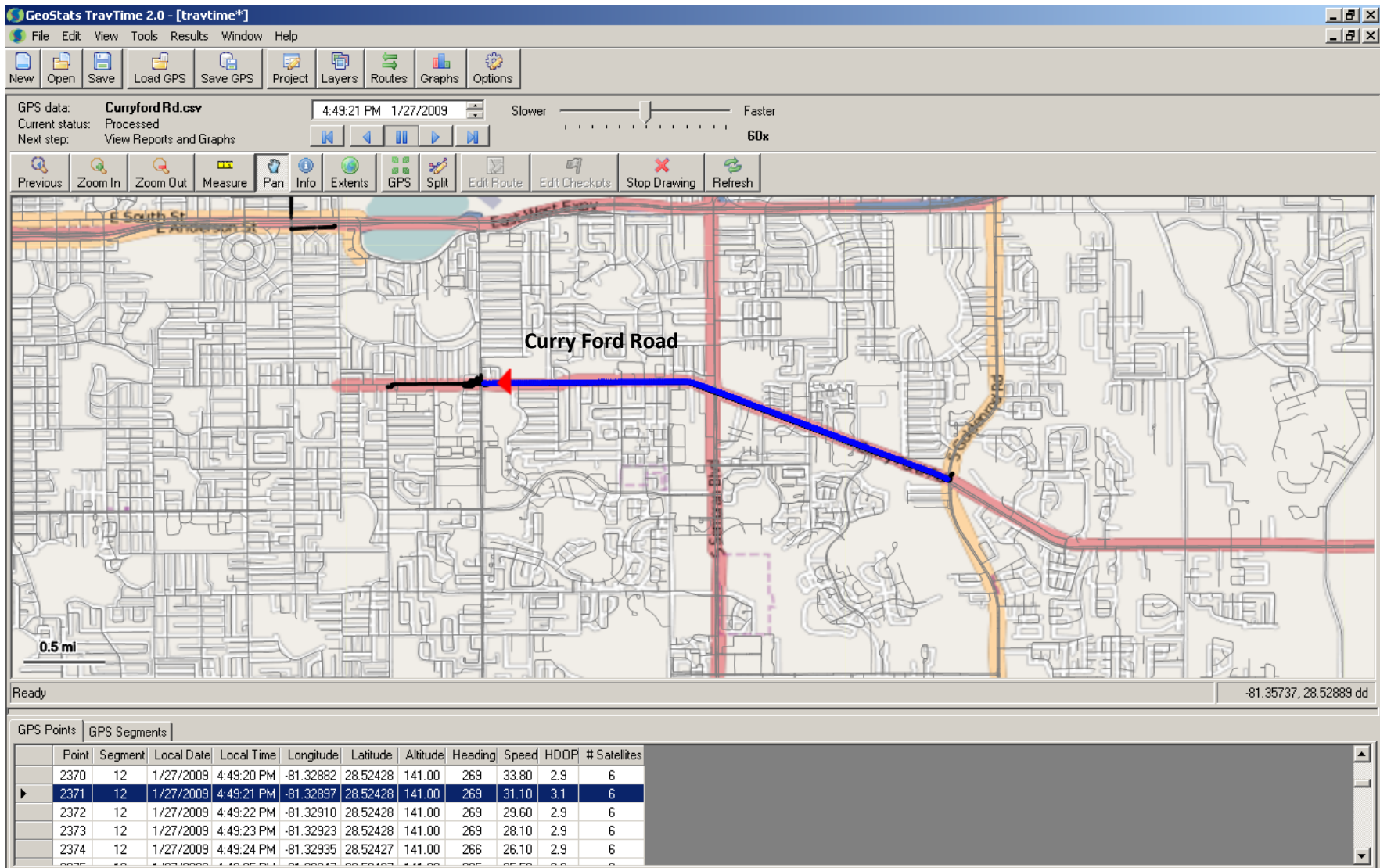


Figure 4: A Snapshot of Travtime Software showing Curry Ford Road Runs in the Backdrop of Orange County Map.

Summary tables were prepared for each roadway segment and contain the following information. A sample roadway summary sheet is shown in Figure 5.

- Jurisdiction
- Facility Type,
- Area Type,
- Number of Left Turn Lanes,
- Number of Through Lanes,
- Number of Right Turn Lanes,
- Speed Limit,
- Distance between control points,
- Number of Runs,
- Traffic Control Device,
- Travel Time,
- Stop Delay ,
- Roadway Class
- Average Speed and LOS for the Control Points, , and
- Average Speed/Speed Limit and Average Fuel Consumption for the entire roadway.

The jurisdiction for the study roadways was obtained from the Metroplan Orlando. Facility type and area type were obtained from Orlando Urban Area Transportation Study (OUATS) model. The number of through and turn lanes for the approach of the direction of travel, type of traffic control, and posted speed limit in miles per hour (MPH) were collected in the field during the data collection process. Distance traveled in feet, number of runs, travel time in seconds, stop delay time in seconds, average speed in MPH, and fuel consumption were obtained from the Travtime output reports. The summary tables for each roadway segment are provided in Appendix A of this report. The roadway class and LOS were determined based on the posted speed limit on the roadway segments and based on the arterial classification guidelines specified in HCM 2000 (Exhibit 15-2). The HCM exhibit showing the urban street LOS by roadway class is shown in Table 3.

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left	Thru	Right	Speed	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
				Turn Lanes <sup>2</sup>	Lanes <sup>2</sup>	Turn Lanes <sup>2</sup>	Limit (mph)							Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Mills Ave to Wilkinson St	Orange	Arterial	Residential Area	1	2	0	35	3,485	7	Signal	90.6	17.3	III	26.2	B	0.75	
Wilkinson St to Hazel St	Orange	Arterial	Fringe Area	0	1	0	35	158	7	N/A	3.6	0.0	III	30.0	B	0.86	
Hazel St to Kings St	Orange	Arterial	Fringe Area	0	2	0	35	792	7	Signal	37.2	36.6	III	14.5	D	0.41	
King St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	35	581	7	Signal	22.2	6.2	III	17.8	D	0.51	
Winter Park St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	35	264	7	Signal	16.8	32.4	III	10.7	E	0.31	
Rollins St to Princeton St	Orange	Arterial	Fringe Area	1	2	1	35	1,056	7	Signal	39.0	20.7	III	18.5	C	0.53	
Princeton St to New Hampshire St	Orange	Arterial	Fringe Area	0	1	0	30	1,320	7	Signal	31.2	0.0	III	28.8	B	0.96	
New Hampshire St to Virginia Dr	Orange	Arterial	Fringe Area	0	2	0	30	1,320	7	Signal	34.8	7.6	III	25.9	B	0.86	
<b>TOTAL</b>							35	8,976			275.4	120.8	III	22.2	C	0.63	0.06 gal/veh
<b>PM PEAK HOUR</b>																	
Mills Ave to Wilkinson St	Orange	Arterial	Residential Area	1	2	0	35	3,485	7	Signal	75.0	18.6	III	31.7	A	0.91	
Wilkinson St to Hazel St	Orange	Arterial	Fringe Area	0	1	0	35	158	7	N/A	3.6	0.0	III	30.0	B	0.86	
Hazel St to Kings St	Orange	Arterial	Fringe Area	0	2	0	35	792	7	Signal	40.2	11.7	III	13.4	E	0.38	
King St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	35	581	7	Signal	32.4	29.0	III	12.2	E	0.35	
Winter Park St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	35	264	7	Signal	10.8	0.0	III	16.7	D	0.48	
Rollins St to Princeton St	Orange	Arterial	Fringe Area	1	2	1	35	1,056	7	Signal	55.8	33.8	III	12.9	E	0.37	
Princeton St to New Hampshire St	Orange	Arterial	Fringe Area	0	1	0	30	1,320	7	Signal	32.4	0.0	III	27.8	B	0.93	
New Hampshire St to Virginia Dr	Orange	Arterial	Fringe Area	0	2	0	30	1,320	7	Signal	53.4	22.8	III	16.9	D	0.56	
<b>TOTAL</b>							35	8,976			303.6	115.9	III	20.2	C	0.58	0.06 gal/veh
Note:																	
1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.																	
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.																	

Figure 5: A Sample Table showing the Study Summary Results for Orange Avenue in the Southbound Direction

**Table 3: HCM Exhibit 15-2 Urban Street LOS by Roadway Class**

	Arterial Classification			
	I	II	III	IV
<b>Range of Free-flow Speed</b>	45 - 55 MPH	35 - 45 MPH	30 - 35 MPH	25 - 35 MPH
<b>Typical Free Flow Speed</b>	50 MPH	40 MPH	33 MPH	30 MPH
<b>Level of Service</b>	<b>Speed (MPH)</b>			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	<=16	<=13	<=10	<=7

In an effort to provide graphical illustration of some of the important MOE's as provided in the summary tables for public display, GIS Maps were prepared for each roadway segment and provided in Appendix B of this report. The information provided in the GIS map format includes roadway section limits, date of data collection, peak hour timings, average speed in MPH, travel time and delay time in minutes, and roadway LOS.

### 3. SUMMARY & CONCLUSIONS

Continuous monitoring of roadway systems is an important part of any Congestion Management Process (CMP) and plays an important role in identifying and prioritizing congestion “Hot Spots” in a roadway network. Historically many jurisdictions have used Travel Time and Delay Studies using manual data collection and distance measuring units, as part of the continuous evaluation of the roadway networks. More recently, Cities, Counties and State Agencies are moving towards using the latest GPS and GIS based travel time study technologies available in the market.

The travel time and delay data has extensive uses and can be used in traffic operations, LOS analysis, CMP, concurrency database development, in calibrating transportation models, as a tool aid in prioritizing projects, and to compare before and after conditions once a roadway improvement has been completed.

A travel and delay study was completed for Metroplan Orlando for the year 2009. The study was conducted on thirty six (36) county and state roadway segments falling within the Metroplan Orlando study area spanning over Seminole, Orange, and Osceola Counties. As part of this study, various roadway characteristics based on the field data collection and MOE’s based on the travel time analysis software (Travtime) results were summarized and provided in both tabular and GIS map format for the thirty six (36) roadway segments.

A total length of **approximately 170 miles** of roadway segments was evaluated through this study. Based on the adopted LOS standards set for individual roadways, the results indicate the following

- 6.2 miles (3.60%) failing (operate below adopted LOS) in EB/NB Direction during the AM Peak Period.
- 14.7 miles (8.63%) failing (operate below adopted LOS) in EB/NB Direction during the PM Peak Period.

- 8.8 miles (5.19%) failing (operate below adopted LOS) in WB/SB Direction during the AM Peak Period.
- 12.8 miles (7.51%) failing (operate below adopted LOS) in WB/SB Direction during the PM Peak Period.



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**TABLE 1**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Alafaya Trail - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left-Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right-Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	3	1	45	634	4	Signal	12.6	0.0	II	34.3	B	0.76	
SR 408 WB Ramp to Waterford Lakes Entrance	Orange	Arterial	Residential Area	2	3	1	45	845	4	Signal	55.8	64.2	II	10.3	F	0.23	
Waterford Lakes Entrance to Waterford Lakes Py	Orange	Arterial	Residential Area	1	3	1	45	1,690	4	Signal	34.2	22.2	II	33.7	B	0.75	
Waterford Lakes Py to Colonial Dr	Orange	Arterial	Residential Area	2	3	1	45	3,326	4	Signal	79.2	27.6	II	28.6	B	0.64	
Colonial Dr to Challenger Py	Orange	Arterial	Residential Area	1	3	0	45	2,323	4	Signal	42.0	0.0	II	37.7	A	0.84	
Challenger Py to Science Dr	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	89.4	28.2	II	27.4	C	0.61	
Science Dr to Research Py	Orange	Arterial	Residential Area	1	3	0	45	1,637	4	Signal	31.8	3.0	II	35.1	A	0.78	
Research Py to Central Florida Bv	Orange	Arterial	Residential Area	1	3	1	45	2,112	4	Signal	32.4	0.0	II	44.4	A	0.99	
Central Florida Bv to University Bv	Orange	Arterial	Residential Area	2	3	1	45	1,584	4	Signal	36.6	48.0	II	29.5	B	0.66	
University Bv to Centaurus Dr	Orange	Arterial	Residential Area	2	3	0	45	1,637	4	Signal	28.8	10.8	II	38.7	A	0.86	
Centaurus Dr to Gemini Bv/Corporate Bv	Orange	Arterial	Residential Area	1	3	1	45	1,901	4	Signal	43.8	64.8	II	29.6	B	0.66	
Gemini Bv/Corporate Bv to McCulloch Rd	Orange	Arterial	Residential Area	1	3	1	45	1,584	4	Signal	23.4	0.0	II	46.2	A	1.03	
<b>TOTAL</b>							45	22,862			510.0	268.8		30.6	B	0.68	0.15 gal/veh
<b>PM PEAK HOUR</b>																	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	3	1	45	634	4	Signal	37.8	30.0	II	11.4	F	0.25	
SR 408 WB Ramp to Waterford Lakes Entrance	Orange	Arterial	Residential Area	2	3	1	45	845	4	Signal	31.2	78.0	II	18.5	D	0.41	
Waterford Lakes Entrance to Waterford Lakes Py	Orange	Arterial	Residential Area	1	3	1	45	1,690	4	Signal	27.6	0.0	II	41.7	A	0.93	
Waterford Lakes Py to Colonial Dr	Orange	Arterial	Residential Area	2	3	1	45	3,326	4	Signal	52.8	1.2	II	43.0	A	0.95	
Colonial Dr to Challenger Py	Orange	Arterial	Residential Area	1	3	0	45	2,323	4	Signal	48.6	58.2	II	32.6	B	0.72	
Challenger Py to Science Dr	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	79.8	36.6	II	30.7	B	0.68	
Science Dr to Research Py	Orange	Arterial	Residential Area	1	3	0	45	1,637	4	Signal	55.2	36.0	II	20.2	D	0.45	
Research Py to Central Florida Bv	Orange	Arterial	Residential Area	1	3	1	45	2,112	4	Signal	38.4	0.0	II	37.5	A	0.83	
Central Florida Bv to University Bv	Orange	Arterial	Residential Area	2	3	1	45	1,584	4	Signal	65.4	76.2	II	16.5	E	0.37	
University Bv to Centaurus Dr	Orange	Arterial	Residential Area	2	3	0	45	1,637	4	Signal	72.0	39.0	II	15.5	E	0.34	
Centaurus Dr to Gemini Bv/Corporate Bv	Orange	Arterial	Residential Area	1	3	1	45	1,901	4	Signal	91.2	69.6	II	14.2	E	0.32	
Gemini Bv/Corporate Bv to McCulloch Rd	Orange	Arterial	Residential Area	1	3	1	45	1,584	4	Signal	50.4	100.8	II	21.4	D	0.48	
<b>TOTAL</b>							45	22,862			650.4	525.6		24.0	C	0.53	0.15 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 1**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Alafaya Trail - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left-Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right-Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
McCulloch Rd to Gemini Bv/Corporate Bv	Orange	Arterial	Residential Area	1	3	1	45	1,584	4	Signal	33.0	0.0	II	32.7	B	0.73	
Gemini Bv/Corporate Bv to Centaurus Dr	Orange	Arterial	Residential Area	2	3	0	45	1,901	4	Signal	29.4	0.0	II	44.1	A	0.98	
Centaurus Dr to University Bv	Orange	Arterial	Residential Area	2	3	1	45	1,637	4	Signal	52.8	24.0	II	21.1	D	0.47	
University Bv to Central Florida Bv	Orange	Arterial	Residential Area	2	3	0	45	1,584	4	Signal	24.0	0.0	II	45.0	A	1.00	
Central Florida Bv to Research Py	Orange	Arterial	Residential Area	2	3	0	45	2,112	4	Signal	49.8	13.8	II	28.9	B	0.64	
Research Py to Science Dr	Orange	Arterial	Residential Area	1	3	0	45	1,637	4	Signal	42.0	18.0	II	26.6	C	0.59	
Science Dr to Challenger Py	Orange	Arterial	Residential Area	2	3	0	45	3,590	4	Signal	61.2	13.2	II	40.0	A	0.89	
Challenger Py to Colonial Dr	Orange	Arterial	Residential Area	2	3	1	45	2,323	4	Signal	91.8	60.0	II	17.3	D	0.38	
Colonial Dr to Waterford Lakes Py	Orange	Arterial	Residential Area	2	3	1	45	3,326	4	Signal	55.8	7.2	II	40.6	A	0.90	
Waterford Lakes Py to Waterford Lakes Entrance	Orange	Arterial	Residential Area	2	3	1	45	1,690	4	Signal	31.8	0.0	II	36.2	A	0.81	
Waterford Lakes Entrance to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	3	1	45	845	4	Signal	46.2	71.4	II	12.5	F	0.28	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	3	0	45	634	4	Signal	7.2	0.0	II	60.0	A	1.33	
<b>TOTAL</b>							45	22,862			525.0	207.6		29.7	B	0.66	0.15 gal/veh
<b>PM PEAK HOUR</b>																	
McCulloch Rd to Gemini Bv/Corporate Bv	Orange	Arterial	Residential Area	1	3	1	45	1,584	4	Signal	54.6	69.6	II	19.8	D	0.44	
Gemini Bv/Corporate Bv to Centaurus Dr	Orange	Arterial	Residential Area	2	3	0	45	1,901	4	Signal	37.8	40.8	II	34.3	B	0.76	
Centaurus Dr to University Bv	Orange	Arterial	Residential Area	2	3	1	45	1,637	4	Signal	55.8	73.8	II	20.0	D	0.44	
University Bv to Central Florida Bv	Orange	Arterial	Residential Area	2	3	0	45	1,584	4	Signal	48.0	-24.0	II	22.5	C	0.50	
Central Florida Bv to Research Py	Orange	Arterial	Residential Area	2	3	0	45	2,112	4	Signal	273.6	48.6	II	5.3	F	0.12	
Research Py to Science Dr	Orange	Arterial	Residential Area	1	3	0	45	1,637	4	Signal	209.4	60.6	II	5.3	F	0.12	
Science Dr to Challenger Py	Orange	Arterial	Residential Area	2	3	0	45	3,590	4	Signal	69.0	7.2	II	35.5	A	0.79	
Challenger Py to Colonial Dr	Orange	Arterial	Residential Area	2	3	1	45	2,323	4	Signal	145.8	104.4	II	10.9	F	0.24	
Colonial Dr to Waterford Lakes Py	Orange	Arterial	Residential Area	2	3	1	45	3,326	4	Signal	67.2	31.2	II	33.7	B	0.75	
Waterford Lakes Py to Waterford Lakes Entrance	Orange	Arterial	Residential Area	2	3	1	45	1,690	4	Signal	67.8	65.4	II	17.0	E	0.38	
Waterford Lakes Entrance to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	3	1	45	845	4	Signal	15.0	0.0	II	38.4	A	0.85	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	3	0	45	634	4	Signal	9.0	0.6	II	48.0	A	1.07	
<b>TOTAL</b>							45	22,862			1,053.0	478.2		14.8	E	0.33	0.17 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 2**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Aloma Avenue - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Edgewater Dr to Adanson St	Orange	Arterial	Residential Area	1	2	0	45	1,373	6	Signal	34.8	0.0	II	26.9	C	0.60	
Adanson St to Wymore Rd	Orange	Arterial	Residential Area	1	2	0	45	2,693	6	Signal	47.4	0.0	II	38.7	A	0.86	
Wymore Rd to I-4 WB Ramp	Orange	Arterial	Outlying Business District	1	2	1	35	1,426	6	Signal	67.2	38.4	II	14.5	E	0.41	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	0	2	0	35	370	6	Signal	9.0	0.0	II	28.0	C	0.80	
I-4 EB Ramp to Formosa Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,267	6	Signal	27.6	0.0	II	31.3	B	0.89	
Formosa Ave to Clay St	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	6	Signal	32.4	4.2	II	27.8	C	0.79	
Clay St to Orlando Ave/Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,587	6	Signal	109.2	66.0	II	16.2	E	0.46	
Orlando Ave/Mills Ave to Denning Dr	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	6	Signal	47.4	10.8	II	19.0	D	0.54	
Denning Dr to Pennsylvania Ave	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	6	Signal	57.0	24.0	II	15.8	E	0.45	
Pennsylvania Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	35	475	6	Stop	13.8	0.0	II	23.5	C	0.67	
Railroad Crossing to New York Ave	Orange	Arterial	Outlying Business District	1	2	0	30	845	6	Signal	37.2	10.8	II	15.5	E	0.52	
New York Ave to Park Ave	Orange	Arterial	Outlying Business District	1	2	0	30	634	6	Signal	21.6	1.2	II	20.0	D	0.67	
Park Ave to Rollins College	Orange	Arterial	Outlying Business District	0	2	0	30	581	6	Signal	48.0	6.0	II	8.2	F	0.27	
Rollins College to Chase Ave	Orange	Arterial	Outlying Business District	1	2	0	30	1,267	6	Signal	33.0	0.0	II	26.2	C	0.87	
Chase Ave to Phelps Ave	Orange	Arterial	Residential Area	0	2	0	35	5,755	6	Signal	149.4	7.8	II	26.3	C	0.75	
Phelps Ave to Lakemont Ave	Orange	Arterial	Residential Area	1	2	1	35	1,003	6	Signal	39.0	23.4	II	17.5	D	0.50	
Lakemont Ave to St. Andrews Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	2,270	6	Signal	57.6	39.6	II	26.9	C	0.77	
St. Andrews Blvd to Balfour Dr	Orange	Arterial	Outlying Business District	1	2	0	40	1,162	6	Signal	28.2	6.0	II	28.1	B	0.70	
Balfour Dr to Ranger Blvd	Orange	Arterial	Outlying Business District	0	2	0	40	2,006	6	Signal	40.2	11.4	II	34.0	B	0.85	
Ranger Blvd to SR 436	Orange	Arterial	Outlying Business District	2	3	1	40	1,320	6	Signal	78.0	55.2	II	11.5	F	0.29	
SR 436 to Eastbrook Blvd	Orange	Arterial	Outlying Business District	1	2	1	45	2,482	6	Signal	66.6	53.4	II	25.4	C	0.56	
Eastbrook Blvd to Forsyth Rd	Orange	Arterial	Outlying Business District	0	2	1	45	211	6	Signal	3.0	0.0	II	48.0	A	1.07	
<b>TOTAL</b>							35	33,686			1,047.6	358.2	II	21.9	D	0.63	0.23 gal/veh
<b>PM PEAK HOUR</b>																	
Edgewater Dr to Adanson St	Orange	Arterial	Residential Area	1	2	0	45	1,373	5	Signal	35.4	7.2	II	26.4	C	0.59	
Adanson St to Wymore Rd	Orange	Arterial	Residential Area	1	2	0	45	2,693	5	Signal	43.8	0.0	II	41.9	A	0.93	
Wymore Rd to I-4 WB Ramp	Orange	Arterial	Outlying Business District	1	2	1	35	1,426	5	Signal	88.8	55.8	II	10.9	F	0.31	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	0	2	0	35	370	5	Signal	8.4	0.0	II	30.0	B	0.86	
I-4 EB Ramp to Formosa Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,267	5	Signal	23.4	0.0	II	36.9	A	1.05	
Formosa Ave to Clay St	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	5	Signal	54.6	31.8	II	16.5	E	0.47	
Clay St to Orlando Ave/Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,587	5	Signal	138.0	89.4	II	12.8	F	0.37	
Orlando Ave/Mills Ave to Denning Dr	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	5	Signal	53.4	21.0	II	16.9	E	0.48	
Denning Dr to Pennsylvania Ave	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	5	Signal	64.2	30.6	II	14.0	E	0.40	
Pennsylvania Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	35	475	5	Stop	17.4	4.8	II	18.6	D	0.53	
Railroad Crossing to New York Ave	Orange	Arterial	Outlying Business District	1	2	0	30	845	5	Signal	22.8	25.2	II	25.3	C	0.84	
New York Ave to Park Ave	Orange	Arterial	Outlying Business District	1	2	0	30	634	5	Signal	64.2	45.0	II	6.7	F	0.22	
Park Ave to Rollins College	Orange	Arterial	Outlying Business District	0	2	0	30	581	5	Signal	13.8	0.0	II	28.7	B	0.96	
Rollins College to Chase Ave	Orange	Arterial	Outlying Business District	1	2	0	30	1,267	5	Signal	30.0	0.0	II	28.8	B	0.96	
Chase Ave to Phelps Ave	Orange	Arterial	Residential Area	0	2	0	35	5,755	5	Signal	135.6	9.6	II	28.9	B	0.83	
Phelps Ave to Lakemont Ave	Orange	Arterial	Residential Area	1	2	1	35	1,003	5	Signal	63.6	30.0	II	10.8	F	0.31	
Lakemont Ave to St. Andrews Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	2,270	5	Signal	81.0	6.6	II	19.1	D	0.55	
St. Andrews Blvd to Balfour Dr	Orange	Arterial	Outlying Business District	1	2	0	40	1,162	5	Signal	41.4	20.4	II	19.1	D	0.48	
Balfour Dr to Ranger Blvd	Orange	Arterial	Outlying Business District	0	2	0	40	2,006	5	Signal	76.8	25.2	II	17.8	D	0.45	
Ranger Blvd to SR 436	Orange	Arterial	Outlying Business District	2	3	1	40	1,320	5	Signal	99.0	49.2	II	9.1	F	0.23	
SR 436 to Eastbrook Blvd	Orange	Arterial	Outlying Business District	1	2	1	45	2,482	5	Signal	105.6	28.2	II	16.0	E	0.36	
Eastbrook Blvd to Forsyth Rd	Orange	Arterial	Outlying Business District	0	2	1	45	211	5	Signal	3.6	0.0	II	40.0	A	0.89	
<b>TOTAL</b>							35	33,686			1,264.8	480.0	II	18.2	D	0.52	0.23 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 2**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Aloma Avenue - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Forsyth Rd to Eastbrook Blvd	Orange	Arterial	Outlying Business District	0	2	0	40	211	6	Signal	6.0	31.2	II	24.0	C	0.60	
Eastbrook Blvd to SR 436	Orange	Arterial	Outlying Business District	2	3	1	40	2,482	6	Signal	147.6	65.4	II	11.5	F	0.29	
SR 436 to Ranger Blvd	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	6	Signal	25.8	0.0	II	34.9	B	0.87	
Ranger Blvd to Balfour Dr	Orange	Arterial	Outlying Business District	1	2	0	40	2,006	6	Signal	42.6	2.4	II	32.1	B	0.80	
Balfour Dr to St. Andrews Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,162	6	Signal	36.6	10.8	II	21.6	D	0.62	
St. Andrews Blvd to Lakemont Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,270	6	Signal	73.8	18.6	II	21.0	D	0.60	
Lakemont Ave to Phelps Ave	Orange	Arterial	Residential Area	0	2	0	35	1,003	6	Signal	24.6	28.8	II	27.8	C	0.79	
Phelps Ave to Chase Ave	Orange	Arterial	Residential Area	1	2	0	30	5,755	6	Signal	140.4	7.8	II	27.9	C	0.93	
Chase Ave to Rollins College	Orange	Arterial	Outlying Business District	0	2	0	30	1,267	6	Signal	35.4	7.2	II	24.4	C	0.81	
Rollins College to Park Ave	Orange	Arterial	Outlying Business District	1	2	0	30	581	6	Signal	32.4	32.4	II	12.2	F	0.41	
Park Ave to New York Ave	Orange	Arterial	Outlying Business District	1	2	0	30	634	6	Signal	19.2	4.8	II	22.5	C	0.75	
New York Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	30	845	6	Stop	19.2	0.0	II	30.0	B	1.00	
Railroad Crossing to Pennsylvania Ave	Orange	Arterial	Outlying Business District	0	2	0	30	475	6	Signal	18.6	42.0	II	17.4	D	0.58	
Pennsylvania Ave to Denning Dr	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	6	Signal	60.6	26.4	II	14.9	E	0.42	
Denning Dr to Orlando Ave/Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	6	Signal	81.0	49.2	II	11.1	F	0.32	
Orlando Ave/Mills Ave to Clay St	Orange	Arterial	Outlying Business District	1	2	0	35	2,587	6	Signal	49.2	0.0	II	35.9	A	1.02	
Clay St to Formosa Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	6	Signal	29.4	10.8	II	30.6	B	0.87	
Formosa Ave to I-4 EB Ramps	Orange	Arterial	Outlying Business District	1	2	1	35	1,267	6	Signal	47.4	31.2	II	18.2	D	0.52	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	2	0	35	370	6	Signal	9.6	0.0	II	26.2	C	0.75	
I-4 WB Ramp to Wymore Rd	Orange	Arterial	Outlying Business District	0	2	0	35	1,426	6	Signal	32.4	16.2	II	30.0	B	0.86	
Wymore Rd to Adanson St	Orange	Arterial	Residential Area	0	2	0	45	2,693	6	Signal	47.4	0.0	II	38.7	A	0.86	
Adanson St to Edgewater Dr	Orange	Arterial	Residential Area	1	0	1	45	1,373	6	Signal	74.4	34.2	II	12.6	F	0.28	
<b>TOTAL</b>							35	33,686			1,053.6	419.4	II	21.8	D	0.62	0.23 gal/veh
<b>PM PEAK HOUR</b>																	
Forsyth Rd to Eastbrook Blvd	Orange	Arterial	Outlying Business District	0	2	0	40	211	6	Signal	4.2	0.0	II	34.3	B	0.86	
Eastbrook Blvd to SR 436	Orange	Arterial	Outlying Business District	2	3	1	40	2,482	6	Signal	69.0	31.2	II	24.5	C	0.61	
SR 436 to Ranger Blvd	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	6	Signal	24.6	0.0	II	36.6	A	0.91	
Ranger Blvd to Balfour Dr	Orange	Arterial	Outlying Business District	1	2	0	40	2,006	6	Signal	34.2	0.0	II	40.0	A	1.00	
Balfour Dr to St. Andrews Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,162	6	Signal	24.0	7.2	II	33.0	B	0.94	
St. Andrews Blvd to Lakemont Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,270	6	Signal	91.2	63.6	II	17.0	E	0.48	
Lakemont Ave to Phelps Ave	Orange	Arterial	Residential Area	0	2	0	35	1,003	6	Signal	24.6	15.0	II	27.8	C	0.79	
Phelps Ave to Chase Ave	Orange	Arterial	Residential Area	1	2	0	30	5,755	6	Signal	136.8	25.2	II	28.7	B	0.96	
Chase Ave to Rollins College	Orange	Arterial	Outlying Business District	0	2	0	30	1,267	6	Signal	36.0	6.0	II	24.0	C	0.80	
Rollins College to Park Ave	Orange	Arterial	Outlying Business District	1	2	0	30	581	6	Signal	19.2	7.2	II	20.6	D	0.69	
Park Ave to New York Ave	Orange	Arterial	Outlying Business District	1	2	0	30	634	6	Signal	39.6	30.0	II	10.9	F	0.36	
New York Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	30	845	6	Stop	17.4	0.0	II	33.1	B	1.10	
Railroad Crossing to Pennsylvania Ave	Orange	Arterial	Outlying Business District	0	2	0	30	475	6	Signal	19.2	5.4	II	16.9	E	0.56	
Pennsylvania Ave to Denning Dr	Orange	Arterial	Outlying Business District	0	2	0	35	1,320	6	Signal	47.4	27.0	II	19.0	D	0.54	
Denning Dr to Orlando Ave/Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	6	Signal	75.6	48.6	II	11.9	F	0.34	
Orlando Ave/Mills Ave to Clay St	Orange	Arterial	Outlying Business District	1	2	0	35	2,587	6	Signal	55.8	10.8	II	31.6	B	0.90	
Clay St to Formosa Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,320	6	Signal	34.8	13.2	II	25.9	C	0.74	
Formosa Ave to I-4 EB Ramps	Orange	Arterial	Outlying Business District	2	2	0	35	1,267	6	Signal	50.4	30.0	II	17.1	D	0.49	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	2	0	35	370	6	Signal	8.4	0.0	II	30.0	B	0.86	
I-4 WB Ramp to Wymore Rd	Orange	Arterial	Outlying Business District	0	2	0	35	1,426	6	Signal	32.4	13.2	II	30.0	B	0.86	
Wymore Rd to Adanson St	Orange	Arterial	Residential Area	0	2	0	45	2,693	6	Signal	48.0	6.0	II	38.2	A	0.85	
Adanson St to Edgewater Dr	Orange	Arterial	Residential Area	1	0	1	45	1,373	6	Signal	39.6	10.2	II	23.6	C	0.53	
<b>TOTAL</b>							35	33,686			932.4	349.8	II	24.6	C	0.70	0.23 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 3**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Boggy Creek Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
US 192 to Old Boggy Creek Rd/Shakerag Rd	Osceola	Arterial	Rural Area	1	2	0	45	1,742	4	Signal	34.2	0.0	II	34.7	B	0.77	
Old Boggy Creek Rd/ShakeragRd to Bill Beck Blvd	Osceola	Arterial	Rural Area	1	2	0	45	1,795	4	Signal	43.8	16.2	II	27.9	C	0.62	
Bill Beck Blvd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	0	45	3,326	4	Signal	54.6	7.8	II	41.5	A	0.92	
Lakeside Dr to Simpson Rd	Osceola	Arterial	Residential Area	2	1	1	45	1,056	4	Signal	18.0	6.0	II	40.0	A	0.89	
Simpson Rd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	0	45	4,805	4	Signal	115.8	0.0	II	28.3	B	0.63	
Lakeside Dr to Buenaventura Blvd	Osceola	Arterial	Residential Area	2	2	1	45	2,112	4	Signal	37.8	0.0	II	38.1	A	0.85	
Buenaventura Blvd to Osceola Pkwy	Osceola	Arterial	Residential Area	1	1	1	50	9,240	4	Signal	162.6	10.8	I	38.7	B	0.77	
Osceola Pkwy to Boggy Creek Rd E	Osceola	Arterial	Rural Area	1	0	1	50	6,389	4	Signal	185.4	37.2	I	23.5	D	0.47	
<b>TOTAL</b>							45	30,466			652.2	78.0	II	31.8	B	0.71	0.20 gal/veh
<b>PM PEAK HOUR</b>																	
US 192 to Old Boggy Creek Rd/Shakerag Rd	Osceola	Arterial	Rural Area	1	2	0	45	1,742	5	Signal	30.0	0.0	II	39.6	A	0.88	
Old Boggy Creek Rd/ShakeragRd to Bill Beck Blvd	Osceola	Arterial	Rural Area	1	2	0	45	1,795	5	Signal	40.8	11.4	II	30.0	B	0.67	
Bill Beck Blvd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	0	45	3,326	5	Signal	55.8	0.0	II	40.6	A	0.90	
Lakeside Dr to Simpson Rd	Osceola	Arterial	Residential Area	2	1	1	45	1,056	5	Signal	32.4	25.2	II	22.2	C	0.49	
Simpson Rd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	0	45	4,805	5	Signal	133.2	0.0	II	24.6	C	0.55	
Lakeside Dr to Buenaventura Blvd	Osceola	Arterial	Residential Area	2	2	1	45	2,112	5	Signal	36.0	0.0	II	40.0	A	0.89	
Buenaventura Blvd to Osceola Pkwy	Osceola	Arterial	Residential Area	1	1	1	50	9,240	5	Signal	168.0	6.0	I	37.5	B	0.75	
Osceola Pkwy to Boggy Creek Rd E	Osceola	Arterial	Rural Area	1	0	1	50	6,389	5	Signal	204.0	64.8	I	21.4	D	0.43	
<b>TOTAL</b>							45	30,466			700.2	107.4	II	29.7	B	0.66	0.20 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 3**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Boggy Creek Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Boggy Creek Rd E to Osceola Pkwy	Osceola	Arterial	Rural Area	1	1	1	50	6,389	4	Signal	120.6	23.4	I	36.1	B	0.72	
Osceola Pkwy to Buenaventura Blvd	Osceola	Arterial	Residential Area	1	2	0	50	9,240	4	Signal	159.6	19.2	I	39.5	B	0.79	
Buenaventura Blvd to Lakeside Dr	Osceola	Arterial	Residential Area	0	2	1	45	2,112	4	Signal	46.8	22.2	II	30.8	B	0.68	
Lakeside Dr to Simpson Rd	Osceola	Arterial	Residential Area	1	1	1	45	4,805	4	Signal	81.0	0.0	II	40.4	A	0.90	
Simpson Rd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	1	45	1,056	4	Signal	34.2	13.2	II	21.1	D	0.47	
Lakeside Dr to Bill Beck Blvd	Osceola	Arterial	Residential Area	1	2	0	45	3,326	4	Signal	53.4	0.0	II	42.5	A	0.94	
Bill Beck Blvd to Old Boggy Creek Rd/Shakerag Rd	Osceola	Arterial	Rural Area	1	2	0	45	1,795	4	Signal	35.4	5.4	II	34.6	B	0.77	
Old Boggy Creek Rd/Shakerag Rd to US 192	Osceola	Arterial	Rural Area	1	1	1	45	1,742	4	Signal	66.0	30.6	II	18.0	D	0.40	
<b>TOTAL</b>							45	30,466			597.0	114.0	II	34.8	B	0.77	0.20 gal/veh
<b>PM PEAK HOUR</b>																	
Boggy Creek Rd E to Osceola Pkwy	Osceola	Arterial	Rural Area	1	1	1	50	6,389	5	Signal	130.8	23.4	I	33.3	C	0.67	
Osceola Pkwy to Buenaventura Blvd	Osceola	Arterial	Residential Area	1	2	0	50	9,240	5	Signal	172.8	45.0	I	36.5	B	0.73	
Buenaventura Blvd to Lakeside Dr	Osceola	Arterial	Residential Area	0	2	1	45	2,112	5	Signal	45.6	15.0	II	31.6	B	0.70	
Lakeside Dr to Simpson Rd	Osceola	Arterial	Residential Area	1	1	1	45	4,805	5	Signal	69.6	0.0	II	47.1	A	1.05	
Simpson Rd to Lakeside Dr	Osceola	Arterial	Residential Area	1	2	1	45	1,056	5	Signal	22.8	22.8	II	31.6	B	0.70	
Lakeside Dr to Bill Beck Blvd	Osceola	Arterial	Residential Area	1	2	0	45	3,326	5	Signal	43.2	0.0	II	52.5	A	1.17	
Bill Beck Blvd to Old Boggy Creek Rd/Shakerag Rd	Osceola	Arterial	Rural Area	1	2	0	45	1,795	5	Signal	28.8	4.2	II	42.5	A	0.94	
Old Boggy Creek Rd/Shakerag Rd to US 192	Osceola	Arterial	Rural Area	1	1	1	45	1,742	5	Signal	72.6	39.6	II	16.4	E	0.36	
<b>TOTAL</b>							45	30,466			586.2	150.0	II	35.4	A	0.79	0.20 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 4**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Conroy - Windermere Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Kirkman Rd to Middlebrook Rd	Orange	Collector	Residential Area	1	2	0	35	1,954	6	Signal	34.2	0.0	II	38.9	A	1.11	
Middlebrook Rd to N. Mission Rd	Orange	Collector	Residential Area	1	2	0	35	3,485	6	Signal	58.2	1.8	II	40.8	A	1.17	
N. Mission Rd to Vineland Rd	Orange	Collector	Residential Area	2	3	1	35	2,376	6	Signal	63.0	25.8	II	25.7	C	0.73	
Vineland Rd to I-4 WB Ramp	Orange	Collector	Residential Area	0	4	1	35	634	6	Signal	12.0	0.0	II	36.0	A	1.03	
I-4 WB Ramp to I-4 EB Ramp	Orange	Collector	Residential Area	0	3	1	35	1,056	6	Signal	31.8	10.2	II	22.6	C	0.65	
I-4 EB Ramp to Millenia Bv	Orange	Collector	Residential Area	2	2	1	35	1,056	6	Signal	21.0	0.0	II	34.3	B	0.98	
Millenia Bv to Water Garden Rd	Orange	Collector	Residential Area	1	2	1	35	898	6	Signal	15.6	0.0	II	39.2	A	1.12	
Water Garden Rd to Eastgate Dr	Orange	Collector	Residential Area	1	2	1	35	686	6	Signal	12.6	0.0	II	37.1	A	1.06	
Eastgate Dr to John Young Py	Orange	Collector	Residential Area	2	2	1	35	2,957	6	Signal	116.4	72.0	II	17.3	D	0.49	
<b>TOTAL</b>							35	15,101			364.8	109.8	II	28.2	B	0.81	0.10 gal/veh
<b>PM PEAK HOUR</b>																	
Kirkman Rd to Middlebrook Rd	Orange	Collector	Residential Area	1	2	0	35	1,954	5	Signal	39.0	1.8	II	34.2	B	0.98	
Middlebrook Rd to N. Mission Rd	Orange	Collector	Residential Area	1	2	0	35	3,485	5	Signal	72.6	9.6	II	32.7	B	0.94	
N. Mission Rd to Vineland Rd	Orange	Collector	Residential Area	2	3	1	35	2,376	5	Signal	76.2	49.2	II	21.3	D	0.61	
Vineland Rd to I-4 WB Ramp	Orange	Collector	Residential Area	0	4	1	35	634	5	Signal	18.0	3.0	II	24.0	C	0.69	
I-4 WB Ramp to I-4 EB Ramp	Orange	Collector	Residential Area	0	3	1	35	1,056	5	Signal	23.4	0.0	II	30.8	B	0.88	
I-4 EB Ramp to Millenia Bv	Orange	Collector	Residential Area	2	2	1	35	1,056	5	Signal	37.8	15.0	II	19.0	D	0.54	
Millenia Bv to Water Garden Rd	Orange	Collector	Residential Area	1	2	1	35	898	5	Signal	18.6	0.0	II	32.9	B	0.94	
Water Garden Rd to Eastgate Dr	Orange	Collector	Residential Area	1	2	1	35	686	5	Signal	13.2	0.0	II	35.5	A	1.01	
Eastgate Dr to John Young Py	Orange	Collector	Residential Area	2	2	1	35	2,957	5	Signal	108.6	43.8	II	18.6	D	0.53	
<b>TOTAL</b>							35	15,101			407.4	122.4	II	25.3	C	0.72	0.10 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 4**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Conroy - Windermere Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
John Young Py to Eastgate Dr	Orange	Collector	Residential Area	1	2	0	35	2,957	6	Signal	63.6	18.6	II	31.7	B	0.91	
Eastgate Dr to Water Garden Rd	Orange	Collector	Residential Area	1	2	0	35	686	6	Signal	12.6	0.0	II	37.1	A	1.06	
Water Garden Rd to Millenia Bv	Orange	Collector	Residential Area	2	3	0	35	898	6	Signal	29.4	10.8	II	20.8	D	0.59	
Millenia Bv to I-4 EB Ramp	Orange	Collector	Residential Area	0	3	1	35	1,056	6	Signal	24.0	0.6	II	30.0	B	0.86	
I-4 EB Ramp to I-4 WB Ramp	Orange	Collector	Residential Area	2	2	0	35	1,056	6	Signal	19.2	0.0	II	37.5	A	1.07	
I-4 WB Ramp to Vineland Rd	Orange	Collector	Residential Area	2	3	1	35	634	6	Signal	13.8	0.0	II	31.3	B	0.89	
Vineland Rd to N. Mission Rd	Orange	Collector	Residential Area	1	2	1	35	2,376	6	Signal	51.6	7.2	II	31.4	B	0.90	
N. Mission Rd to Middlebrook Rd	Orange	Collector	Residential Area	1	2	0	35	3,485	6	Signal	73.2	21.0	II	32.5	B	0.93	
Middlebrook Rd to Kirkman Rd	Orange	Collector	Residential Area	2	2	1	35	1,954	6	Signal	97.2	49.8	II	13.7	E	0.39	
<b>TOTAL</b>							35	15,101			384.6	108.0	II	26.8	C	0.76	0.10 gal/veh
<b>PM PEAK HOUR</b>																	
John Young Py to Eastgate Dr	Orange	Collector	Residential Area	1	2	0	35	2,957	5	Signal	58.2	1.8	II	34.6	B	0.99	
Eastgate Dr to Water Garden Rd	Orange	Collector	Residential Area	1	2	0	35	686	5	Signal	34.8	49.2	II	13.4	E	0.38	
Water Garden Rd to Millenia Bv	Orange	Collector	Residential Area	2	3	0	35	898	5	Signal	76.8	66.6	II	8.0	F	0.23	
Millenia Bv to I-4 EB Ramp	Orange	Collector	Residential Area	0	3	1	35	1,056	5	Signal	22.8	0.0	II	31.6	B	0.90	
I-4 EB Ramp to I-4 WB Ramp	Orange	Collector	Residential Area	2	2	0	35	1,056	5	Signal	19.8	3.6	II	36.4	A	1.04	
I-4 WB Ramp to Vineland Rd	Orange	Collector	Residential Area	2	3	1	35	634	5	Signal	27.0	10.2	II	16.0	E	0.46	
Vineland Rd to N. Mission Rd	Orange	Collector	Residential Area	1	2	1	35	2,376	5	Signal	60.0	12.6	II	27.0	C	0.77	
N. Mission Rd to Middlebrook Rd	Orange	Collector	Residential Area	1	2	0	35	3,485	5	Signal	96.0	31.2	II	24.7	C	0.71	
Middlebrook Rd to Kirkman Rd	Orange	Collector	Residential Area	2	2	1	35	1,954	5	Signal	151.8	95.4	II	8.8	F	0.25	
<b>TOTAL</b>							35	15,101			547.2	270.6	II	18.8	D	0.54	0.10 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 5**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Curry Ford Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Conway Rd to Gaston Foster Rd	Orange	Arterial	Residential Area	1	2	0	35	1,954	8	Signal	48.6	3.6	II	27.4	C	0.78	
Gaston Foster Rd to Dixie Belle Dr/Bahia Ave	Orange	Arterial	Residential Area	0	2	0	40	3,274	8	Signal	79.2	22.8	II	28.2	B	0.70	
Dixie Belle Dr/Bahia Ave to Semoran Blvd	Orange	Arterial	Outlying Business District	2	2	1	40	1,373	8	Signal	33.6	4.2	II	27.9	C	0.70	
Semoran Blvd to Oxalis Ave	Orange	Arterial	Residential Area	1	2	0	45	2,851	8	Signal	60.0	76.2	II	32.4	B	0.72	
Oxalis Ave to Woodgate Blvd	Orange	Arterial	Residential Area	1	2	0	45	1,954	8	Signal	47.4	21.6	II	28.1	B	0.62	
Woodgate Blvd to Goldenrod Rd	Orange	Arterial	Residential Area	2	2	1	45	2,323	8	Signal	117.0	73.2	II	13.5	E	0.30	
<b>TOTAL</b>							45	13,728			385.8	201.6	II	24.3	C	0.54	0.09 gal/veh
<b>PM PEAK HOUR</b>																	
Conway Rd to Gaston Foster Rd	Orange	Arterial	Residential Area	1	2	0	35	1,954	8	Signal	48.6	0.0	II	27.4	C	0.78	
Gaston Foster Rd to Dixie Belle Dr/Bahia Ave	Orange	Arterial	Residential Area	0	2	0	40	3,274	8	Signal	89.4	35.4	II	25.0	C	0.62	
Dixie Belle Dr/Bahia Ave to Semoran Blvd	Orange	Arterial	Outlying Business District	2	2	1	40	1,373	8	Signal	97.8	67.8	II	9.6	F	0.24	
Semoran Blvd to Oxalis Ave	Orange	Arterial	Residential Area	1	2	0	45	2,851	8	Signal	105.0	7.8	II	18.5	D	0.41	
Oxalis Ave to Woodgate Blvd	Orange	Arterial	Residential Area	1	2	0	45	1,954	8	Signal	81.6	33.0	II	16.3	E	0.36	
Woodgate Blvd to Goldenrod Rd	Orange	Arterial	Residential Area	2	2	1	45	2,323	8	Signal	103.8	44.4	II	15.3	E	0.34	
<b>TOTAL</b>							45	13,728			526.2	188.4	II	17.8	D	0.40	0.10 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 5**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Curry Ford Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Goldenrod Rd to Woodgate Blvd	Orange	Arterial	Residential Area	1	2	0	45	2,323	7	Signal	57.6	13.8	II	27.5	C	0.61	
Woodgate Blvd to Oxalis Ave	Orange	Arterial	Residential Area	1	2	0	45	1,954	7	Signal	50.4	15.0	II	26.4	C	0.59	
Oxalis Ave to Semoran Blvd	Orange	Arterial	Residential Area	2	2	0	40	2,851	7	Signal	223.2	96.6	II	8.7	F	0.22	
Semoran Blvd to Dixie Belle Dr/Bahia Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,373	7	Signal	50.4	79.8	II	18.6	D	0.46	
Dixie Belle Dr/Bahia Ave to Gaston Foster Rd	Orange	Arterial	Residential Area	0	2	0	40	3,274	7	Signal	73.8	16.2	II	30.2	B	0.76	
Gaston Foster Rd to Conway Rd	Orange	Arterial	Residential Area	1	2	0	35	1,954	7	Signal	82.8	7.2	II	16.1	E	0.46	
<b>TOTAL</b>							40	13,728			538.2	228.6	II	17.4	D	0.43	0.10 gal/veh
<b>PM PEAK HOUR</b>																	
Goldenrod Rd to Woodgate Blvd	Orange	Arterial	Residential Area	1	2	0	45	2,323	7	Signal	63.6	16.2	II	24.9	C	0.55	
Woodgate Blvd to Oxalis Ave	Orange	Arterial	Residential Area	1	2	0	45	1,954	7	Signal	63.6	31.8	II	20.9	D	0.47	
Oxalis Ave to Semoran Blvd	Orange	Arterial	Residential Area	2	2	0	40	2,851	7	Signal	88.8	39.0	II	21.9	D	0.55	
Semoran Blvd to Dixie Belle Dr/Bahia Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,373	7	Signal	36.0	70.8	II	26.0	C	0.65	
Dixie Belle Dr/Bahia Ave to Gaston Foster Rd	Orange	Arterial	Residential Area	0	2	0	40	3,274	7	Signal	61.8	5.4	II	36.1	A	0.90	
Gaston Foster Rd to Conway Rd	Orange	Arterial	Residential Area	1	2	0	35	1,954	7	Signal	138.6	88.2	II	9.6	F	0.27	
<b>TOTAL</b>							40	13,728			452.4	251.4	II	20.7	D	0.52	0.09 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 6**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Dean Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Colonial Dr to Winder TI	Orange	Arterial	Residential Area	1	2	0	45	5,386	7	Signal	91.8	0.0	II	40.0	A	0.89	
Winder TI to Buck Rd/ Kendal Dr	Orange	Arterial	Residential Area	1	2	0	45	2,112	7	Signal	41.4	3.6	II	34.8	B	0.77	
Buck Rd/ Kendal Dr to University Blvd	Orange	Arterial	Residential Area	2	2	0	45	2,640	7	Signal	105.0	52.8	II	17.1	D	0.38	
<b>TOTAL</b>							45	10,138			238.2	56.4	II	29.0	B	0.64	0.07 gal/veh
<b>PM PEAK HOUR</b>																	
Colonial Dr to Winder TI	Orange	Arterial	Residential Area	1	2	0	45	5,386	7	Signal	85.2	0.0	II	43.1	A	0.96	
Winder TI to Buck Rd/ Kendal Dr	Orange	Arterial	Residential Area	1	2	0	45	2,112	7	Signal	37.8	4.8	II	38.1	A	0.85	
Buck Rd/ Kendal Dr to University Blvd	Orange	Arterial	Residential Area	2	2	0	45	2,640	7	Signal	142.8	106.8	II	12.6	F	0.28	
<b>TOTAL</b>							45	10,138			265.8	111.6	II	26.0	C	0.58	0.07 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 6**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Dean Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
University Blvd to Buck Rd/ Kendal Dr	Orange	Arterial	Residential Area	1	2	0	45	2,640	7	Signal	46.8	9.6	II	38.5	A	0.85	
Buck Rd/ Kendal Dr to Winder TI	Orange	Arterial	Residential Area	1	2	0	45	2,112	7	Signal	34.2	0.0	II	42.1	A	0.94	
Winder TI to Colonial Dr	Orange	Arterial	Residential Area	1	2	1	45	5,386	7	Signal	127.2	35.4	II	28.9	B	0.64	
<b>TOTAL</b>							45	10,138			208.2	45.0	II	33.2	B	0.74	0.07 gal/veh
<b>PM PEAK HOUR</b>																	
University Blvd to Buck Rd/ Kendal Dr	Orange	Arterial	Residential Area	1	2	0	45	2,640	7	Signal	49.2	5.4	II	36.6	A	0.81	
Buck Rd/ Kendal Dr to Winder TI	Orange	Arterial	Residential Area	1	2	0	45	2,112	7	Signal	33.6	0.0	II	42.9	A	0.95	
Winder TI to Colonial Dr	Orange	Arterial	Residential Area	1	2	1	45	5,386	7	Signal	143.4	48.6	II	25.6	C	0.57	
<b>TOTAL</b>							45	10,138			226.2	54.0	II	30.6	B	0.68	0.07 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 7**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Forsyth Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.	
														(mph)				
<b>AM PEAK HOUR</b>																		
Colonial Dr to Hanging Moss Rd	Orange	Arterial	Residential Area	1	1	0	35	4,382	6	Signal	105.0	1.8	II	28.5	B	0.81		
Hanging Moss Rd to University Blvd	Orange	Arterial	Residential Area	2	2	0	35	7,128	6	Signal	185.4	58.8	II	26.2	C	0.75		
University Blvd to Aloma Ave	Orange	Arterial	Outlying Business District	2	0	2	35	3,221	6	Signal	72.0	0.6	II	30.5	B	0.87		
<b>TOTAL</b>							35	14,731			362.4	61.2	II	27.7	C	0.79	0.10 gal/veh	
<b>PM PEAK HOUR</b>																		
Colonial Dr to Hanging Moss Rd	Orange	Arterial	Residential Area	1	1	0	35	4,382	5	Signal	87.0	1.8	II	34.3	B	0.98		
Hanging Moss Rd to University Blvd	Orange	Arterial	Residential Area	2	2	0	35	7,128	5	Signal	229.8	43.2	II	21.1	D	0.60		
University Blvd to Aloma Ave	Orange	Arterial	Outlying Business District	2	0	2	35	3,221	5	Signal	71.4	6.0	II	30.8	B	0.88		
<b>TOTAL</b>							35	14,731			388.2	51.0	II	25.9	C	0.74	0.10 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 7**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Forsyth Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.	
														(mph)				
<b>AM PEAK HOUR</b>																		
Aloma Ave to University Blvd	Orange	Arterial	Outlying Business District	2	2	1	35	3,221	6	Signal	103.8	20.4	II	21.2	D	0.60		
University Blvd to Hanging Moss Rd	Orange	Arterial	Residential Area	1	1	0	35	7,128	6	Signal	163.8	15.6	II	29.7	B	0.85		
Hanging Moss Rd to Colonial Dr	Orange	Arterial	Residential Area	2	1	1	35	4,382	6	Signal	159.0	56.4	II	18.8	D	0.54		
<b>TOTAL</b>							35	14,731			426.6	92.4	II	23.5	C	0.67	0.10 gal/veh	
<b>PM PEAK HOUR</b>																		
Aloma Ave to University Blvd	Orange	Arterial	Outlying Business District	2	2	1	35	3,221	5	Signal	118.2	42.0	II	18.6	D	0.53		
University Blvd to Hanging Moss Rd	Orange	Arterial	Residential Area	1	1	0	35	7,128	5	Signal	181.8	21.6	II	26.7	C	0.76		
Hanging Moss Rd to Colonial Dr	Orange	Arterial	Residential Area	2	1	1	35	4,382	5	Signal	190.2	64.8	II	15.7	E	0.45		
<b>TOTAL</b>							35	14,731			490.2	128.4	II	20.5	D	0.59	0.10 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 8**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Goldenrod Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Curry Ford Rd to Lake Underhill Rd	Orange	Arterial	Residential Area	1	2	1	45	8,818	7	Signal	294.6	67.2	II	20.4	D	0.45	
Lake Underhill Rd to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	2	0	45	370	7	Signal	18.0	0.0	II	14.0	E	0.31	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	7	Signal	7.8	0.0	II	32.3	B	0.72	
SR 408 WB Ramp to Valencia College Ln	Orange	Arterial	Residential Area	0	2	0	45	4,541	7	Signal	75.6	18.0	II	41.0	A	0.91	
Valencia College Ln to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	5,227	7	Signal	174.0	76.2	II	20.5	D	0.46	
<b>TOTAL</b>							45	19,325			570.0	161.4	II	23.1	C	0.51	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
Curry Ford Rd to Lake Underhill Rd	Orange	Arterial	Residential Area	1	2	1	45	8,818	8	Signal	236.4	51.0	II	25.4	C	0.57	
Lake Underhill Rd to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	2	0	45	370	8	Signal	9.0	0.0	II	28.0	C	0.62	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	8	Signal	7.2	0.0	II	35.0	B	0.78	
SR 408 WB Ramp to Valencia College Ln	Orange	Arterial	Residential Area	0	2	0	45	4,541	8	Signal	109.8	37.2	II	28.2	B	0.63	
Valencia College Ln to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	5,227	8	Signal	134.4	36.6	II	26.5	C	0.59	
<b>TOTAL</b>							45	19,325			496.8	124.8	II	26.5	C	0.59	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 8**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Goldenrod Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Colonial Dr to Valencia College Ln	Orange	Arterial	Residential Area	1	2	0	45	5,227	7	Signal	109.8	8.4	II	32.5	B	0.72	
Valencia College Ln to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	2	0	45	4,541	7	Signal	99.6	45.0	II	31.1	B	0.69	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	1	2	0	45	370	7	Signal	11.4	5.4	II	22.1	C	0.49	
SR 408 EB Ramp to Lake Underhill Rd	Orange	Arterial	Residential Area	2	2	1	45	370	7	Signal	34.8	82.8	II	7.2	F	0.16	
Lake Underhill Rd to Curry Ford Rd	Orange	Arterial	Residential Area	1	2	1	45	8,818	7	Signal	196.8	45.0	II	30.5	B	0.68	
<b>TOTAL</b>							45	19,325			452.4	186.6	II	29.1	B	0.65	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
Colonial Dr to Valencia College Ln	Orange	Arterial	Residential Area	1	2	0	45	5,227	7	Signal	98.4	9.6	II	36.2	A	0.80	
Valencia College Ln to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	2	0	45	4,541	7	Signal	89.4	7.2	II	34.6	B	0.77	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	1	2	0	45	370	7	Signal	22.8	52.8	II	11.1	F	0.25	
SR 408 EB Ramp to Lake Underhill Rd	Orange	Arterial	Residential Area	2	2	1	45	370	7	Signal	20.4	37.2	II	12.4	F	0.27	
Lake Underhill Rd to Curry Ford Rd	Orange	Arterial	Residential Area	1	2	1	45	8,818	7	Signal	258.6	64.8	II	23.2	C	0.52	
<b>TOTAL</b>							45	19,325			489.6	171.6	II	26.9	C	0.60	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 9**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hall Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
University Blvd to Aloma Ave	Orange	Arterial	Residential Area	1	2	0	40	5,914	6	Signal	228.6	79.2	II	17.6	D	0.44	
<b>TOTAL</b>							40	5,914			228.6	79.2	II	17.6	D	0.44	0.04 gal/veh
<b>PM PEAK HOUR</b>																	
University Blvd to Aloma Ave	Orange	Arterial	Residential Area	1	2	0	40	5,914	7	Signal	158.4	35.4	II	25.5	C	0.64	
<b>TOTAL</b>							40	5,914			158.4	35.4	II	25.5	C	0.64	0.04 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 9**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hall Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Aloma Ave to University Blvd	Orange	Arterial	Residential Area	1	1	1	40	5,914	6	Signal	163.2	48.0	II	24.7	C	0.62	
<b>TOTAL</b>							40	5,914			163.2	48.0	II	24.7	C	0.62	0.04 gal/veh
<b>PM PEAK HOUR</b>																	
Aloma Ave to University Blvd	Orange	Arterial	Residential Area	1	1	1	40	5,914	7	Signal	189.0	74.4	II	21.3	D	0.53	
<b>TOTAL</b>							40	5,914			189.0	74.4	II	21.3	D	0.53	0.04 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 10**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hiawassee Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed		Avg Speed/	Avg. Fuel	
														(mph)	LOS	Speed Limit	Consump.	
<b>AM PEAK HOUR</b>																		
Old Winter Garden Rd to SR 408 EB Ramp	Orange	Arterial	Residential Area	2	2	1	45	3,168	6	Signal	76.8	21.0	II	28.1	B	0.62		
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	6	Signal	6.6	0.0	II	38.2	A	0.85		
SR 408 WB Ramp to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	1,162	6	Signal	51.6	30.6	II	15.3	E	0.34		
Colonial Dr to Church Signal	Orange	Arterial	Residential Area	1	2	0	45	845	6	Signal	15.6	0.0	II	36.9	A	0.82		
Church Signal to Balboa Dr/Vernon St	Orange	Arterial	Residential Area	1	2	0	45	1,795	6	Signal	30.0	0.0	II	40.8	A	0.91		
Balboa Dr/Vernon St to Hennepin Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,115	6	Signal	59.4	0.0	II	35.8	A	0.79		
Hennepin Blvd to SR 438	Orange	Arterial	Residential Area	2	2	0	45	3,379	6	Signal	75.6	20.4	II	30.5	B	0.68		
<b>TOTAL</b>							45	13,834			315.6	72.0	II	29.9	B	0.66	0.09 gal/veh	
<b>PM PEAK HOUR</b>																		
Old Winter Garden Rd to SR 408 EB Ramp	Orange	Arterial	Residential Area	2	2	1	45	3,168	7	Signal	51.6	1.2	II	41.9	A	0.93		
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	7	Signal	6.0	10.2	II	42.0	A	0.93		
SR 408 WB Ramp to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	1,162	7	Signal	81.6	46.2	II	9.7	F	0.22		
Colonial Dr to Church Signal	Orange	Arterial	Residential Area	1	2	0	45	845	7	Signal	19.8	0.0	II	29.1	B	0.65		
Church Signal to Balboa Dr/Vernon St	Orange	Arterial	Residential Area	1	2	0	45	1,795	7	Signal	37.2	0.0	II	32.9	B	0.73		
Balboa Dr/Vernon St to Hennepin Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,115	7	Signal	56.4	10.8	II	37.7	A	0.84		
Hennepin Blvd to SR 438	Orange	Arterial	Residential Area	2	2	0	45	3,379	7	Signal	123.0	70.8	II	18.7	D	0.42		
<b>TOTAL</b>							45	13,834			375.6	139.2	II	25.1	C	0.56	0.09 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 10**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hiawassee Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 438 to Hennepin Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,379	6	Signal	67.8	13.2	II	34.0	B	0.76	
Hennepin Blvd to Balboa Dr/Vernon St	Orange	Arterial	Residential Area	1	2	0	45	3,115	6	Signal	60.6	25.2	II	35.0	A	0.78	
Balboa Dr/Vernon St to Church Signal	Orange	Arterial	Residential Area	0	2	1	45	1,742	6	Signal	30.6	0.0	II	38.8	A	0.86	
Church Signal to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	845	6	Signal	78.0	51.6	II	7.4	F	0.16	
Colonial Dr to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	1,214	6	Signal	38.4	22.8	II	21.6	D	0.48	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	6	Signal	7.2	0.0	II	35.0	B	0.78	
SR 408 EB Ramp to Old Winter Garden Rd	Orange	Arterial	Residential Area	2	2	1	45	3,168	6	Signal	136.8	67.8	II	15.8	E	0.35	
<b>TOTAL</b>							45	13,834			419.4	180.6	II	22.5	C	0.50	0.09 gal/veh
<b>PM PEAK HOUR</b>																	
SR 438 to Hennepin Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,379	6	Signal	56.4	13.2	II	40.8	A	0.91	
Hennepin Blvd to Balboa Dr/Vernon St	Orange	Arterial	Residential Area	1	2	0	45	3,115	6	Signal	67.8	21.6	II	31.3	B	0.70	
Balboa Dr/Vernon St to Church Signal	Orange	Arterial	Residential Area	0	2	1	45	1,742	6	Signal	30.0	0.0	II	39.6	A	0.88	
Church Signal to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	45	845	6	Signal	102.6	79.2	II	5.6	F	0.12	
Colonial Dr to SR 408 WB Ramp	Orange	Arterial	Residential Area	2	2	0	45	1,214	6	Signal	21.0	1.8	II	39.4	A	0.88	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	2	2	0	45	370	6	Signal	5.4	1.8	II	46.7	A	1.04	
SR 408 EB Ramp to Old Winter Garden Rd	Orange	Arterial	Residential Area	2	2	1	45	3,168	6	Signal	150.6	84.6	II	14.3	E	0.32	
<b>TOTAL</b>							45	13,834			433.8	202.2	II	21.7	D	0.48	0.09 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 11**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hoffner Road/Narcoossee Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Conway Rd to SR 436	Orange	Arterial	Residential Area	2	1	1	45	6,494	5	Signal	202.2	70.2	II	21.9	D	0.49	
SR 436 to New Goldenrod Rd	Orange	Arterial	Residential Area	2	1	1	45	7,286	5	Signal	152.4	18.0	II	32.6	B	0.72	
New Goldenrod Rd to Old Goldenrod Rd	Orange	Arterial	Residential Area	1	1	0	45	1,109	5	Signal	29.4	13.2	II	25.7	C	0.57	
Old Goldenrod Rd to Lee Vista Blvd	Orange	Arterial	Residential Area	1	1	0	45	5,069	5	Signal	145.2	42.6	II	23.8	C	0.53	
Lee Vista Blvd to McCoy Rd	Orange	Arterial	Residential Area	0	1	0	45	5,914	5	Signal	111.6	0.0	II	36.1	A	0.80	
McCoy Rd to SR 528 WB Ramp	Orange	Arterial	Residential Area	1	1	0	45	1,056	5	Signal	70.8	36.6	II	10.2	F	0.23	
SR 528 WB Ramp to SR 528 EB Ramp	Orange	Arterial	Residential Area	1	1	0	45	528	5	Signal	43.8	29.4	II	8.2	F	0.18	
<b>TOTAL</b>							45	27,456			755.4	210.0	II	24.8	C	0.55	0.18 gal/veh
<b>PM PEAK HOUR</b>																	
Conway Rd to SR 436	Orange	Arterial	Residential Area	2	1	1	45	6,494	4	Signal	198.0	79.2	II	22.4	C	0.50	
SR 436 to New Goldenrod Rd	Orange	Arterial	Residential Area	2	1	1	45	7,286	4	Signal	167.4	21.6	II	29.7	B	0.66	
New Goldenrod Rd to Old Goldenrod Rd	Orange	Arterial	Residential Area	1	1	0	45	1,109	4	Signal	35.4	13.8	II	21.4	D	0.47	
Old Goldenrod Rd to Lee Vista Blvd	Orange	Arterial	Residential Area	1	1	0	45	5,069	4	Signal	112.2	31.2	II	30.8	B	0.68	
Lee Vista Blvd to McCoy Rd	Orange	Arterial	Residential Area	0	1	0	45	5,914	4	Signal	112.8	1.2	II	35.7	A	0.79	
McCoy Rd to SR 528 WB Ramp	Orange	Arterial	Residential Area	1	1	0	45	1,056	4	Signal	34.8	0.0	II	20.7	D	0.46	
SR 528 WB Ramp to SR 528 EB Ramp	Orange	Arterial	Residential Area	1	1	0	45	528	4	Signal	42.0	27.0	II	8.6	F	0.19	
<b>TOTAL</b>							45	27,456			702.6	174.0	II	26.6	C	0.59	0.19 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 11**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Hoffner Road/ Narcoossee Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 528 EB Ramp to SR 528 WB Ramp	Orange	Arterial	Residential Area	1	1	0	45	528	5	Signal	72.6	18.0	II	5.0	F	0.11	
SR 528 WB Ramp to McCoy Rd	Orange	Arterial	Residential Area	1	1	0	45	1,056	5	Signal	19.8	0.0	II	36.4	A	0.81	
McCoy Rd to Lee Vista Blvd	Orange	Arterial	Residential Area	1	1	0	45	5,914	5	Signal	163.2	60.0	II	24.7	C	0.55	
Lee Vista Blvd to Old Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	5,069	5	Signal	109.2	7.8	II	31.6	B	0.70	
Old Goldenrod Rd to New Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	1,109	5	Signal	55.8	32.4	II	13.5	E	0.30	
New Goldenrod Rd to SR 436	Orange	Arterial	Residential Area	2	1	1	45	7,286	5	Signal	186.0	50.4	II	26.7	C	0.59	
SR 436 to Conway Rd	Orange	Arterial	Residential Area	1	2	1	45	6,494	5	Signal	176.4	46.8	II	25.1	C	0.56	
<b>TOTAL</b>							45	27,456			783.0	215.4	II	23.9	C	0.53	0.18 gal/veh
<b>PM PEAK HOUR</b>																	
SR 528 EB Ramp to SR 528 WB Ramp	Orange	Arterial	Residential Area	1	1	0	45	528	5	Signal	27.6	13.2	II	13.0	E	0.29	
SR 528 WB Ramp to McCoy Rd	Orange	Arterial	Residential Area	1	1	0	45	1,056	5	Signal	31.8	10.8	II	22.6	C	0.50	
McCoy Rd to Lee Vista Blvd	Orange	Arterial	Residential Area	1	1	0	45	5,914	5	Signal	185.4	83.4	II	21.7	D	0.48	
Lee Vista Blvd to Old Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	5,069	5	Signal	106.8	33.6	II	32.4	B	0.72	
Old Goldenrod Rd to New Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	1,109	5	Signal	73.8	52.8	II	10.2	F	0.23	
New Goldenrod Rd to SR 436	Orange	Arterial	Residential Area	2	1	1	45	7,286	5	Signal	212.4	88.8	II	23.4	C	0.52	
SR 436 to Conway Rd	Orange	Arterial	Residential Area	1	2	1	45	6,494	5	Signal	178.8	46.8	II	24.8	C	0.55	
<b>TOTAL</b>							45	27,456			816.6	329.4	II	22.9	C	0.51	0.19 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 12**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**John Young Parkway - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 438 to SR 416	Orange	Arterial	Residential Area	1	2	1	55	3,010	9	Signal	56.4	15.6	II	36.4	A	0.66	
SR 416 to Shader Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	9	Signal	46.2	4.8	II	39.0	A	0.87	
Shader Rd to US 441	Orange	Arterial	Residential Area	2	2	1	45	4,910	9	Signal	166.2	84.0	II	20.1	D	0.45	
<b>TOTAL</b>							45	10,560			268.8	104.4	II	26.8	C	0.60	0.07 gal/veh
<b>PM PEAK HOUR</b>																	
SR 438 to SR 416	Orange	Arterial	Residential Area	1	2	1	55	3,010	5	Signal	67.8	24.0	II	30.3	B	0.55	
SR 416 to Shader Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	82.8	33.0	II	21.7	D	0.48	
Shader Rd to US 441	Orange	Arterial	Residential Area	2	2	1	45	4,910	5	Signal	147.6	63.0	II	22.7	C	0.50	
<b>TOTAL</b>							45	10,560			298.2	120.0	II	24.1	C	0.54	0.07 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 12**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**John Young Parkway - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
US 441 to Shader Rd	Orange	Arterial	Residential Area	1	2	1	45	4,910	9	Signal	91.8	40.8	II	36.5	A	0.81	
Shader Rd to SR 416	Orange	Arterial	Residential Area	1	2	1	45	2,640	9	Signal	84.0	77.4	II	21.4	D	0.48	
SR 416 to SR 438	Orange	Arterial	Residential Area	1	3	1	55	3,010	9	Signal	62.4	16.2	II	32.9	B	0.60	
<b>TOTAL</b>							45	10,560			238.2	134.4	II	30.2	B	0.67	0.07 gal/veh
<b>PM PEAK HOUR</b>																	
US 441 to Shader Rd	Orange	Arterial	Residential Area	1	2	1	45	4,910	5	Signal	73.8	0.0	II	45.4	A	1.01	
Shader Rd to SR 416	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	41.4	0.0	II	43.5	A	0.97	
SR 416 to SR 438	Orange	Arterial	Residential Area	1	3	1	55	3,010	5	Signal	58.8	0.0	II	34.9	B	0.63	
<b>TOTAL</b>							45	10,560			174.0	0.0	II	41.4	A	0.92	0.07 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 13**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Kirkman Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
International Dr to Major Blvd	Orange	Arterial	Outlying Business District	2	3	1	50	5,491	5	Signal	96.6	49.2	I	38.8	B	0.78	
Major Blvd to Vineland Rd	Orange	Arterial	Outlying Business District	2	3	1	50	1,848	5	Signal	36.6	11.4	I	34.4	B	0.69	
Vineland Rd to Conroy Rd	Orange	Arterial	Residential Area	2	3	1	45/50	3,960	5	Signal	78.0	16.8	I	34.6	B	0.69	
Conroy Rd to LB McLeod Rd	Orange	Arterial	Residential Area	1	3	1	50	3,907	5	Signal	66.0	46.2	I	40.4	B	0.81	
LB McLeod Rd to Arnold Palmer Dr	Orange	Arterial	Residential Area	2	3	0	50	2,112	5	Signal	44.4	15.0	I	32.4	C	0.65	
Arnold Palmer Dr to Metrowest Blvd	Orange	Arterial	Residential Area	2	3	0	50	1,162	5	Signal	39.0	54.0	I	20.3	E	0.41	
Metrowest Blvd to Walmart Plaza	Orange	Arterial	Outlying Business District	1	3	0	50	1,320	5	Signal	25.2	24.0	I	35.7	B	0.71	
Walmart Plaza to Valencia Community College	Orange	Arterial	Outlying Business District	2	3	0	50	1,162	5	Signal	18.6	7.8	I	42.6	A	0.85	
Valencia Community College to Valencia Community College Dr	Orange	Arterial	Outlying Business District	1	3	0	50	1,267	5	Signal	28.2	5.4	I	30.6	C	0.61	
Valencia Community College Dr to Raleigh St	Orange	Arterial	Outlying Business District	2	3	1	50	1,320	5	Signal	27.6	12.0	I	32.6	C	0.65	
Raleigh St to Westgate Dr	Orange	Arterial	Residential Area	1	3	1	50	1,478	5	Signal	22.2	0.0	I	45.4	A	0.91	
Westgate Dr to Old Winter Garden Rd	Orange	Arterial	Residential Area	2	3	1	45	2,218	5	Signal	58.2	28.2	I	26.0	D	0.58	
<b>TOTAL</b>							50	27,245			540.6	270.0	I	34.4	B	0.69	0.18 gal/veh
<b>PM PEAK HOUR</b>																	
International Dr to Major Blvd	Orange	Arterial	Outlying Business District	2	3	1	50	5,491	4	Signal	83.4	0.0	I	44.9	A	0.90	
Major Blvd to Vineland Rd	Orange	Arterial	Outlying Business District	2	3	1	50	1,848	4	Signal	74.4	97.8	I	16.9	E	0.34	
Vineland Rd to Conroy Rd	Orange	Arterial	Residential Area	2	3	1	45/50	3,960	4	Signal	169.2	49.8	I	16.0	F	0.32	
Conroy Rd to LB McLeod Rd	Orange	Arterial	Residential Area	1	3	1	50	3,907	4	Signal	61.8	0.0	I	43.1	A	0.86	
LB McLeod Rd to Arnold Palmer Dr	Orange	Arterial	Residential Area	2	3	0	50	2,112	4	Signal	44.4	2.4	I	32.4	C	0.65	
Arnold Palmer Dr to Metrowest Blvd	Orange	Arterial	Residential Area	2	3	0	50	1,162	4	Signal	44.4	0.0	I	17.8	E	0.36	
Metrowest Blvd to Walmart Plaza	Orange	Arterial	Outlying Business District	1	3	0	50	1,320	4	Signal	34.8	0.0	I	25.9	D	0.52	
Walmart Plaza to Valencia Community College	Orange	Arterial	Outlying Business District	2	3	0	50	1,162	4	Signal	31.8	12.6	I	24.9	D	0.50	
Valencia Community College to Valencia Community College Dr	Orange	Arterial	Outlying Business District	1	3	0	50	1,267	4	Signal	18.6	0.0	I	46.5	A	0.93	
Valencia Community College Dr to Raleigh St	Orange	Arterial	Outlying Business District	2	3	1	50	1,320	4	Signal	72.0	51.6	I	12.5	F	0.25	
Raleigh St to Westgate Dr	Orange	Arterial	Residential Area	1	3	1	50	1,478	4	Signal	30.6	0.0	I	32.9	C	0.66	
Westgate Dr to Old Winter Garden Rd	Orange	Arterial	Residential Area	2	3	1	45	2,218	4	Signal	36.6	0.0	I	41.3	B	0.92	
<b>TOTAL</b>							50	27,245			702.0	214.2	I	26.5	D	0.53	0.18 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 13**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Kirkman Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Old Winter Garden Rd to Westgate Dr	Orange	Arterial	Residential Area	1	3	1	50	2,218	5	Signal	51.6	28.2	I	29.3	C	0.59	
Westgate Dr to Raleigh St	Orange	Arterial	Residential Area	1	3	1	50	1,478	5	Signal	24.6	1.8	I	41.0	B	0.82	
Raleigh St to Valenica Community College Dr	Orange	Arterial	Outlying Business District	1	3	1	50	1,373	5	Signal	19.8	0.0	I	47.3	A	0.95	
Valenica Community College Dr to Valenica Community College	Orange	Arterial	Outlying Business District	1	3	1	50	1,267	5	Signal	17.4	0.0	I	49.7	A	0.99	
Valenica Community College to Walmart Plaza	Orange	Arterial	Outlying Business District	1	3	1	50	1,162	5	Signal	16.2	0.0	I	48.9	A	0.98	
Walmart Plaza to Metrowest Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	1,320	5	Signal	39.0	82.2	I	23.1	D	0.46	
Metrowest Blvd to Arnold Palmer Dr	Orange	Arterial	Residential Area	1	3	0	50	1,162	5	Signal	36.6	40.8	I	21.6	D	0.43	
Arnold Palmer Dr to LB McLeod Rd	Orange	Arterial	Residential Area	2	3	0	50	2,112	5	Signal	29.4	0.0	I	49.0	A	0.98	
LB McLeod Rd to Conroy Rd	Orange	Arterial	Residential Area	2	3	1	50	3,907	5	Signal	134.4	88.8	I	19.8	E	0.40	
Conroy Rd to Vineland Rd	Orange	Arterial	Residential Area	2	3	1	50	3,960	5	Signal	79.2	19.8	I	34.1	B	0.68	
Vineland Rd to Major Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	1,848	5	Signal	27.0	0.0	I	46.7	A	0.93	
Major Blvd to International Dr	Orange	Arterial	Outlying Business District	2	3	1	50/45	5,702	5	Signal	157.2	82.8	I	24.7	D	0.49	
<b>TOTAL</b>							50	27,509			632.4	344.4	I	29.7	C	0.59	0.18 gal/veh
<b>PM PEAK HOUR</b>																	
Old Winter Garden Rd to Westgate Dr	Orange	Arterial	Residential Area	1	3	1	50	2,218	4	Signal	31.8	0.0	I	47.5	A	0.95	
Westgate Dr to Raleigh St	Orange	Arterial	Residential Area	1	3	1	50	1,478	4	Signal	66.0	53.4	I	15.3	F	0.31	
Raleigh St to Valenica Community College Dr	Orange	Arterial	Outlying Business District	1	3	1	50	1,373	4	Signal	29.4	30.0	I	31.8	C	0.64	
Valenica Community College Dr to Valenica Community College	Orange	Arterial	Outlying Business District	1	3	1	50	1,267	4	Signal	36.0	19.2	I	24.0	D	0.48	
Valenica Community College to Walmart Plaza	Orange	Arterial	Outlying Business District	1	3	1	50	1,162	4	Signal	25.2	10.8	I	31.4	C	0.63	
Walmart Plaza to Metrowest Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	1,320	4	Signal	28.8	0.0	I	31.2	C	0.62	
Metrowest Blvd to Arnold Palmer Dr	Orange	Arterial	Residential Area	1	3	0	50	1,162	4	Signal	78.0	42.0	I	10.2	F	0.20	
Arnold Palmer Dr to LB McLeod Rd	Orange	Arterial	Residential Area	2	3	0	50	2,112	4	Signal	34.8	0.0	I	41.4	B	0.83	
LB McLeod Rd to Conroy Rd	Orange	Arterial	Residential Area	2	3	1	50	3,907	4	Signal	112.2	31.2	I	23.7	D	0.47	
Conroy Rd to Vineland Rd	Orange	Arterial	Residential Area	2	3	1	50	3,960	4	Signal	123.0	48.0	I	22.0	D	0.44	
Vineland Rd to Major Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	1,848	4	Signal	91.8	73.8	I	13.7	F	0.27	
Major Blvd to International Dr	Orange	Arterial	Outlying Business District	2	3	1	50/45	5,702	4	Signal	136.8	22.8	I	28.4	C	0.57	
<b>TOTAL</b>							50	27,509			793.8	331.2	I	23.6	D	0.47	0.18 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 14**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Lake Underhill Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
SR 436 to Oxalis Av	Orange	Arterial	Residential Area	1	1	1	35	3,221	5	Signal	84.0	17.4	II	26.1	C	0.75	
Oxalis Av to Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	35	4,594	5	Signal	114.6	22.2	II	27.3	C	0.78	
Goldenrod Rd to Chickasaw TI	Orange	Arterial	Residential Area	1	2	1	45	3,010	5	Signal	58.2	0.0	II	35.3	A	0.78	
Chickasaw TI to Pinar Dr	Orange	Arterial	Residential Area	0	1	0	45	1,584	5	Signal	27.6	0.0	II	39.1	A	0.87	
Pinar Dr to Madeira Av	Orange	Arterial	Residential Area	1	1	0	45	1,848	5	Signal	31.8	0.0	II	39.6	A	0.88	
Madeira Av to Deerwood Av	Orange	Arterial	Residential Area	1	1	0	45	2,640	5	Signal	47.4	0.0	II	38.0	A	0.84	
Deerwood Av to Econlockhatchee TI	Orange	Arterial	Residential Area	1	1	0	45	1,478	5	Signal	32.4	0.0	II	31.1	B	0.69	
Econlockhatchee TI to Dean Rd	Orange	Arterial	Residential Area	1	1	1	45	2,640	5	Signal	69.6	19.2	II	25.9	C	0.57	
Dean Rd to Cypress Hammocks Blvd/Legecy Pl	Orange	Arterial	Residential Area	1	1	1	45	5,702	5	Signal	103.8	0.0	II	37.5	A	0.83	
Cypress Hammocks Blvd/Legecy Pl to Rouse Rd	Orange	Arterial	Residential Area	2	2	1	45	1,848	5	Signal	42.0	22.8	II	30.0	B	0.67	
Rouse Rd to Huckleberry Finn Dr	Orange	Arterial	Residential Area	0	2	0	45	4,013	5	Signal	75.0	8.4	II	36.5	A	0.81	
Huckleberry Finn Dr to Alafaya TI	Orange	Arterial	Residential Area	2	2	1	45	2,059	5	Signal	117.6	54.0	II	11.9	F	0.27	
<b>TOTAL</b>							45	34,637			804.0	144.0	II	29.4	B	0.65	0.23 gal/veh
<b>PM PEAK HOUR</b>																	
SR 436 to Oxalis Av	Orange	Arterial	Residential Area	1	1	1	35	3,221	6	Signal	85.2	14.4	II	25.8	C	0.74	
Oxalis Av to Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	35	4,594	6	Signal	256.8	78.0	II	12.2	F	0.35	
Goldenrod Rd to Chickasaw TI	Orange	Arterial	Residential Area	1	2	1	45	3,010	6	Signal	64.8	0.0	II	31.7	B	0.70	
Chickasaw TI to Pinar Dr	Orange	Arterial	Residential Area	0	1	0	45	1,584	6	Signal	33.6	0.0	II	32.1	B	0.71	
Pinar Dr to Madeira Av	Orange	Arterial	Residential Area	1	1	0	45	1,848	6	Signal	46.8	2.4	II	26.9	C	0.60	
Madeira Av to Deerwood Av	Orange	Arterial	Residential Area	1	1	0	45	2,640	6	Signal	54.0	1.2	II	33.3	B	0.74	
Deerwood Av to Econlockhatchee TI	Orange	Arterial	Residential Area	1	1	0	45	1,478	6	Signal	127.8	63.0	II	7.9	F	0.18	
Econlockhatchee TI to Dean Rd	Orange	Arterial	Residential Area	1	1	1	45	2,640	6	Signal	76.2	18.0	II	23.6	C	0.52	
Dean Rd to Cypress Hammocks Blvd/Legecy Pl	Orange	Arterial	Residential Area	1	1	1	45	5,702	6	Signal	96.0	0.0	II	40.5	A	0.90	
Cypress Hammocks Blvd/Legecy Pl to Rouse Rd	Orange	Arterial	Residential Area	2	2	1	45	1,848	6	Signal	81.6	48.0	II	15.4	E	0.34	
Rouse Rd to Huckleberry Finn Dr	Orange	Arterial	Residential Area	0	2	0	45	4,013	6	Signal	76.2	3.0	II	35.9	A	0.80	
Huckleberry Finn Dr to Alafaya TI	Orange	Arterial	Residential Area	2	2	1	45	2,059	6	Signal	82.2	52.2	II	17.1	D	0.38	
<b>TOTAL</b>							45	34,637			1,081.2	280.2	II	21.8	D	0.49	0.25 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 14**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Lake Underhill Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
Alafaya TI to Huckleberry Finn Dr	Orange	Arterial	Residential Area	1	2	0	45	2,059	4	Signal	48.6	0.0	II	28.9	B	0.64	
Huckleberry Dr to Rouse Rd	Orange	Arterial	Residential Area	2	2	1	45	4,013	4	Signal	94.8	28.8	II	28.9	B	0.64	
Rouse Rd to Cypress Hammocks Blvd/ Legecy PI	Orange	Arterial	Residential Area	1	1	1	45	1,848	4	Signal	31.2	0.0	II	40.4	A	0.90	
Cypress Hammocks Blvd/Legecy PI to Dean Rd	Orange	Arterial	Residential Area	1	1	1	45	5,702	4	Signal	195.0	71.4	II	19.9	D	0.44	
Dean Rd to Econlockhatchee TI	Orange	Arterial	Residential Area	1	1	0	45	2,640	4	Signal	178.2	57.6	II	10.1	F	0.22	
Econlockhatchee TI to Deerwood Av	Orange	Arterial	Residential Area	1	1	0	45	1,478	4	Signal	31.8	0.0	II	31.7	B	0.70	
Deerwood Av to Madeira Av	Orange	Arterial	Residential Area	1	1	0	45	2,640	4	Signal	51.0	0.0	II	35.3	A	0.78	
Madeira Av to Pinar Dr	Orange	Arterial	Residential Area	1	1	0	45	1,848	4	Signal	34.8	0.0	II	36.2	A	0.80	
Pinar Dr to Chickasaw TI	Orange	Arterial	Residential Area	1	1	1	45	1,584	4	Signal	61.8	22.8	II	17.5	D	0.39	
Chickasaw TI to Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	3,010	4	Signal	163.2	52.8	II	12.6	F	0.28	
Goldenrod Rd to Oxalis Av	Orange	Arterial	Residential Area	1	1	1	35	4,594	4	Signal	100.2	16.2	II	31.3	B	0.89	
Oxalis Av to SR 436	Orange	Arterial	Residential Area	1	1	1	35	3,221	4	Signal	121.8	52.8	II	18.0	D	0.52	
<b>TOTAL</b>							45	34,637			1,112.4	302.4	II	21.2	D	0.47	0.24 gal/veh
<b>PM PEAK HOUR</b>																	
Alafaya TI to Huckleberry Finn Dr	Orange	Arterial	Residential Area	1	2	0	45	2,059	5	Signal	37.2	0.0	II	37.7	A	0.84	
Huckleberry Dr to Rouse Rd	Orange	Arterial	Residential Area	2	2	1	45	4,013	5	Signal	93.6	38.4	II	29.2	B	0.65	
Rouse Rd to Cypress Hammocks Blvd/ Legecy PI	Orange	Arterial	Residential Area	1	1	1	45	1,848	5	Signal	48.6	12.6	II	25.9	C	0.58	
Cypress Hammocks Blvd/Legecy PI to Dean Rd	Orange	Arterial	Residential Area	1	1	1	45	5,702	5	Signal	160.8	40.2	II	24.2	C	0.54	
Dean Rd to Econlockhatchee TI	Orange	Arterial	Residential Area	1	1	0	45	2,640	5	Signal	71.4	9.0	II	25.2	C	0.56	
Econlockhatchee TI to Deerwood Av	Orange	Arterial	Residential Area	1	1	0	45	1,478	5	Signal	28.8	0.0	II	35.0	B	0.78	
Deerwood Av to Madeira Av	Orange	Arterial	Residential Area	1	1	0	45	2,640	5	Signal	55.2	1.2	II	32.6	B	0.72	
Madeira Av to Pinar Dr	Orange	Arterial	Residential Area	1	1	0	45	1,848	5	Signal	35.4	0.0	II	35.6	A	0.79	
Pinar Dr to Chickasaw TI	Orange	Arterial	Residential Area	1	1	1	45	1,584	5	Signal	27.6	0.0	II	39.1	A	0.87	
Chickasaw TI to Goldenrod Rd	Orange	Arterial	Residential Area	1	1	1	45	3,010	5	Signal	206.4	99.0	II	9.9	F	0.22	
Goldenrod Rd to Oxalis Av	Orange	Arterial	Residential Area	1	1	1	35	4,594	5	Signal	97.2	0.0	II	32.2	B	0.92	
Oxalis Av to SR 436	Orange	Arterial	Residential Area	1	1	1	35	3,221	5	Signal	153.0	78.6	II	14.4	E	0.41	
<b>TOTAL</b>							45	34,637			1,015.2	279.0	II	23.3	C	0.52	0.23 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 15**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Lee Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.	
														(mph)				
<b>AM PEAK HOUR</b>																		
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	1	2	0	35	317	8	Signal	10.8	4.8	II	20.0	D	0.57		
I-4 EB Ramp to Wymore Rd	Orange	Arterial	Outlying Business District	1	2	0	35	317	8	Signal	7.8	0.0	II	27.7	C	0.79		
Wymore Rd to US 1792	Orange	Arterial	Outlying Business District	2	0	2	45	6,283	8	Signal	158.4	47.4	II	27.0	C	0.60		
<b>TOTAL</b>							45	6,917			177.0	52.2	II	26.6	C	0.59	0.05 gal/veh	
<b>PM PEAK HOUR</b>																		
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	1	2	0	35	317	7	Signal	9.6	1.8	II	22.5	C	0.64		
I-4 EB Ramp to Wymore Rd	Orange	Arterial	Outlying Business District	1	2	0	35	317	7	Signal	8.4	6.0	II	25.7	C	0.73		
Wymore Rd to US 1792	Orange	Arterial	Outlying Business District	2	0	2	45	6,283	7	Signal	238.8	93.0	II	17.9	D	0.40		
<b>TOTAL</b>							45	6,917			256.8	100.8	II	18.4	D	0.41	0.05 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 15**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Lee Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.	
<b>AM PEAK HOUR</b>																		
US 1792 to Wymore Rd	Orange	Arterial	Outlying Business District	1	4	0	45	6,283	8	Signal	256.8	30.6	II	16.7	E	0.37		
Wymore Rd to I-4 EB Ramp	Orange	Arterial	Outlying Business District	1	4	0	35	317	8	Signal	18.6	13.2	II	11.6	F	0.33		
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	2	2	0	35	317	8	Signal	5.2	0.0	II	41.5	A	1.19		
<b>TOTAL</b>							45	6,917			280.6	43.8	II	16.8	E	0.37	0.05 gal/veh	
<b>PM PEAK HOUR</b>																		
US 1792 to Wymore Rd	Orange	Arterial	Outlying Business District	1	4	0	45	6,283	7	Signal	173.4	24.0	II	24.7	C	0.55		
Wymore Rd to I-4 EB Ramp	Orange	Arterial	Outlying Business District	1	4	0	35	317	7	Signal	15.0	19.2	II	14.4	E	0.41		
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	2	2	0	35	317	7	Signal	5.0	0.0	II	43.2	A	1.23		
<b>TOTAL</b>							45	6,917			193.4	43.2	II	24.4	C	0.54	0.05 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 16**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Maitland Boulevard - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 434 to Maitland Summit Blvd	Orange	Arterial	Residential Area	2	3	0	55	4,594	5	Signal	112.8	42.6	I	27.8	C	0.50	
Maitland Summit Blvd to Keller Rd	Orange	Arterial	Residential Area	1	3	0	55	1,795	5	Signal	74.4	31.2	I	16.5	E	0.30	
Keller Rd to Lake Destiny Rd	Orange	Arterial	Outlying Business District	2	4	0	45	2,112	5	Signal	75.6	24.0	II	19.0	D	0.42	
Lake Destiny Rd to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	3	1	45	845	5	Signal	20.4	10.8	II	28.2	B	0.63	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Residential Area	1	2	0	45	1,267	5	Signal	21.0	0.0	II	41.1	A	0.91	
I-4 EB Ramp to Concourse Pkwy	Orange	Arterial	Residential Area	1	2	1	50	2,640	5	Signal	43.2	0.0	II	41.7	A	0.83	
Concourse Pkwy to Maitland Ave	Orange	Arterial	Residential Area	2	2	1	45	4,382	5	Signal	92.4	20.4	II	32.3	B	0.72	
Maitland Ave to US 1792	Orange	Arterial	Residential Area	0	2	0	35	2,165	5	N/A	38.4	0.0	II	38.4	A	1.10	
<b>TOTAL</b>							45	19,800			478.2	129.0	II	28.2	B	0.63	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
SR 434 to Maitland Summit Blvd	Orange	Arterial	Residential Area	2	3	0	55	4,594	5	Signal	62.4	0.0	I	50.2	A	0.91	
Maitland Summit Blvd to Keller Rd	Orange	Arterial	Residential Area	1	3	0	55	1,795	5	Signal	69.6	80.4	I	17.6	E	0.32	
Keller Rd to Lake Destiny Rd	Orange	Arterial	Outlying Business District	2	4	0	45	2,112	5	Signal	87.6	45.6	II	16.4	E	0.37	
Lake Destiny Rd to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	3	1	45	845	5	Signal	24.6	0.0	II	23.4	C	0.52	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Residential Area	1	2	0	45	1,267	5	Signal	24.6	0.0	II	35.1	A	0.78	
I-4 EB Ramp to Concourse Pkwy	Orange	Arterial	Residential Area	1	2	1	50	2,640	5	Signal	58.2	13.2	II	30.9	B	0.62	
Concourse Pkwy to Maitland Ave	Orange	Arterial	Residential Area	2	2	1	45	4,382	5	Signal	122.4	36.0	II	24.4	C	0.54	
Maitland Ave to US 1792	Orange	Arterial	Residential Area	0	2	0	35	2,165	5	N/A	42.0	0.0	II	35.1	A	1.00	
<b>TOTAL</b>							45	19,800			491.4	175.2	II	27.5	C	0.61	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 16**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Maitland Boulevard - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
US 1792 to Maitland Ave	Orange	Arterial	Residential Area	1	2	1	45	2,165	6	Signal	102.6	78.6	II	14.4	E	0.32	
Maitland Ave to Concourse Pkwy	Orange	Arterial	Residential Area	1	2	1	50	4,382	6	Signal	79.2	0.0	II	37.7	A	0.75	
Concourse Pkwy to I-4 EB Ramp	Orange	Arterial	Residential Area	1	3	0	45	2,640	6	Signal	71.4	49.2	II	25.2	C	0.56	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Residential Area	0	2	1	45	1,267	6	Signal	21.6	0.0	II	40.0	A	0.89	
I-4 WB Ramp to Lake Destiny Rd	Orange	Arterial	Outlying Business District	2	3	1	45	845	6	Signal	24.0	55.2	II	24.0	C	0.53	
Lake Destiny Rd to Keller Rd	Orange	Arterial	Outlying Business District	2	3	0	55	2,112	6	Signal	39.6	14.4	II	36.4	A	0.66	
Keller Rd to Maitland Summit Blvd	Orange	Arterial	Residential Area	2	2	1	55	1,795	6	Signal	28.2	0.0	I	43.4	A	0.79	
Maitland Summit Blvd to SR 434	Orange	Arterial	Residential Area	0	2	0	55	4,594	6	N/A	58.8	0.0	I	53.3	A	0.97	
<b>TOTAL</b>							45	19,800			425.4	197.4	II	31.7	B	0.71	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
US 1792 to Maitland Ave	Orange	Arterial	Residential Area	1	3	1	45	2,165	5	Signal	96.0	79.2	II	15.4	E	0.34	
Maitland Ave to Concourse Pkwy	Orange	Arterial	Residential Area	1	3	1	50	4,382	5	Signal	79.8	11.4	II	37.4	A	0.75	
Concourse Pkwy to I-4 EB Ramp	Orange	Arterial	Residential Area	1	3	0	45	2,640	5	Signal	66.6	43.2	II	27.0	C	0.60	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Residential Area	0	2	1	45	1,267	5	Signal	21.6	0.0	II	40.0	A	0.89	
I-4 WB Ramp to Lake Destiny Rd	Orange	Arterial	Outlying Business District	2	3	1	45	845	5	Signal	66.6	57.0	II	8.6	F	0.19	
Lake Destiny Rd to Keller Rd	Orange	Arterial	Outlying Business District	2	2	0	55	2,112	5	Signal	45.0	0.0	II	32.0	B	0.58	
Keller Rd to Maitland Summit Blvd	Orange	Arterial	Residential Area	2	2	1	55	1,795	5	Signal	60.6	41.4	I	20.2	E	0.37	
Maitland Summit Blvd to SR 434	Orange	Arterial	Residential Area	0	2	0	55	4,594	5	N/A	60.6	0.0	I	51.7	A	0.94	
<b>TOTAL</b>							45	19,800			496.8	232.2	II	27.2	C	0.60	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 17**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Michigan Avenue - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
US 441 to Westmoreland Dr	Orange	Arterial	Residential Area	1	2	0	35	1,320	6	Signal	27.6	0.0	II	32.6	B	0.93	
Westmoreland Dr to I-4	Orange	Arterial	Residential Area	0	2	0	35	739	6	Signal	39.6	23.4	II	12.7	F	0.36	
I-4 to Division Ave	Orange	Arterial	Fringe Area	1	2	0	35	1,742	6	Signal	36.6	7.2	II	32.5	B	0.93	
Division Ave to Railroad Crossing	Orange	Arterial	Fringe Area	0	2	0	35	1,531	6	RR Crossing	30.6	1.2	II	34.1	B	0.97	
Railroad Crossing to SR 527	Orange	Arterial	Fringe Area	1	2	1	35	1,478	6	Signal	77.4	41.4	II	13.0	E	0.37	
<b>TOTAL</b>							35	6,811			211.8	73.2	II	21.9	D	0.63	0.05 gal/veh
<b>PM PEAK HOUR</b>																	
US 441 to Westmoreland Dr	Orange	Arterial	Residential Area	1	2	0	35	1,320	7	Signal	30.6	0.6	II	29.4	B	0.84	
Westmoreland Dr to I-4	Orange	Arterial	Residential Area	0	2	0	35	739	7	Signal	27.6	1.8	II	18.3	D	0.52	
I-4 to Division Ave	Orange	Arterial	Fringe Area	1	2	0	35	1,742	7	Signal	39.0	13.2	II	30.5	B	0.87	
Division Ave to Railroad Crossing	Orange	Arterial	Fringe Area	0	2	0	35	1,531	7	RR Crossing	33.6	0.0	II	31.1	B	0.89	
Railroad Crossing to SR 527	Orange	Arterial	Fringe Area	1	2	1	35	1,478	7	Signal	109.8	63.0	II	9.2	F	0.26	
<b>TOTAL</b>							35	6,811			240.6	78.6	II	19.3	D	0.55	0.05 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 17**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Michigan Avenue - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
SR 527 to Railroad Crossing	Orange	Arterial	Fringe Area	0	2	0	35	1,478	6	RR Crossing	37.8	0.0	II	26.7	C	0.76	
Railroad Crossing to Division Ave	Orange	Arterial	Fringe Area	0	2	0	35	1,531	6	Signal	30.6	7.8	II	34.1	B	0.97	
Division Ave to I-4	Orange	Arterial	Fringe Area	0	2	0	35	1,742	6	Signal	53.4	33.6	II	22.2	C	0.64	
I-4 to Westmoreland Dr	Orange	Arterial	Residential Area	1	2	0	35	739	6	Signal	28.8	8.4	II	17.5	D	0.50	
Westmoreland Dr to US 441	Orange	Arterial	Residential Area	1	2	0	35	1,320	6	Signal	61.8	49.8	II	14.6	E	0.42	
<b>TOTAL</b>							35	6,811			212.4	99.6	II	21.9	D	0.62	0.05 gal/veh
<b>PM PEAK HOUR</b>																	
SR 527 to Railroad Crossing	Orange	Arterial	Fringe Area	0	2	0	35	1,478	8	RR Crossing	33.0	0.0	II	30.5	B	0.87	
Railroad Crossing to Division Ave	Orange	Arterial	Fringe Area	0	2	0	35	1,531	8	Signal	34.2	18.6	II	30.5	B	0.87	
Division Ave to I-4	Orange	Arterial	Fringe Area	0	2	0	35	1,742	8	Signal	42.0	5.4	II	28.3	B	0.81	
I-4 to Westmoreland Dr	Orange	Arterial	Residential Area	1	2	0	35	739	8	Signal	16.2	0.0	II	31.1	B	0.89	
Westmoreland Dr to US 441	Orange	Arterial	Residential Area	1	2	0	35	1,320	8	Signal	43.2	6.6	II	20.8	D	0.60	
<b>TOTAL</b>							35	6,811			168.6	30.6	II	27.5	C	0.79	0.05 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 18**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Avenue - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Landstreet Rd to Railroad Crossing (1)	Orange	Arterial	Outlying Business District	0	2	0	45	686	4	RR Crossing	11.0	0.0	II	42.5	A	0.95	
Railroad Crossing (1) to Railroad Crossing (2)	Orange	Arterial	Outlying Business District	0	2	1	45	2,640	4	RR Crossing	52.8	11.4	II	34.1	B	0.76	
Railroad Crossing (2) to Jetport Dr	Orange	Arterial	Outlying Business District	0	2	1	45	211	4	Signal	17.4	0.0	II	8.3	F	0.18	
Jetport Dr to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	2	1	45	1,954	4	Signal	90.6	49.2	II	14.7	E	0.33	
Sand Lake Rd to Nela Ave	Orange	Arterial	Outlying Business District	1	2	0	45	4,066	4	Signal	72.6	10.2	II	38.2	A	0.85	
Nela Ave to Lancaster Rd	Orange	Arterial	Outlying Business District	1	2	0	45	1,320	4	Signal	27.6	18.0	II	32.6	B	0.72	
Lancaster Rd to Fairlane Ave	Orange	Arterial	Outlying Business District	1	2	0	40	2,376	4	Signal	61.8	9.6	II	26.2	C	0.66	
Fairlane Ave to Oak Ridge Rd	Orange	One Way	Outlying Business District	1	2	0	40	264	4	Signal	7.8	1.2	II	23.1	C	0.58	
Oak Ridge Rd to Hoffner Ave	Orange	One Way	Residential Area	0	2	1	40	845	4	Signal	25.2	1.2	II	22.9	C	0.57	
Hoffner Ave to Mary Jess Rd	Orange	One Way	Outlying Business District	1	2	0	40	2,006	4	Stop	36.6	0.0	II	37.4	A	0.93	
Mary Jess Rd to Gatlin Ave	Orange	One Way	Outlying Business District	0	2	1	40	5,069	4	Signal	113.4	30.6	II	30.5	B	0.76	
Gatlin Ave to Holden Ave	Orange	Arterial	Outlying Business District	1	2	1	40	317	4	Signal	19.8	0.0	II	10.9	F	0.27	
Holden Ave to Drennen Rd	Orange	Arterial	Outlying Business District	1	2	0	40	3,115	4	Signal	55.2	0.0	II	38.5	A	0.96	
Drennen Rd to Pineloch Ave	Orange	Arterial	Outlying Business District	1	2	0	40	2,218	4	Signal	63.6	15.0	II	23.8	C	0.59	
Pineloch Ave to Michigan St	Orange	Arterial	Outlying Business District	2	2	1	40	1,320	4	Signal	39.0	3.6	II	23.1	C	0.58	
Michigan St to Grant St	Orange	Arterial	Fringe Area	1	2	0	40	1,320	4	Signal	27.6	0.0	II	32.6	B	0.82	
Grant St to Kaley Ave	Orange	Arterial	Fringe Area	1	2	0	35	1,320	4	Signal	40.2	67.8	II	22.4	C	0.64	
Kaley Ave to Miller St	Orange	Arterial	Fringe Area	1	2	0	30	1,320	4	Signal	33.6	0.0	III	26.8	B	0.89	
Miller St to Copeland Dr	Orange	Arterial	Fringe Area	0	3	0	30	1,056	4	Signal	24.6	7.2	III	29.3	B	0.98	
Copeland Dr to Columbia St	Orange	Arterial	Fringe Area	1	2	0	30	370	4	Signal	8.4	0.0	III	30.0	B	1.00	
Columbia St to Gore St	Orange	Arterial	Fringe Area	1	2	0	30	1,214	4	Signal	33.6	49.2	III	24.6	B	0.82	
Gore St to Lucerne Circle (S)	Orange	Arterial	Fringe Area	0	3	0	30	845	4	Signal	18.6	7.2	III	31.0	A	1.03	
Lucerne Circle (S) to Lucerne Circle (N)	Orange	One Way	Central Business District	0	3	0	30	1,320	4	N/A	42.6	19.2	III	21.1	C	0.70	
Lucerne Circle (N) to Anderson St	Orange	One Way	Central Business District	0	3	0	30		4	Signal			III				
<b>TOTAL</b>							40	37,171			923.6	300.6	II	27.4	C	0.69	0.25 gal/veh
<b>PM PEAK HOUR</b>																	
Landstreet Rd to Railroad Crossing (1)	Orange	Arterial	Outlying Business District	0	2	0	45	686	4	RR Crossing	12.0	0.0	II	39.0	A	0.87	
Railroad Crossing (1) to Railroad Crossing (2)	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	RR Crossing	42.6	6.6	II	42.3	A	0.94	
Railroad Crossing (2) to Jetport Dr	Orange	Arterial	Outlying Business District	0	2	0	45	211	4	Signal	10.8	0.0	II	13.3	E	0.30	
Jetport Dr to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	2	3	45	1,954	4	Signal	54.6	17.4	II	24.4	C	0.54	
Sand Lake Rd to Nela Ave	Orange	Arterial	Outlying Business District	1	2	1	45	4,066	4	Signal	69.0	0.0	II	40.2	A	0.89	
Nela Ave to Lancaster Rd	Orange	Arterial	Outlying Business District	1	2	2	45	1,320	4	Signal	31.2	16.2	II	28.8	B	0.64	
Lancaster Rd to Fairlane Ave	Orange	Arterial	Outlying Business District	1	2	1	40	2,376	4	Signal	43.8	7.8	II	37.0	A	0.92	
Fairlane Ave to Oak Ridge Rd	Orange	One Way	Outlying Business District	1	2	1	40	264	4	Signal	4.8	0.0	II	37.5	A	0.94	
Oak Ridge Rd to Hoffner Ave	Orange	One Way	Residential Area	0	2	1	40	845	4	Signal	39.6	18.0	II	14.5	E	0.36	
Hoffner Ave to Mary Jess Rd	Orange	One Way	Outlying Business District	1	2	1	40	2,006	4	Stop	35.4	0.0	II	38.6	A	0.97	
Mary Jess Rd to Gatlin Ave	Orange	One Way	Outlying Business District	0	2	1	40	5,069	4	Signal	158.4	54.6	II	21.8	D	0.55	
Gatlin Ave to Holden Ave	Orange	Arterial	Outlying Business District	1	2	2	40	317	4	Signal	22.8	13.2	II	9.5	F	0.24	
Holden Ave to Drennen Rd	Orange	Arterial	Outlying Business District	1	2	1	40	3,115	4	Signal	57.6	4.8	II	36.9	A	0.92	
Drennen Rd to Pineloch Ave	Orange	Arterial	Outlying Business District	1	2	1	40	2,218	4	Signal	84.0	40.2	II	18.0	D	0.45	
Pineloch Ave to Michigan St	Orange	Arterial	Outlying Business District	2	2	3	40	1,320	4	Signal	40.8	6.0	II	22.1	C	0.55	
Michigan St to Grant St	Orange	Arterial	Fringe Area	1	2	1	40	1,320	4	Signal	31.2	7.8	II	28.8	B	0.72	
Grant St to Kaley Ave	Orange	Arterial	Fringe Area	1	2	0	35	1,320	4	Signal	27.0	0.0	II	33.3	B	0.95	
Kaley Ave to Miller St	Orange	Arterial	Fringe Area	1	2	1	30	1,320	4	Signal	38.4	19.2	III	23.4	C	0.78	
Miller St to Copeland Dr	Orange	Arterial	Fringe Area	0	3	0	30	1,056	4	Signal	32.4	12.0	III	22.2	C	0.74	
Copeland Dr to Columbia St	Orange	Arterial	Fringe Area	1	2	1	30	370	4	Signal	21.0	26.4	III	12.0	E	0.40	
Columbia St to Gore St	Orange	Arterial	Fringe Area	1	2	1	30	1,214	4	Signal	57.0	38.4	III	14.5	D	0.48	
Gore St to Lucerne Circle (S)	Orange	Arterial	Fringe Area	0	3	0	30	845	4	Signal	17.4	0.0	III	33.1	A	1.10	
Lucerne Circle (S) to Lucerne Circle (N)	Orange	One Way	Central Business District	0	3	0	30	1,320	4	N/A	34.0	4.8	III	26.5	B	0.88	
Lucerne Circle (N) to Anderson St	Orange	One Way	Central Business District	0	3	0	30		4	Signal			III				
<b>TOTAL</b>							40	37,171			965.8	293.4	II	26.2	C	0.66	0.25 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 18**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Avenue - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Anderson St to Lucerne Circle (N)	Orange	One Way	Fringe Area	1	3	0	30	581	4	Signal	12.0	0.0	III	33.0	A	1.10	
Lucerne Circle (N) to Lucerne Circle (S)	Orange	One Way	Fringe Area	0	3	0	30	1,056	4	Signal	45.6	49.2	III	15.8	D	0.53	
Lucerne Circle (S) to Gore St	Orange	Arterial	Fringe Area	1	2	1	30	845	4	Signal	36.6	50.4	III	15.7	D	0.52	
Gore St to Columbia St	Orange	Arterial	Fringe Area	1	2	0	30	1,214	4	Signal	22.2	0.0	III	37.3	A	1.24	
Columbia St to Copeland Dr	Orange	Arterial	Fringe Area	0	2	0	30	370	4	Signal	7.8	7.8	III	32.3	A	1.08	
Copeland Dr to Miller St	Orange	Arterial	Fringe Area	1	2	0	30	1,056	4	Signal	45.0	13.2	III	16.0	D	0.53	
Miller St to Kaley Ave	Orange	Arterial	Fringe Area	1	2	0	30	1,320	4	Signal	54.6	27.6	II	16.5	E	0.55	
Kaley Ave to Grant St	Orange	Arterial	Fringe Area	1	2	0	35	1,320	4	Signal	25.8	0.0	II	34.9	B	1.00	
Grant St to Michigan St	Orange	Arterial	Fringe Area	2	2	0	35	1,320	4	Signal	42.0	13.2	II	21.4	D	0.61	
Michigan st to Pineloch Ave	Orange	Arterial	Outlying Business District	1	2	1	40	1,320	4	Signal	24.0	0.0	II	37.5	A	0.94	
Pineloch aAve to Drennen Rd	Orange	Arterial	Outlying Business District	1	2	0	40	2,218	4	Signal	36.0	0.0	II	42.0	A	1.05	
Drennen Rd to Holden Ave	Orange	Arterial	Outlying Business District	1	2	0	40	3,115	4	Signal	60.0	24.6	II	35.4	A	0.88	
Holden Ave to Gatlin Ave	Orange	Arterial	Outlying Business District	1	2	0	40	317	4	Signal	6.0	0.0	II	36.0	A	0.90	
Gatlin Ave to Mary Jess Rd	Orange	One Way	Outlying Business District	1	2	0	40	5,016	4	Signal	96.6	10.2	II	35.4	A	0.89	
Mary Jess Rd to Hoffner Ave	Orange	One Way	Outlying Business District	1	2	0	35	1,954	4	Signal	46.2	24.0	II	28.8	B	0.82	
Hoffner Ave to Oak Ridge Rd	Orange	One Way	Outlying Business District	0	2	1	40	845	4	Signal	16.2	0.0	II	35.6	A	0.89	
Oak Ridge Rd to Fairlane Ave	Orange	One Way	Outlying Business District	0	2	0	40	317	4	Stop	5.4	0.0	II	40.0	A	1.00	
Fairlane Ave to Lancaster Rd	Orange	Arterial	Outlying Business District	0	2	1	45	2,376	4	Signal	38.4	0.0	II	42.2	A	0.94	
Lancaster Rd to Nela Ave	Orange	Arterial	Outlying Business District	1	2	0	45	1,320	4	Signal	28.2	16.8	II	31.9	B	0.71	
Nela Ave to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	2	1	45	4,066	4	Signal	133.8	65.4	II	20.7	D	0.46	
Sand Lake Rd to Jetport Dr	Orange	Arterial	Outlying Business District	1	2	0	45	2,006	4	Signal	36.6	5.4	II	37.4	A	0.83	
Jetport Dr to Railroad Crossing (2)	Orange	Arterial	Outlying Business District	0	2	0	45	158	4	RR Crossing	3.6	0.0	II	30.0	B	0.67	
Railroad Crossing (2) to Railroad Crossing (1)	Orange	Arterial	Outlying Business District	0	2	0	45	2,640	4	RR Crossing	81.6	0.0	II	22.1	C	0.49	
Railroad Crossing (1) to Landstreet Rd	Orange	Arterial	Outlying Business District	1	2	0	45	686	4	Signal	10.2	0.0	II	45.9	A	1.02	
<b>TOTAL</b>							40	37,435			914.4	307.8	II	27.9	C	0.70	0.25 gal/veh
<b>PM PEAK HOUR</b>																	
Anderson St to Lucerne Circle (N)	Orange	One Way	Fringe Area	1	3	0	30	581	4	Signal	43.2	22.8	III	9.2	F	0.31	
Lucerne Circle (N) to Lucerne Circle (S)	Orange	One Way	Fringe Area	0	3	0	30	1,056	4	Signal	16.2	0.0	III	44.4	A	1.48	
Lucerne Circle (S) to Gore St	Orange	Arterial	Fringe Area	1	2	1	30	845	4	Signal	43.2	40.2	III	13.3	E	0.44	
Gore St to Columbia St	Orange	Arterial	Fringe Area	1	2	0	30	1,214	4	Signal	31.8	19.2	III	26.0	B	0.87	
Columbia St to Copeland Dr	Orange	Arterial	Fringe Area	0	2	0	30	370	4	Signal	10.8	4.8	III	23.3	C	0.78	
Copeland Dr to Miller St	Orange	Arterial	Fringe Area	1	2	0	30	1,056	4	Signal	41.4	22.2	III	17.4	D	0.58	
Miller St to Kaley Ave	Orange	Arterial	Fringe Area	1	2	0	30	1,320	4	Signal	64.2	31.8	II	14.0	E	0.47	
Kaley Ave to Grant St	Orange	Arterial	Fringe Area	1	2	0	35	1,320	4	Signal	33.0	8.4	II	27.3	C	0.78	
Grant St to Michigan St	Orange	Arterial	Fringe Area	2	2	0	35	1,320	4	Signal	102.0	65.4	II	8.8	F	0.25	
Michigan st to Pineloch Ave	Orange	Arterial	Outlying Business District	1	2	1	40	1,320	4	Signal	43.2	37.2	II	20.8	D	0.52	
Pineloch aAve to Drennen Rd	Orange	Arterial	Outlying Business District	1	2	0	40	2,218	4	Signal	46.8	10.2	II	32.3	B	0.81	
Drennen Rd to Holden Ave	Orange	Arterial	Outlying Business District	1	2	0	40	3,115	4	Signal	76.2	7.8	II	27.9	C	0.70	
Holden Ave to Gatlin Ave	Orange	Arterial	Outlying Business District	1	2	0	40	317	4	Signal	7.2	0.0	II	30.0	B	0.75	
Gatlin Ave to Mary Jess Rd	Orange	One Way	Outlying Business District	1	2	0	40	5,016	4	Signal	103.2	13.2	II	33.1	B	0.83	
Mary Jess Rd to Hoffner Ave	Orange	One Way	Outlying Business District	1	2	0	35	1,954	4	Signal	58.8	55.8	II	22.7	C	0.65	
Hoffner Ave to Oak Ridge Rd	Orange	One Way	Outlying Business District	0	2	1	40	845	4	Signal	19.2	0.0	II	30.0	B	0.75	
Oak Ridge Rd to Fairlane Ave	Orange	One Way	Outlying Business District	0	2	0	40	317	4	Stop	5.4	0.0	II	40.0	A	1.00	
Fairlane Ave to Lancaster Rd	Orange	Arterial	Outlying Business District	0	2	1	45	2,376	4	Signal	79.2	48.6	II	20.5	D	0.45	
Lancaster Rd to Nela Ave	Orange	Arterial	Outlying Business District	1	2	0	45	1,320	4	Signal	30.0	6.0	II	30.0	B	0.67	
Nela Ave to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	2	1	45	4,066	4	Signal	111.0	46.8	II	25.0	C	0.55	
Sand Lake Rd to Jetport Dr	Orange	Arterial	Outlying Business District	1	2	0	45	2,006	4	Signal	42.6	1.2	II	32.1	B	0.71	
Jetport Dr to Railroad Crossing (2)	Orange	Arterial	Outlying Business District	0	2	0	45	158	4	RR Crossing	4.8	0.0	II	22.5	C	0.50	
Railroad Crossing (2) to Railroad Crossing (1)	Orange	Arterial	Outlying Business District	0	2	0	45	2,640	4	RR Crossing	43.8	0.0	II	41.1	A	0.91	
Railroad Crossing (1) to Landstreet Rd	Orange	Arterial	Outlying Business District	1	2	0	45	686	4	Signal	22.8	58.2	II	20.5	D	0.46	
<b>TOTAL</b>							40	37,435			1,080.0	499.8	II	23.6	C	0.59	0.25 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 19**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Avenue - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Virginia Dr to New Hampshire St	Orange	Arterial	Fringe Area	1	1	0	30	1,320	7	Signal	28.2	0.0	III	31.9	A	1.06	
New Hampshire St to Princeton St	Orange	Arterial	Fringe Area	1	2	0	30	1,320	7	Signal	72.6	51.1	III	12.4	E	0.41	
Princeton St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	30	1,056	7	Signal	35.4	17.3	III	20.3	C	0.68	
Rollins St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	30	264	7	Signal	17.4	9.0	III	10.3	E	0.34	
Winter Park St to King St	Orange	Arterial	Fringe Area	0	2	0	30	581	7	Signal	14.4	0.0	III	27.5	B	0.92	
King St to Hazel St	Orange	Arterial	Fringe Area	0	2	0	30	792	7	Signal	19.2	2.1	III	28.1	B	0.94	
Hazel St to Wilkinson St	Orange	Arterial	Fringe Area	0	1	0	30	158	7	Signal	3.6	0.0	III	30.0	B	1.00	
Wilkinson St to Mills Ave	Orange	Arterial	Residential Area	1	1	0	35	3,485	7	Signal	145.8	51.1	III	16.3	D	0.47	
<b>TOTAL</b>							30	8,976			336.6	130.4	III	18.2	C	0.61	0.06 gal/veh
<b>PM PEAK HOUR</b>																	
Virginia Dr to New Hampshire St	Orange	Arterial	Fringe Area	1	1	0	30	1,320	7	Signal	28.8	0.0	III	31.2	A	1.04	
New Hampshire St to Princeton St	Orange	Arterial	Fringe Area	1	2	0	30	1,320	7	Signal	43.8	60.7	III	20.5	C	0.68	
Princeton St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	30	1,056	7	Signal	22.8	0.0	III	31.6	A	1.05	
Rollins St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	30	264	7	Signal	5.4	0.0	III	33.3	A	1.11	
Winter Park St to King St	Orange	Arterial	Fringe Area	0	2	0	30	581	7	Signal	13.8	0.0	III	28.7	B	0.96	
King St to Hazel St	Orange	Arterial	Fringe Area	0	2	0	30	792	7	Signal	19.8	0.0	III	27.3	B	0.91	
Hazel St to Wilkinson St	Orange	Arterial	Fringe Area	0	1	0	30	158	7	Signal	3.6	0.0	III	30.0	B	1.00	
Wilkinson St to Mills Ave	Orange	Arterial	Residential Area	1	1	0	35	3,485	7	Signal	144.0	80.0	III	16.5	D	0.47	
<b>TOTAL</b>							30	8,976			282.0	140.8	III	21.7	C	0.72	0.06 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 19**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Avenue - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Mills Ave to Wilkinson St	Orange	Arterial	Residential Area	1	2	0	35	3,485	7	Signal	90.6	17.3	III	26.2	B	0.75	
Wilkinson St to Hazel St	Orange	Arterial	Fringe Area	0	1	0	35	158	7	N/A	3.6	0.0	III	30.0	B	0.86	
Hazel St to Kings St	Orange	Arterial	Fringe Area	0	2	0	35	792	7	Signal	37.2	36.6	III	14.5	D	0.41	
King St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	35	581	7	Signal	22.2	6.2	III	17.8	D	0.51	
Winter Park St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	35	264	7	Signal	16.8	32.4	III	10.7	E	0.31	
Rollins St to Princeton St	Orange	Arterial	Fringe Area	1	2	1	35	1,056	7	Signal	39.0	20.7	III	18.5	C	0.53	
Princeton St to New Hampshire St	Orange	Arterial	Fringe Area	0	1	0	30	1,320	7	Signal	31.2	0.0	III	28.8	B	0.96	
New Hampshire St to Virginia Dr	Orange	Arterial	Fringe Area	0	2	0	30	1,320	7	Signal	34.8	7.6	III	25.9	B	0.86	
<b>TOTAL</b>							35	8,976			275.4	120.8	III	22.2	C	0.63	0.06 gal/veh
<b>PM PEAK HOUR</b>																	
Mills Ave to Wilkinson St	Orange	Arterial	Residential Area	1	2	0	35	3,485	7	Signal	75.0	18.6	III	31.7	A	0.91	
Wilkinson St to Hazel St	Orange	Arterial	Fringe Area	0	1	0	35	158	7	N/A	3.6	0.0	III	30.0	B	0.86	
Hazel St to Kings St	Orange	Arterial	Fringe Area	0	2	0	35	792	7	Signal	40.2	11.7	III	13.4	E	0.38	
King St to Winter Park St	Orange	Arterial	Fringe Area	0	2	0	35	581	7	Signal	32.4	29.0	III	12.2	E	0.35	
Winter Park St to Rollins St	Orange	Arterial	Fringe Area	0	2	0	35	264	7	Signal	10.8	0.0	III	16.7	D	0.48	
Rollins St to Princeton St	Orange	Arterial	Fringe Area	1	2	1	35	1,056	7	Signal	55.8	33.8	III	12.9	E	0.37	
Princeton St to New Hampshire St	Orange	Arterial	Fringe Area	0	1	0	30	1,320	7	Signal	32.4	0.0	III	27.8	B	0.93	
New Hampshire St to Virginia Dr	Orange	Arterial	Fringe Area	0	2	0	30	1,320	7	Signal	53.4	22.8	III	16.9	D	0.56	
<b>TOTAL</b>							35	8,976			303.6	115.9	III	20.2	C	0.58	0.06 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 20**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Blossom Trail - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
Consulate Dr to Landstreet Rd	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	6	Signal	96.0	79.2	II	19.9	D	0.44	
Landstreet Rd to Railroad Crossing	Orange	Arterial	Outlying Business District	0	3	0	45	898	6	RR Crossing	15.6	0.0	II	39.2	A	0.87	
Railroad Crossing to Lanquinta Dr	Orange	Arterial	Outlying Business District	1	3	0	45	845	6	Signal	12.6	0.0	II	45.7	A	1.02	
Lanquinta Dr to Morning Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	6	Signal	15.0	0.0	II	43.2	A	0.96	
Morning Dr to August Lane	Orange	Arterial	Outlying Business District	1	3	1	45	1,584	6	Signal	23.4	0.0	II	46.2	A	1.03	
August Lane to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	3	1	45	1,003	6	Signal	29.4	9.0	II	23.3	C	0.52	
Sand Lake Rd to South Land Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,059	6	Signal	34.2	0.0	II	41.1	A	0.91	
South Land Blvd to Orlando Central Pkwy	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	6	Signal	42.0	0.0	II	43.7	A	0.97	
Orlando Central Pkwy to Lancaster Rd	Orange	Arterial	Outlying Business District	1	3	1	45	792	6	Signal	12.6	0.0	II	42.9	A	0.95	
Lancaster Rd to Oak Ridge Rd	Orange	Arterial	Outlying Business District	2	3	1	45	2,640	6	Signal	44.4	0.0	II	40.5	A	0.90	
Oak Ridge Rd to Americana Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	4,224	6	Signal	67.2	1.8	II	42.9	A	0.95	
Americana Blvd to Holden Ave	Orange	Arterial	Outlying Business District	1	3	0	45	3,696	6	Signal	71.4	27.6	II	35.3	A	0.78	
Holden Ave to 39th St	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	6	Signal	63.6	8.4	II	35.1	A	0.78	
39th St to 29th St	Orange	Arterial	Outlying Business District	1	2	0	45/35	3,326	6	Signal	70.8	15.6	II	32.0	B	0.71	
29th St to Michigan St	Orange	Arterial	Outlying Business District	1	2	0	35	634	6	Signal	34.8	35.4	II	12.4	F	0.35	
Michigan St to Kaley Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,954	6	Signal	45.0	18.6	II	29.6	B	0.85	
Kaley Ave to Grand St	Orange	Arterial	Outlying Business District	1	2	0	35	2,323	6	Signal	52.8	18.6	II	30.0	B	0.86	
Grand St to Gore St	Orange	Arterial	Residential Area	1	2	0	35	1,690	6	Signal	63.0	56.4	II	18.3	D	0.52	
Gore St to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	2	0	35	1,320	6	Signal	33.6	30.0	II	26.8	C	0.77	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	2	0	35	317	6	Signal	16.8	28.8	II	12.9	F	0.37	
SR 408 WB Ramp to Anderson St	Orange	Arterial	Residential Area	0	2	0	35	317	6	Signal	7.2	0.0	II	30.0	B	0.86	
Anderson St to South St	Orange	Arterial	Residential Area	1	2	0	35	634	6	Signal	15.6	10.2	II	27.7	C	0.79	
South St to Church St	Orange	Arterial	Residential Area	1	2	0	35	686	6	Signal	27.0	30.6	II	17.3	D	0.50	
Church St to Central Blvd	Orange	Arterial	Residential Area	1	2	0	35	634	6	Signal	13.8	0.0	II	31.3	B	0.89	
Central Blvd to Washington St	Orange	Arterial	Residential Area	1	2	0	35	686	6	Signal	14.4	0.0	II	32.5	B	0.93	
Washington St to Robinson St	Orange	Arterial	Residential Area	1	2	0	35	686	6	Signal	12.6	0.0	II	37.1	A	1.06	
Robinson St to Amelia St	Orange	Arterial	Residential Area	1	2	0	35	1,320	6	Signal	25.8	0.0	II	34.9	B	1.00	
Amelia St to SR 50	Orange	Arterial	Residential Area	1	2	0	35	1,478	6	Signal	68.4	26.4	II	14.7	E	0.42	
<b>TOTAL</b>							45	45,461			1,029.0	396.6	II	30.1	B	0.67	0.30 gal/veh
<b>PM PEAK HOUR</b>																	
Consulate Dr to Landstreet Rd	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	5	Signal	100.2	30.6	II	19.0	D	0.42	
Landstreet Rd to Railroad Crossing	Orange	Arterial	Outlying Business District	0	3	0	45	898	5	RR Crossing	17.4	0.0	II	35.2	A	0.78	
Railroad Crossing to Lanquinta Dr	Orange	Arterial	Outlying Business District	1	3	0	45	845	5	Signal	12.6	0.0	II	45.7	A	1.02	
Lanquinta Dr to Morning Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	5	Signal	15.6	0.0	II	41.5	A	0.92	
Morning Dr to August Lane	Orange	Arterial	Outlying Business District	1	3	1	45	1,584	5	Signal	30.0	0.0	II	36.0	A	0.80	
August Lane to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	3	1	45	1,003	5	Signal	25.8	0.0	II	26.5	C	0.59	
Sand Lake Rd to South Land Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,059	5	Signal	37.2	0.0	II	37.7	A	0.84	
South Land Blvd to Orlando Central Pkwy	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	5	Signal	46.2	0.0	II	39.7	A	0.88	
Orlando Central Pkwy to Lancaster Rd	Orange	Arterial	Outlying Business District	1	3	1	45	792	5	Signal	15.0	0.0	II	36.0	A	0.80	
Lancaster Rd to Oak Ridge Rd	Orange	Arterial	Outlying Business District	2	3	1	45	2,640	5	Signal	121.8	101.4	II	14.8	E	0.33	
Oak Ridge Rd to Americana Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	4,224	5	Signal	78.0	9.6	II	36.9	A	0.82	
Americana Blvd to Holden Ave	Orange	Arterial	Outlying Business District	1	3	0	45	3,696	5	Signal	103.2	39.6	II	24.4	C	0.54	
Holden Ave to 39th St	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	5	Signal	57.6	0.0	II	38.7	A	0.86	
39th St to 29th St	Orange	Arterial	Outlying Business District	1	2	0	45/35	3,326	5	Signal	57.6	3.0	II	39.4	A	0.87	
29th St to Michigan St	Orange	Arterial	Outlying Business District	1	2	0	35	634	5	Signal	21.6	6.0	II	20.0	D	0.57	
Michigan St to Kaley Ave	Orange	Arterial	Outlying Business District	1	2	0	35	1,954	5	Signal	36.0	0.0	II	37.0	A	1.06	
Kaley Ave to Grand St	Orange	Arterial	Outlying Business District	1	2	0	35	2,323	5	Signal	39.6	0.0	II	40.0	A	1.14	
Grand St to Gore St	Orange	Arterial	Residential Area	1	2	0	35	1,690	5	Signal	88.2	40.8	II	13.1	E	0.37	
Gore St to SR 408 EB Ramp	Orange	Arterial	Residential Area	0	2	0	35	1,320	5	Signal	30.6	6.0	II	29.4	B	0.84	
SR 408 EB Ramp to SR 408 WB Ramp	Orange	Arterial	Residential Area	1	2	0	35	317	5	Signal	7.2	3.0	II	30.0	B	0.86	
SR 408 WB Ramp to Anderson St	Orange	Arterial	Residential Area	0	2	0	35	317	5	Signal	10.2	0.0	II	21.2	D	0.61	
Anderson St to South St	Orange	Arterial	Residential Area	1	2	0	35	634	5	Signal	12.6	0.0	II	34.3	B	0.98	
South St to Church St	Orange	Arterial	Residential Area	1	2	0	35	686	5	Signal	14.4	0.0	II	32.5	B	0.93	
Church St to Central Blvd	Orange	Arterial	Residential Area	1	2	0	35	634	5	Signal	13.2	0.0	II	32.7	B	0.94	
Central Blvd to Washington St	Orange	Arterial	Residential Area	1	2	0	35	686	5	Signal	12.0	0.0	II	39.0	A	1.11	
Washington St to Robinson St	Orange	Arterial	Residential Area	1	2	0	35	686	5	Signal	12.0	0.0	II	39.0	A	1.11	
Robinson St to Amelia St	Orange	Arterial	Residential Area	1	2	0	35	1,320	5	Signal	27.6	1.8	II	32.6	B	0.93	
Amelia St to SR 50	Orange	Arterial	Residential Area	1	2	0	35	1,478	5	Signal	51.6	46.8	II	19.5	D	0.56	
<b>TOTAL</b>							45	45,461			1,095.0	288.6	II	28.3	B	0.63	0.30 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 20**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Orange Blossom Trail - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
SR 50 to Amelia St	Orange	Arterial	Residential Area	1	2	0	35	1,478	6	Signal	27.6	0.0	II	36.5	A	1.04	
Amelia St to Robinson St	Orange	Arterial	Residential Area	1	2	0	35	1,320	6	Signal	22.8	0.0	II	39.5	A	1.13	
Robinson St to Washington St	Orange	Arterial	Residential Area	1	2	0	35	686	6	Signal	18.6	10.8	II	25.2	C	0.72	
Washington St to Central Blvd	Orange	Arterial	Residential Area	1	2	0	35	686	6	Signal	13.2	0.0	II	35.5	A	1.01	
Central Blvd to Church St	Orange	Arterial	Residential Area	1	2	0	35	634	6	Signal	12.6	0.0	II	34.3	B	0.98	
Church St to South St	Orange	Arterial	Residential Area	0	2	0	35	686	6	Signal	13.2	0.0	II	35.5	A	1.01	
South St to Anderson St	Orange	Arterial	Residential Area	1	2	0	35	634	6	Signal	17.4	7.2	II	24.8	C	0.71	
Anderson St to SR 408 WB Ramp	Orange	Arterial	Residential Area	0	2	0	35	317	6	Signal	16.8	6.0	II	12.9	F	0.37	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	1	2	0	35	317	6	Signal	7.8	0.0	II	27.7	C	0.79	
SR 408 EB Ramp to Gore St	Orange	Arterial	Residential Area	1	2	0	35	1,320	6	Signal	25.2	0.0	II	35.7	A	1.02	
Gore St to Grand St	Orange	Arterial	Residential Area	1	2	0	35	1,690	6	Signal	30.0	0.0	II	38.4	A	1.10	
Grand St to Kaley Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,323	6	Signal	54.0	12.6	II	29.3	B	0.84	
Kaley Ave to Michigan St	Orange	Arterial	Outlying Business District	1	2	0	35	1,954	6	Signal	36.0	0.0	II	37.0	A	1.06	
Michigan St to 29th St	Orange	Arterial	Outlying Business District	1	2	0	35	634	6	Signal	11.4	0.0	II	37.9	A	0.84	
29th St to 39th St	Orange	Arterial	Outlying Business District	1	3	0	45/35	3,326	6	Signal	61.2	6.0	II	37.1	A	0.82	
39th St to Holden Ave	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	6	Signal	75.6	38.4	II	29.5	B	0.66	
Holden Ave to Americana Blvd	Orange	Arterial	Outlying Business District	1	3	1	45	3,696	6	Signal	64.8	12.6	II	38.9	A	0.86	
Americana Blvd to Oak Ridge Rd	Orange	Arterial	Outlying Business District	1	3	1	45	4,224	6	Signal	96.6	34.2	II	29.8	B	0.66	
Oak Ridge Rd to Lancaster Rd	Orange	Arterial	Outlying Business District	2	3	0	45	2,640	6	Signal	59.4	38.4	II	30.3	B	0.67	
Lancaster Rd to Orlando Central Pkwy	Orange	Arterial	Outlying Business District	1	4	0	45	792	6	Signal	12.6	0.0	II	42.9	A	0.95	
Orlando Central Pkwy to South Land Blvd	Orange	Arterial	Outlying Business District	1	3	1	45	2,693	6	Signal	61.8	25.8	II	29.7	B	0.66	
South Land Blvd to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	3	1	45	2,059	6	Signal	42.0	13.2	II	33.4	B	0.74	
Sand Lake Rd to August Lane	Orange	Arterial	Outlying Business District	1	3	0	45	1,003	6	Signal	22.2	0.0	II	30.8	B	0.68	
August Lane to Morning Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,584	6	Signal	28.8	1.2	II	37.5	A	0.83	
Morning Dr to Lanquinta Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	6	Signal	18.6	4.8	II	34.8	B	0.77	
Lanquinta Dr to Railroad Crossing	Orange	Arterial	Outlying Business District	1	3	0	45	845	6	RR Crossing	13.2	0.0	II	43.6	A	0.97	
Railroad Crossing to Landstreet Rd	Orange	Arterial	Outlying Business District	1	3	0	45	898	6	Signal	16.8	0.0	II	36.4	A	0.81	
Landstreet Rd to Consulate Dr	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	6	Signal	107.4	61.8	II	17.8	D	0.39	
<b>TOTAL</b>							45	45,461			987.6	273.0	II	31.4	B	0.70	0.30 gal/veh
<b>PM PEAK HOUR</b>																	
SR 50 to Amelia St	Orange	Arterial	Residential Area	1	2	0	35	1,478	5	Signal	29.4	0.0	II	34.3	B	0.98	
Amelia St to Robinson St	Orange	Arterial	Residential Area	1	2	0	35	1,320	5	Signal	22.8	0.0	II	39.5	A	1.13	
Robinson St to Washington St	Orange	Arterial	Residential Area	1	2	0	35	686	5	Signal	34.8	28.8	II	13.4	E	0.38	
Washington St to Central Blvd	Orange	Arterial	Residential Area	1	2	0	35	686	5	Signal	13.8	0.0	II	33.9	B	0.97	
Central Blvd to Church St	Orange	Arterial	Residential Area	1	2	0	35	634	5	Signal	12.6	0.0	II	34.3	B	0.98	
Church St to South St	Orange	Arterial	Residential Area	0	2	0	35	686	5	Signal	12.6	0.0	II	37.1	A	1.06	
South St to Anderson St	Orange	Arterial	Residential Area	1	2	0	35	634	5	Signal	32.4	12.0	II	13.3	E	0.38	
Anderson St to SR 408 WB Ramp	Orange	Arterial	Residential Area	0	2	0	35	317	5	Signal	21.6	13.8	II	10.0	F	0.29	
SR 408 WB Ramp to SR 408 EB Ramp	Orange	Arterial	Residential Area	1	2	0	35	317	5	Signal	8.4	0.0	II	25.7	C	0.73	
SR 408 EB Ramp to Gore St	Orange	Arterial	Residential Area	1	2	0	35	1,320	5	Signal	40.2	67.8	II	22.4	C	0.64	
Gore St to Grand St	Orange	Arterial	Residential Area	1	2	0	35	1,690	5	Signal	30.0	0.0	II	38.4	A	1.10	
Grand St to Kaley Ave	Orange	Arterial	Outlying Business District	1	2	0	35	2,323	5	Signal	60.6	19.8	II	26.1	C	0.75	
Kaley Ave to Michigan St	Orange	Arterial	Outlying Business District	1	2	0	35	1,954	5	Signal	48.6	58.8	II	27.4	C	0.78	
Michigan St to 29th St	Orange	Arterial	Outlying Business District	1	2	0	35	634	5	Signal	12.6	0.0	II	34.3	B	0.76	
29th St to 39th St	Orange	Arterial	Outlying Business District	1	3	0	45/35	3,326	5	Signal	54.6	3.6	II	41.5	A	0.92	
39th St to Holden Ave	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	5	Signal	90.6	37.8	II	24.6	C	0.55	
Holden Ave to Americana Blvd	Orange	Arterial	Outlying Business District	1	3	1	45	3,696	5	Signal	77.4	19.2	II	32.6	B	0.72	
Americana Blvd to Oak Ridge Rd	Orange	Arterial	Outlying Business District	1	3	1	45	4,224	5	Signal	114.0	31.2	II	25.3	C	0.56	
Oak Ridge Rd to Lancaster Rd	Orange	Arterial	Outlying Business District	2	3	0	45	2,640	5	Signal	44.4	0.0	II	40.5	A	0.90	
Lancaster Rd to Orlando Central Pkwy	Orange	Arterial	Outlying Business District	1	4	0	45	792	5	Signal	12.0	0.0	II	45.0	A	1.00	
Orlando Central Pkwy to South Land Blvd	Orange	Arterial	Outlying Business District	1	3	1	45	2,693	5	Signal	46.8	0.0	II	39.2	A	0.87	
South Land Blvd to Sand Lake Rd	Orange	Arterial	Outlying Business District	2	3	1	45	2,059	5	Signal	96.0	74.4	II	14.6	E	0.32	
Sand Lake Rd to August Lane	Orange	Arterial	Outlying Business District	1	3	0	45	1,003	5	Signal	18.0	0.0	II	38.0	A	0.84	
August Lane to Morning Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,584	5	Signal	44.4	10.2	II	24.3	C	0.54	
Morning Dr to Lanquinta Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	5	Signal	19.2	0.0	II	33.7	B	0.75	
Lanquinta Dr to Railroad Crossing	Orange	Arterial	Outlying Business District	1	3	0	45	845	5	RR Crossing	16.8	3.6	II	34.3	B	0.76	
Railroad Crossing to Landstreet Rd	Orange	Arterial	Outlying Business District	1	3	0	45	898	5	Signal	59.4	79.8	II	10.3	F	0.23	
Landstreet Rd to Consulate Dr	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	5	Signal	101.4	43.2	II	18.8	D	0.42	
<b>TOTAL</b>							45	45,461			1,175.4	504.0	II	26.4	C	0.59	0.30 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 21**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Osceola Parkway - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed		Avg Speed/	Avg. Fuel	
														(mph)	LOS	Speed Limit	Consump.	
US 441 to Orange Ave	Osceola	Arterial	Residential Area	1	3	1	45	3,643	8	Signal	64.2	9.0	II	38.7	A	0.86		
Orange Ave to Michigan Ave	Osceola	Arterial	Residential Area	2	3	1	45	1,795	8	Signal	60.0	25.2	II	20.4	D	0.45		
Michigan Ave to Turnpike SB Ramp	Osceola	Arterial	Residential Area	0	3	1	45	2,165	8	Signal	54.0	33.0	II	27.3	C	0.61		
Turnpike SB Ramp to Turnpike NB Ramp	Osceola	Arterial	Residential Area	2	3	0	40	581	8	Signal	10.8	0.0	II	36.7	A	0.92		
Turnpike NB Ramp to Florida Pkwy	Osceola	Arterial	Residential Area	1	3	0	40	2,323	8	Signal	60.0	19.2	II	26.4	C	0.66		
<b>TOTAL</b>							45	10,507			249.0	86.4	II	28.8	B	0.64	0.07 gal/veh	
<b>PM PEAK HOUR</b>																		
US 441 to Orange Ave	Osceola	Arterial	Residential Area	1	3	1	45	3,643	6	Signal	69.6	7.2	II	35.7	A	0.79		
Orange Ave to Michigan Ave	Osceola	Arterial	Residential Area	2	3	1	45	1,795	6	Signal	107.4	91.8	II	11.4	F	0.25		
Michigan Ave to Turnpike SB Ramp	Osceola	Arterial	Residential Area	0	3	1	45	2,165	6	Signal	68.4	23.4	II	21.6	D	0.48		
Turnpike SB Ramp to Turnpike NB Ramp	Osceola	Arterial	Residential Area	2	3	0	40	581	6	Signal	12.0	0.0	II	33.0	B	0.82		
Turnpike NB Ramp to Florida Pkwy	Osceola	Arterial	Residential Area	1	3	0	40	2,323	6	Signal	55.8	6.6	II	28.4	B	0.71		
<b>TOTAL</b>							45	10,507			313.2	129.0	II	22.9	C	0.51	0.07 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.
3. Weather : Rainfall occurred during PM Peak Hour. (4:00 - 4:30 PM)

**TABLE 21**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Osceola Parkway - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
Florida Pkwy to Turnpike NB Ramp	Osceola	Arterial	Residential Area	0	2	1	45/40	2,323	7	Signal	84.6	22.2	II	18.7	D	0.42	
Turnpike NB Ramp to Turnpike SB Ramp	Osceola	Arterial	Residential Area	1	0	0	45	581	7	Signal	17.4	14.4	II	22.8	C	0.51	
Turnpike SB Ramp to Michigan Ave	Osceola	Arterial	Residential Area	2	3	1	45	2,165	7	Signal	60.6	19.8	II	24.4	C	0.54	
Michigan Ave to Orange Ave	Osceola	Arterial	Residential Area	1	3	1	45	1,795	7	Signal	57.0	28.2	II	21.5	D	0.48	
Orange Ave to US 441	Osceola	Arterial	Residential Area	2	2	1	45	3,643	7	Signal	82.8	24.6	II	30.0	B	0.67	
<b>TOTAL</b>							45	10,507			302.4	109.2	II	23.7	C	0.53	0.07 gal/veh
<b>PM PEAK HOUR</b>																	
Florida Pkwy to Turnpike NB Ramp	Osceola	Arterial	Residential Area	0	2	1	45/40	2,323	6	Signal	80.4	16.8	II	19.7	D	0.44	
Turnpike NB Ramp to Turnpike SB Ramp	Osceola	Arterial	Residential Area	1	2	0	45	581	6	Signal	11.4	0.0	II	34.7	B	0.77	
Turnpike SB Ramp to Michigan Ave	Osceola	Arterial	Residential Area	2	3	1	45	2,165	6	Signal	72.0	28.2	II	20.5	D	0.46	
Michigan Ave to Orange Ave	Osceola	Arterial	Residential Area	1	3	1	45	1,795	6	Signal	65.4	28.2	II	18.7	D	0.42	
Orange Ave to US 441	Osceola	Arterial	Residential Area	2	2	1	45	3,643	6	Signal	87.6	42.0	II	28.4	B	0.63	
<b>TOTAL</b>							45	10,507			316.8	115.2	II	22.6	C	0.50	0.07 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.
3. Weather : Rainfall occurred during PM Peak Hour. (4:00 - 4:30 PM)

**TABLE 22**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Pine Hills Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Colonial Dr to Balboa Dr	Orange	Arterial	Residential Area	1	2	0	40	2,218	8	Signal	55.8	7.8	II	27.1	C	0.68	
Balboa Dr to Hernandes Dr	Orange	Arterial	Residential Area	1	2	0	40	4,277	8	Signal	76.8	7.8	II	38.0	A	0.95	
Hernandes Dr to Silver Star Rd	Orange	Arterial	Residential Area	2	2	1	40	2,904	8	Signal	87.0	46.8	II	22.8	C	0.57	
Silver Star Rd to Londonderry Bv	Orange	Arterial	Residential Area	0	2	0	40	2,429	8	Signal	57.0	10.8	II	29.1	B	0.73	
Londonderry Bv to Indian Hill Rd	Orange	Arterial	Residential Area	1	2	0	40	1,637	8	Signal	38.4	6.6	II	29.1	B	0.73	
<b>TOTAL</b>							40	13,464			315.0	79.8	II	29.1	B	0.73	0.09 gal/veh
<b>PM PEAK HOUR</b>																	
Colonial Dr to Balboa Dr	Orange	Arterial	Residential Area	1	2	0	40	2,218	7	Signal	42.0	0.0	II	36.0	A	0.90	
Balboa Dr to Hernandes Dr	Orange	Arterial	Residential Area	1	2	0	40	4,277	7	Signal	81.0	6.6	II	36.0	A	0.90	
Hernandes Dr to Silver Star Rd	Orange	Arterial	Residential Area	2	2	1	40	2,904	7	Signal	157.8	73.2	II	12.5	F	0.31	
Silver Star Rd to Londonderry Bv	Orange	Arterial	Residential Area	0	2	0	40	2,429	7	Signal	49.8	8.4	II	33.3	B	0.83	
Londonderry Bv to Indian Hill Rd	Orange	Arterial	Residential Area	1	2	0	40	1,637	7	Signal	30.6	0.0	II	36.5	A	0.91	
<b>TOTAL</b>							40	13,464			361.2	88.2	II	25.4	C	0.64	0.09 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 22**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Pine Hills Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Indian Hill Rd to Londonderry Bv	Orange	Arterial	Residential Area	1	2	0	40	1,637	8	Signal	32.4	7.8	II	34.4	B	0.86	
Londonderry Bv to Silver Star Rd	Orange	Arterial	Residential Area	2	2	1	40	2,429	8	Signal	109.2	52.8	II	15.2	E	0.38	
Silver Star Rd to Hernandes Dr	Orange	Arterial	Residential Area	1	2	0	40	2,904	8	Signal	54.6	0.0	II	36.3	A	0.91	
Hernandes Dr to Balboa Dr	Orange	Arterial	Residential Area	1	2	0	40	4,277	8	Signal	73.8	0.0	II	39.5	A	0.99	
Balboa Dr to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	40	2,218	8	Signal	106.2	79.2	II	14.2	E	0.36	
<b>TOTAL</b>							40	13,464			376.2	139.8	II	24.4	C	0.61	0.10 gal/veh
<b>PM PEAK HOUR</b>																	
Indian Hill Rd to Londonderry Bv	Orange	Arterial	Residential Area	1	2	0	40	1,637	7	Signal	30.6	4.2	II	36.5	A	0.91	
Londonderry Bv to Silver Star Rd	Orange	Arterial	Residential Area	2	2	1	40	2,429	7	Signal	132.0	93.0	II	12.5	F	0.31	
Silver Star Rd to Hernandes Dr	Orange	Arterial	Residential Area	1	2	0	40	2,904	7	Signal	52.2	0.0	II	37.9	A	0.95	
Hernandes Dr to Balboa Dr	Orange	Arterial	Residential Area	1	2	0	40	4,277	7	Signal	72.6	9.0	II	40.2	A	1.00	
Balboa Dr to Colonial Dr	Orange	Arterial	Residential Area	2	2	1	40	2,218	7	Signal	109.8	65.4	II	13.8	E	0.34	
<b>TOTAL</b>							40	13,464			397.2	171.6	II	23.1	C	0.58	0.09 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 23**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Sand Lake Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	2	3	0	40	792	4	Signal	32.4	17.4	II	16.7	E	0.42	
I-4 EB Ramp to International Dr	Orange	Arterial	Outlying Business District	2	2	1	40	898	4	Signal	44.4	24.6	II	13.8	E	0.34	
International Dr to Universal Blvd	Orange	Arterial	Outlying Business District	2	2	1	55	1,637	4	Signal	30.6	0.0	I	36.5	B	0.66	
Universal Blvd to Mandarin Dr	Orange	Arterial	Outlying Business District	1	2	0	55	6,230	4	Signal	82.8	0.0	I	51.3	A	0.93	
Mandarin Dr to Kingspointe Pkwy	Orange	Arterial	Outlying Business District	1	2	1	55	2,165	4	Signal	31.2	0.0	I	47.3	A	0.86	
Kingspointe Pkwy to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	55/45	3,696	4	Signal	109.2	64.8	I	23.1	D	0.42	
John Young Pkwy to President Dr	Orange	Arterial	Outlying Business District	1	2	1	45	3,590	4	Signal	56.4	0.0	I	43.4	A	0.96	
President Dr to Chancellor Dr	Orange	Arterial	Outlying Business District	1	2	1	45	1,373	4	Signal	19.8	0.0	I	47.3	A	1.05	
Chancellor Dr to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	45	475	4	RR Crossing	7.2	0.0	I	45.0	A	1.00	
Railroad Crossing to Lillwill Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,059	4	Signal	27.0	0.0	I	52.0	A	1.16	
Lillwill Ave to Orange Blossom Trail	Orange	Arterial	Outlying Business District	2	2	1	45	1,003	4	Signal	30.6	10.8	I	22.4	D	0.50	
Orange Blossom Trail to Summerday Ln	Orange	Arterial	Outlying Business District	1	3	0	45	950	4	Signal	16.8	0.0	I	38.6	B	0.86	
Summerday Ln to Golden Sky Ln	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	4	Signal	18.6	0.0	I	48.4	A	1.08	
Golden Sky Ln to Voltaire Dr	Orange	Arterial	Residential Area	1	3	1	55	1,848	4	Signal	24.0	0.0	I	52.5	A	0.95	
Voltaire Dr to Winegard Rd	Orange	Arterial	Residential Area	1	3	0	55	1,267	4	Residential Area	15.0	0.0	I	57.6	A	1.05	
Winegard Rd to Lake Gloria Blvd	Orange	Arterial	Residential Area	1	3	0	55/45	3,485	4	Signal	53.4	40.8	I	44.5	A	0.81	
Lake Gloria Blvd to Orange Ave	Orange	Arterial	Residential Area	2	2	1	45	2,957	4	Signal	72.6	28.8	I	27.8	C	0.62	
Orange Ave to Lindos Dr	Orange	Arterial	Outlying Business District	1	2	0	35/45	2,904	4	Signal	57.0	10.8	II	34.7	B	0.77	
Lindos Dr to SR 528 EB Ramp	Orange	Arterial	Residential Area	0	2	1	35	950	4	Signal	40.8	25.2	II	15.9	E	0.45	
SR 528 EB Ramp to SR 528 WB Ramp /Jetport Dr	Orange	Arterial	Residential Area	2	1	0	35	634	4	Signal	13.2	0.0	II	32.7	B	0.94	
<b>TOTAL</b>							55	40,234			783.0	223.2	I	35.0	B	0.64	0.26 gal/veh
<b>PM PEAK HOUR</b>																	
I-4 WB Ramp to I-4 EB Ramp	Orange	Arterial	Outlying Business District	2	3	0	40	792	5	Signal	15.0	0.0	II	36.0	A	0.90	
I-4 EB Ramp to International Dr	Orange	Arterial	Outlying Business District	2	2	1	40	898	5	Signal	55.8	30.0	II	11.0	F	0.27	
International Dr to Universal Blvd	Orange	Arterial	Outlying Business District	2	2	1	55	1,637	5	Signal	31.2	0.0	I	35.8	B	0.65	
Universal Blvd to Mandarin Dr	Orange	Arterial	Outlying Business District	1	2	0	55	6,230	5	Signal	91.8	18.0	I	46.3	A	0.84	
Mandarin Dr to Kingspointe Pkwy	Orange	Arterial	Outlying Business District	1	2	1	55	2,165	5	Signal	33.0	0.0	I	44.7	A	0.81	
Kingspointe Pkwy to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	55/45	3,696	5	Signal	85.8	45.0	I	29.4	C	0.53	
John Young Pkwy to President Dr	Orange	Arterial	Outlying Business District	1	2	1	45	3,590	5	Signal	85.2	33.6	I	28.7	C	0.64	
President Dr to Chancellor Dr	Orange	Arterial	Outlying Business District	1	2	1	45	1,373	5	Signal	25.8	0.0	I	36.3	B	0.81	
Chancellor Dr to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	45	475	5	RR Crossing	8.4	0.0	I	38.6	B	0.86	
Railroad Crossing to Lillwill Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,059	5	Signal	135.6	35.4	I	10.4	F	0.23	
Lillwill Ave to Orange Blossom Trail	Orange	Arterial	Outlying Business District	2	2	1	45	1,003	5	Signal	143.4	103.2	I	4.8	F	0.11	
Orange Blossom Trail to Summerday Ln	Orange	Arterial	Outlying Business District	1	3	0	45	950	5	Signal	26.4	28.8	I	24.5	D	0.55	
Summerday Ln to Golden Sky Ln	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	5	Signal	30.0	23.4	I	30.0	C	0.67	
Golden Sky Ln to Voltaire Dr	Orange	Arterial	Residential Area	1	3	1	55	1,848	5	Signal	33.0	4.2	I	38.2	B	0.69	
Voltaire Dr to Winegard Rd	Orange	Arterial	Residential Area	1	3	0	55	1,267	5	Signal	17.4	0.0	I	49.7	A	0.90	
Winegard Rd to Lake Gloria Blvd	Orange	Arterial	Residential Area	1	3	0	55/45	3,485	5	Signal	51.0	6.0	I	46.6	A	0.85	
Lake Gloria Blvd to Orange Ave	Orange	Arterial	Residential Area	2	2	1	45	2,957	5	Signal	145.2	65.4	I	13.9	F	0.31	
Orange Ave to Lindos Dr	Orange	Arterial	Outlying Business District	1	2	0	35/45	2,904	5	Signal	63.6	13.2	II	31.1	B	0.69	
Lindos Dr to SR 528 EB Ramp	Orange	Arterial	Residential Area	0	2	1	35	950	5	Signal	21.6	3.6	II	30.0	B	0.86	
SR 528 EB Ramp to SR 528 WB Ramp /Jetport Dr	Orange	Arterial	Residential Area	2	1	0	35	634	5	Signal	16.2	7.2	II	26.7	C	0.76	
<b>TOTAL</b>							55	40,234			1,115.4	417.0	II	24.6	C	0.45	0.27 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 23**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Sand Lake Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
SR 528 WB Ramp /Jetport Dr to SR 528 EB Ramp	Orange	Arterial	Residential Area	1	2	0	35	634	4	Signal	16.2	10.2	II	26.7	C	0.76	
SR 528 EB Ramp to Lindos Dr	Orange	Arterial	Residential Area	1	3	0	35	950	4	Signal	16.8	0.0	II	38.6	A	1.10	
Lindos Dr to Orange Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,904	4	Signal	94.2	0.0	I	21.0	D	0.47	
Orange Ave to Lake Gloria Blvd	Orange	Arterial	Residential Area	1	3	1	45	2,957	4	Signal	40.2	0.0	I	50.1	A	1.11	
Lake Gloria Blvd to Winegard Rd	Orange	Arterial	Residential Area	1	3	1	55	3,485	4	Signal	44.4	0.0	I	53.5	A	0.97	
Winegard Rd to Voltaire Dr	Orange	Arterial	Residential Area	1	3	1	55	1,267	4	Signal	16.2	0.0	I	53.3	A	0.97	
Voltaire Dr to Golden Sky Ln	Orange	Arterial	Residential Area	2	3	0	55	1,848	4	Signal	25.2	0.0	I	50.0	A	0.91	
Golden Sky Ln to Summerday Ln	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	4	Signal	33.0	6.0	I	27.3	C	0.61	
Summerday Ln to Orange Blossom Trail	Orange	Arterial	Outlying Business District	2	3	1	45	950	4	Signal	52.2	51.0	I	12.4	F	0.28	
Orange Blossom Trail to Lillwill ave	Orange	Arterial	Outlying Business District	1	2	0	45	1,003	4	Signal	21.6	0.0	I	31.7	C	0.70	
Lillwill Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	45	2,059	4	RR Crossing	34.8	2.4	I	40.3	B	0.90	
Railroad Crossing to Chancellor Dr	Orange	Arterial	Outlying Business District	1	2	1	45	475	4	Signal	13.2	0.0	I	24.5	D	0.55	
Chancellor Dr to President Dr	Orange	Arterial	Outlying Business District	1	2	1	45	1,373	4	Signal	31.8	0.0	I	29.4	C	0.65	
President Dr to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	45	3,590	4	Signal	136.2	67.8	I	18.0	E	0.40	
John Young Pkwy to Kingspointe Pkwy	Orange	Arterial	Outlying Business District	1	2	1	55	3,696	4	Signal	58.8	1.2	I	42.9	A	0.78	
Kingspointe Pkwy to Mandarin Dr	Orange	Arterial	Outlying Business District	0	2	0	55	2,165	4	Signal	34.2	0.0	I	43.2	A	0.78	
Mandarin Dr to Universal Blvd	Orange	Arterial	Outlying Business District	2	2	1	55	6,230	4	Signal	115.2	55.2	I	36.9	B	0.67	
Universal Blvd to International Dr	Orange	Arterial	Outlying Business District	2	2	0	40	1,637	4	Signal	44.4	60.0	II	25.1	C	0.63	
International Dr to I-4 EB Ramp	Orange	Arterial	Outlying Business District	0	3	1	40	898	4	Signal	75.0	73.8	II	8.2	F	0.20	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	3	2	40	792	4	Signal	15.6	0.0	II	34.6	B	0.87	
<b>TOTAL</b>							55	40,234			919.2	327.6	I	29.8	C	0.54	0.26 gal/veh
<b>PM PEAK HOUR</b>																	
SR 528 WB Ramp /Jetport Dr to SR 528 EB Ramp	Orange	Arterial	Residential Area	1	2	0	35	634	5	Signal	16.8	4.8	II	25.7	C	0.73	
SR 528 EB Ramp to Lindos Dr	Orange	Arterial	Residential Area	1	3	0	35	950	5	Signal	15.6	0.0	II	41.5	A	1.19	
Lindos Dr to Orange Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,904	5	Signal	72.0	53.4	I	27.5	C	0.61	
Orange Ave to Lake Gloria Blvd	Orange	Arterial	Residential Area	1	3	1	45	2,957	5	Signal	43.2	0.0	I	46.7	A	1.04	
Lake Gloria Blvd to Winegard Rd	Orange	Arterial	Residential Area	1	3	1	55	3,485	5	Signal	75.0	23.4	I	31.7	C	0.58	
Winegard Rd to Voltaire Dr	Orange	Arterial	Residential Area	1	3	1	55	1,267	5	Signal	30.0	1.8	I	28.8	C	0.52	
Voltaire Dr to Golden Sky Ln	Orange	Arterial	Residential Area	2	3	0	55	1,848	5	Signal	66.0	19.2	I	19.1	E	0.35	
Golden Sky Ln to Summerday Ln	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	5	Signal	25.8	0.0	I	34.9	B	0.78	
Summerday Ln to Orange Blossom Trail	Orange	Arterial	Outlying Business District	2	3	1	45	950	5	Signal	36.0	12.6	I	18.0	E	0.40	
Orange Blossom Trail to Lillwill ave	Orange	Arterial	Outlying Business District	1	2	0	45	1,003	5	Signal	24.0	0.0	I	28.5	C	0.63	
Lillwill Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	45	2,059	5	RR Crossing	37.2	0.0	I	37.7	B	0.84	
Railroad Crossing to Chancellor Dr	Orange	Arterial	Outlying Business District	1	2	1	45	475	5	Signal	9.0	0.0	I	36.0	B	0.80	
Chancellor Dr to President Dr	Orange	Arterial	Outlying Business District	1	2	1	45	1,373	5	Signal	26.4	0.0	I	35.5	B	0.79	
President Dr to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	45	3,590	5	Signal	107.4	59.4	I	22.8	D	0.51	
John Young Pkwy to Kingspointe Pkwy	Orange	Arterial	Outlying Business District	1	2	1	55	3,696	5	Signal	70.2	0.0	I	35.9	B	0.65	
Kingspointe Pkwy to Mandarin Dr	Orange	Arterial	Outlying Business District	0	2	0	55	2,165	5	Signal	40.8	0.0	I	36.2	B	0.66	
Mandarin Dr to Universal Blvd	Orange	Arterial	Outlying Business District	2	2	1	55	6,230	5	Signal	144.0	44.4	I	29.5	C	0.54	
Universal Blvd to International Dr	Orange	Arterial	Outlying Business District	2	2	0	40	1,637	5	Signal	112.2	94.8	II	9.9	F	0.25	
International Dr to I-4 EB Ramp	Orange	Arterial	Outlying Business District	0	3	1	40	898	5	Signal	30.6	8.4	II	20.0	D	0.50	
I-4 EB Ramp to I-4 WB Ramp	Orange	Arterial	Outlying Business District	0	3	2	40	792	5	Signal	26.4	2.4	II	20.5	D	0.51	
<b>TOTAL</b>							55	40,234			1,008.6	324.6	II	27.2	C	0.49	0.27 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 24**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Silver Star Road - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Mercy Dr to Eunice Ave	Orange	Arterial	Outlying Business District	1	1	0	40	2,640	9	Signal	55.8	7.2	II	32.3	B	0.81	
Eunice Ave to RR Crossing	Orange	Arterial	Outlying Business District	0	1	0	40	1,109	9	N/A	22.8	0.0	II	33.2	B	0.83	
RR Crossing to John Young Pkwy	Orange	Arterial	Outlying Business District	1	1	0	40	792	9	Signal	69.6	50.4	II	7.8	F	0.19	
<b>TOTAL</b>							40	4,541			148.2	57.6	II	20.9	D	0.52	0.03 gal/veh
<b>PM PEAK HOUR</b>																	
Mercy Dr to Eunice Ave	Orange	Arterial	Outlying Business District	1	1	0	40	2,640	6	Signal	47.4	3.0	II	38.0	A	0.95	
Eunice Ave to RR Crossing	Orange	Arterial	Outlying Business District	0	1	0	40	1,109	6	N/A	30.0	22.8	II	25.2	C	0.63	
RR Crossing to John Young Pkwy	Orange	Arterial	Outlying Business District	1	1	0	40	792	6	Signal	90.0	87.0	II	6.0	F	0.15	
<b>TOTAL</b>							40	4,541			167.4	112.8	II	18.5	D	0.46	0.03 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 24**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Silver Star Road - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
John Young Pkwy to RR Crossing	Orange	Arterial	Outlying Business District	0	1	0	40	792	8	N/A	16.2	0.0	II	33.3	B	0.83	
RR Crossing to Eunice Ave	Orange	Arterial	Outlying Business District	1	1	0	40	1,109	8	Signal	27.0	6.0	II	28.0	C	0.70	
Eunice Ave to Mercy Dr	Orange	Arterial	Outlying Business District	1	2	0	40	2,640	8	Signal	58.2	22.2	II	30.9	B	0.77	
<b>TOTAL</b>							40	4,541			101.4	28.2	II	30.5	B	0.76	0.03 gal/veh
<b>PM PEAK HOUR</b>																	
John Young Pkwy to RR Crossing	Orange	Arterial	Outlying Business District	0	1	0	40	792	6	N/A	30.6	0.0	II	17.6	D	0.44	
RR Crossing to Eunice Ave	Orange	Arterial	Outlying Business District	1	1	0	40	1,109	6	Signal	26.4	8.4	II	28.6	B	0.72	
Eunice Ave to Mercy Dr	Orange	Arterial	Outlying Business District	1	2	0	40	2,640	6	Signal	54.6	6.6	II	33.0	B	0.82	
<b>TOTAL</b>							40	4,541			111.6	15.0	II	27.7	C	0.69	0.03 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 25**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Plant Street - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Avalon Rd to Story Rd	Orange	Arterial	Residential Area	0	1	0	35	2,376	5	Signal	53.4	3.6	III	30.3	A	0.87	
Story Rd to Park Ave	Orange	Arterial	Residential Area	0	1	0	35/30	4,488	5	4 Way Stop	105.0	6.6	III	29.1	B	0.83	
Park Ave to Highland Ave	Orange	Arterial	Residential Area	0	1	0	25	950	5	4 Way Stop	39.6	3.0	III	16.4	D	0.65	
Highland Ave to Lakeview Ave	Orange	Arterial	Central Business District	0	1	0	25	422	5	4 Way Stop	28.2	9.0	III	10.2	E	0.41	
Lakeview Ave to Main St	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	46.2	15.6	III	10.1	E	0.41	
Main St to Dillard St	Orange	Arterial	Central Business District	1	1	0	25	686	5	Signal	100.8	72.0	III	4.6	F	0.19	
Dillard St to RR Crossing	Orange	Arterial	Fringe Area	0	1	0	35/45	5,702	5	RR Crossing	116.4	0.0	III	33.4	A	0.74	
RR Crossing to SR 429 SB Ramp	Orange	Arterial	Residential Area	1	1	0	45	2,534	5	Signal	46.2	4.8	II	37.4	A	0.83	
SR 429 SB Ramp to SR 429 NB Ramp	Orange	Arterial	Residential Area	1	1	0	45	792	5	Signal	22.2	16.8	II	24.3	C	0.54	
<b>TOTAL</b>							35	18,638			558.0	131.4	III	22.8	C	0.65	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
Avalon Rd to Story Rd	Orange	Arterial	Residential Area	0	1	0	35	2,376	5	Signal	49.2	12.6	III	32.9	A	0.94	
Story Rd to Park Ave	Orange	Arterial	Residential Area	0	1	0	35/30	4,488	5	4 Way Stop	99.6	6.6	III	30.7	A	0.88	
Park Ave to Highland Ave	Orange	Arterial	Residential Area	0	1	0	25	950	5	4 Way Stop	36.6	4.8	III	17.7	D	0.71	
Highland Ave to Lakeview Ave	Orange	Arterial	Central Business District	0	1	0	25	422	5	4 Way Stop	26.4	6.6	III	10.9	E	0.44	
Lakeview Ave to Main St	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	48.6	18.6	III	9.6	F	0.39	
Main St to Dillard St	Orange	Arterial	Central Business District	1	1	0	25	686	5	Signal	50.4	24.0	III	9.3	F	0.37	
Dillard St to RR Crossing	Orange	Arterial	Fringe Area	0	1	0	35/45	5,702	5	RR Crossing	129.0	9.0	III	30.1	A	0.67	
RR Crossing to SR 429 SB Ramp	Orange	Arterial	Residential Area	1	1	0	45	2,534	5	Signal	45.0	0.0	II	38.4	A	0.85	
SR 429 SB Ramp to SR 429 NB Ramp	Orange	Arterial	Residential Area	1	1	0	45	792	5	Signal	21.6	9.6	II	25.0	C	0.56	
<b>TOTAL</b>							35	18,638			506.4	91.8	III	25.1	B	0.72	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 25**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Plant Street - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed		Avg Speed/	Avg. Fuel	
														(mph)	LOS	Speed Limit	Consump.	
<b>AM PEAK HOUR</b>																		
SR 429 NB Ramp to SR 429 SB Ramp	Orange	Arterial	Residential Area	0	1	1	45	792	5	Signal	19.2	4.8	II	28.1	B	0.62		
SR 429 SB Ramp to RR Crossing	Orange	Arterial	Residential Area	0	1	0	45	2,534	5	RR Crossing	46.8	4.2	II	36.9	A	0.82		
RR Crossing to Dillard St	Orange	Arterial	Fringe Area	1	1	0	35/25	5,702	5	Signal	163.8	24.6	III	23.7	C	0.68		
Dillard St to Main St	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	40.8	2.4	III	11.5	E	0.46		
Main St to Lakeview Ave	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	37.8	7.8	III	12.4	E	0.50		
Lakeview Ave to Highland Ave	Orange	Arterial	Central Business District	0	1	0	25	422	5	4 Way Stop	25.2	7.8	III	11.4	E	0.46		
Highland Ave to Park Ave	Orange	Arterial	Residential Area	0	1	0	25	950	5	4 Way Stop	40.8	6.0	III	15.9	D	0.35		
Park Ave to Story Rd	Orange	Arterial	Residential Area	0	1	0	35	4,488	5	Signal	98.4	0.6	III	31.1	A	0.89		
Story Rd to Avalon Rd	Orange	Arterial	Residential Area	0	1	0	35	2,376	5	Signal	54.0	3.6	III	30.0	B	0.86		
<b>TOTAL</b>							35	18,638			526.8	61.8	III	24.1	B	0.69	0.13 gal/veh	
<b>PM PEAK HOUR</b>																		
SR 429 NB Ramp to SR 429 SB Ramp	Orange	Arterial	Residential Area	0	1	1	45	792	5	Signal	19.2	0.0	II	28.1	B	0.62		
SR 429 SB Ramp to RR Crossing	Orange	Arterial	Residential Area	0	1	0	45	2,534	5	RR Crossing	52.8	2.4	II	32.7	B	0.73		
RR Crossing to Dillard St	Orange	Arterial	Fringe Area	1	1	0	35/25	5,702	5	Signal	162.6	10.2	III	23.9	C	0.68		
Dillard St to Main St	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	42.0	16.2	III	11.1	E	0.45		
Main St to Lakeview Ave	Orange	Arterial	Central Business District	0	1	0	25	686	5	4 Way Stop	39.6	8.4	III	11.8	E	0.47		
Lakeview Ave to Highland Ave	Orange	Arterial	Central Business District	0	1	0	25	422	5	4 Way Stop	21.6	5.4	III	13.3	E	0.53		
Highland Ave to Park Ave	Orange	Arterial	Residential Area	0	1	0	25	950	5	4 Way Stop	46.2	14.4	III	14.0	D	0.31		
Park Ave to Story Rd	Orange	Arterial	Residential Area	0	1	0	35	4,488	5	Signal	91.2	4.2	III	33.6	A	0.96		
Story Rd to Avalon Rd	Orange	Arterial	Residential Area	0	1	0	35	2,376	5	Signal	49.8	12.6	III	32.5	A	0.93		
<b>TOTAL</b>							35	18,638			525.0	73.8	III	24.2	B	0.69	0.13 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 26**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 436 - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Curry Ford Rd to La Costa Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,426	4	Signal	24.6	0.0	I	39.5	B	0.88	
La Costa Dr to Stonewall Jackson Rd	Orange	Arterial	Outlying Business District	0	3	0	45	2,006	4	Signal	30.6	0.0	I	44.7	A	0.99	
Stonewall Jackson Rd to Lake Underhill Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	4	Signal	69.0	10.8	I	20.9	E	0.46	
Lake Underhill Rd to Kalmia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,478	4	Signal	25.8	22.8	I	39.1	B	0.87	
Kalmia Dr to Dahlia Dr	Orange	Arterial	Outlying Business District	0	3	0	45	950	4	Signal	40.8	58.8	I	15.9	F	0.35	
Dahlia Dr to Oleander Dr	Orange	Arterial	Outlying Business District	0	3	0	45	2,798	4	Signal	81.6	44.4	I	23.4	D	0.52	
Oleander Dr to Colonial Dr	Orange	Arterial	Outlying Business District	2	3	0	45	1,267	4	Signal	144.6	109.2	I	6.0	F	0.13	
Colonial Dr to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	0	45	1,584	4	Signal	51.0	7.2	I	21.2	D	0.47	
Old Cheney Hwy to Baldwin Park St	Orange	Arterial	Residential Area	1	3	1	50	4,910	4	Signal	84.0	1.2	I	39.9	B	0.80	
Baldwin Park St to Hanging Moss Rd	Orange	Arterial	Residential Area	1	3	1	50	1,478	4	Signal	35.4	39.0	I	28.5	C	0.57	
Hanging Moss Rd to Banchory Rd	Orange	Arterial	Residential Area	1	3	1	50	4,066	4	Signal	60.6	0.0	I	45.7	A	0.91	
Banchory Rd to University Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	2,640	4	Signal	85.8	34.2	I	21.0	E	0.42	
University Blvd to SR 426	Orange	Arterial	Outlying Business District	2	3	1	50	2,587	4	Signal	81.6	37.8	I	21.6	D	0.43	
<b>TOTAL</b>							50	29,304			815.4	365.4	I	24.5	D	0.49	0.20 gal/veh
<b>PM PEAK HOUR</b>																	
Curry Ford Rd to La Costa Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,426	6	Signal	39.6	40.2	I	24.5	D	0.55	
La Costa Dr to Stonewall Jackson Rd	Orange	Arterial	Outlying Business District	0	3	0	45	2,006	6	Signal	62.4	32.4	I	21.9	D	0.49	
Stonewall Jackson Rd to Lake Underhill Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	6	Signal	177.6	112.8	I	8.1	F	0.18	
Lake Underhill Rd to Kalmia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,478	6	Signal	31.8	0.0	I	31.7	C	0.70	
Kalmia Dr to Dahlia Dr	Orange	Arterial	Outlying Business District	0	3	0	45	950	6	Signal	18.0	0.0	I	36.0	B	0.80	
Dahlia Dr to Oleander Dr	Orange	Arterial	Outlying Business District	0	3	0	45	2,798	6	Signal	70.2	16.2	I	27.2	C	0.60	
Oleander Dr to Colonial Dr	Orange	Arterial	Outlying Business District	2	3	0	45	1,267	6	Signal	135.0	108.0	I	6.4	F	0.14	
Colonial Dr to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	0	45	1,584	6	Signal	52.8	31.8	I	20.5	E	0.45	
Old Cheney Hwy to Baldwin Park St	Orange	Arterial	Residential Area	1	3	1	50	4,910	6	Signal	94.8	16.8	I	35.3	B	0.71	
Baldwin Park St to Hanging Moss Rd	Orange	Arterial	Residential Area	1	3	1	50	1,478	6	Signal	36.0	0.0	I	28.0	C	0.56	
Hanging Moss Rd to Banchory Rd	Orange	Arterial	Residential Area	1	3	1	50	4,066	6	Signal	91.8	0.0	I	30.2	C	0.60	
Banchory Rd to University Blvd	Orange	Arterial	Outlying Business District	1	3	1	50	2,640	6	Signal	83.4	27.6	I	21.6	D	0.43	
University Blvd to SR 426	Orange	Arterial	Outlying Business District	2	3	1	50	2,587	6	Signal	110.4	55.8	I	16.0	F	0.32	
<b>TOTAL</b>							50	29,304			1,003.8	441.6	I	19.9	E	0.40	0.20 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 26**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 436 - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed		Avg Speed/	Avg. Fuel	
														(mph)	LOS	Speed Limit	Consump.	
<b>AM PEAK HOUR</b>																		
SR 426 to University Blvd	Orange	Arterial	Outlying Business District	2	3	1	50	2,587	4	Signal	46.8	1.2	I	37.7	B	0.75		
University Blvd to Banchory Rd	Orange	Arterial	Outlying Business District	1	3	1	50	2,640	4	Signal	66.0	11.4	I	27.3	C	0.55		
Banchory Rd to Hanging Moss Rd	Orange	Arterial	Residential Area	1	3	0	50	4,066	4	Signal	69.6	6.6	I	39.8	B	0.80		
Hanging Moss Rd to Baldwin Park St	Orange	Arterial	Residential Area	1	3	1	50	1,478	4	Signal	26.4	0.0	I	38.2	B	0.76		
Baldwin Park St to Old Cheney Hwy	Orange	Arterial	Residential Area	1	3	1	45	4,910	4	Signal	73.2	0.0	I	45.7	A	1.02		
Old Cheney Hwy to Colonial Dr	Orange	Arterial	Outlying Business District	2	3	1	45	1,584	4	Signal	121.2	93.6	I	8.9	F	0.20		
Colonial Dr to Oleander Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,267	4	Signal	31.2	6.0	I	27.7	C	0.62		
Oleander Dr to Dahlia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	2,798	4	Signal	79.2	21.6	I	24.1	D	0.54		
Dahlia Dr to Kalmia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	4	Signal	18.0	0.0	I	36.0	B	0.80		
Kalmia Dr to Lake Underhill Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,478	4	Signal	102.6	94.8	I	9.8	F	0.22		
Lake Underhill Rd to Stonewall Jackson Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	4	Signal	65.4	0.0	I	22.0	D	0.49		
Stonewall Jackson Rd to La Costa Dr	Orange	Arterial	Outlying Business District	1	3	0	45	2,006	4	Signal	33.6	0.0	I	40.7	B	0.90		
La Costa Dr to Curry Ford Rd	Orange	Arterial	Outlying Business District	2	3	1	45	1,426	4	Signal	49.8	47.4	I	19.5	E	0.43		
<b>TOTAL</b>							50	29,304			783.0	282.6	I	25.5	D	0.51	0.19 gal/veh	
<b>PM PEAK HOUR</b>																		
SR 426 to University Blvd	Orange	Arterial	Outlying Business District	2	3	1	50	2,587	6	Signal	55.2	0.0	I	32.0	C	0.64		
University Blvd to Banchory Rd	Orange	Arterial	Outlying Business District	1	3	1	50	2,640	6	Signal	90.0	35.4	I	20.0	E	0.40		
Banchory Rd to Hanging Moss Rd	Orange	Arterial	Residential Area	1	3	0	50	4,066	6	Signal	70.8	0.0	I	39.2	B	0.78		
Hanging Moss Rd to Baldwin Park St	Orange	Arterial	Residential Area	1	3	1	50	1,478	6	Signal	36.6	70.2	I	27.5	C	0.55		
Baldwin Park St to Old Cheney Hwy	Orange	Arterial	Residential Area	1	3	1	45	4,910	6	Signal	90.0	25.2	I	37.2	B	0.83		
Old Cheney Hwy to Colonial Dr	Orange	Arterial	Outlying Business District	2	3	1	45	1,584	6	Signal	202.2	110.4	I	5.3	F	0.12		
Colonial Dr to Oleander Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,267	6	Signal	58.2	38.4	I	14.8	F	0.33		
Oleander Dr to Dahlia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	2,798	6	Signal	70.8	25.2	I	26.9	D	0.60		
Dahlia Dr to Kalmia Dr	Orange	Arterial	Outlying Business District	1	3	0	45	950	6	Signal	65.4	28.8	I	9.9	F	0.22		
Kalmia Dr to Lake Underhill Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,478	6	Signal	115.2	52.8	I	8.7	F	0.19		
Lake Underhill Rd to Stonewall Jackson Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	6	Signal	40.8	0.0	I	35.3	B	0.78		
Stonewall Jackson Rd to La Costa Dr	Orange	Arterial	Outlying Business District	1	3	0	45	2,006	6	Signal	51.6	44.4	I	26.5	D	0.59		
La Costa Dr to Curry Ford Rd	Orange	Arterial	Outlying Business District	2	3	1	45	1,426	6	Signal	67.8	53.4	I	14.3	F	0.32		
<b>TOTAL</b>							50	29,304			1,014.6	484.2	I	19.7	E	0.39	0.20 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.A**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part A - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Lake County Line to Deer Island Rd	Orange	Arterial	Rural Area	1	2	1	45	1,637	4	Signal	44.4	4.8	I	25.1	D	0.56	
Deer Island Rd to Remington Rd	Orange	Arterial	Outlying Business District	0	3	1	45	3,062	4	Signal	59.4	18.0	I	35.2	B	0.78	
Remington Rd to Turnpike SB Ramp	Orange	Arterial	Outlying Business District	0	2	1	55	950	4	Signal	18.0	0.0	I	36.0	B	0.65	
Turnpike SB Ramp to Turnpike NB Ramp	Orange	Arterial	Outlying Business District	0	2	1	55	1,373	4	Signal	27.0	19.2	I	34.7	B	0.63	
Turnpike NB Ramp to Avalon Rd	Orange	Arterial	Outlying Business District	1	2	0	55/50	8,923	4	Signal	160.2	28.8	I	38.0	B	0.69	
Avalon Rd to S. Park Ave	Orange	Arterial	Outlying Business District	1	2	1	50/45	5,122	4	Signal	87.6	6.6	I	39.9	B	0.80	
S. Park Ave to Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,426	4	Signal	30.0	0.0	I	32.4	C	0.72	
Vineland Rd to Dillard St/Daniel Rd	Orange	Arterial	Outlying Business District	1	2	0	45	1,214	4	Signal	60.0	24.0	I	13.8	F	0.31	
Dillard St/Daniel Rd to 9th St	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	46.2	4.2	I	39.0	B	0.87	
9th St to Beulah Rd	Orange	Arterial	Outlying Business District	1	2	1	45	634	4	Signal	10.2	0.0	I	42.4	A	0.94	
Beulah Rd to SR 429 SB Ramp	Orange	Arterial	Outlying Business District	0	3	1	45	4,330	4	Signal	90.6	13.2	I	32.6	C	0.72	
SR 429 SB Ramp to SR 429 NB Ramp	Orange	Arterial	Outlying Business District	1	2	0	45	422	4	Signal	8.4	0.0	I	34.3	B	0.76	
SR 429 NB Ramp to Maguire Rd	Orange	Arterial	Outlying Business District	1	2	1	45	5,122	4	Signal	105.0	30.6	I	33.3	C	0.74	
Maguire to Bluford Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,320	4	Signal	58.2	38.4	I	15.5	F	0.34	
Bluford Ave to Blackwood Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	4	Signal	54.6	21.0	I	32.3	C	0.72	
Blackwood Ave to Clarke Rd	Orange	Arterial	Outlying Business District	2	2	0	45	2,957	4	Signal	49.2	1.2	I	41.0	B	0.91	
<b>TOTAL</b>							45	43,718			909.0	210.0	I	32.8	C	0.73	0.29 gal/veh
<b>PM PEAK HOUR</b>																	
Lake County Line to Deer Island Rd	Orange	Arterial	Rural Area	1	2	1	45	1,637	4	Signal	22.8	0.0	I	48.9	A	1.09	
Deer Island Rd to Remington Rd	Orange	Arterial	Outlying Business District	0	3	1	45	3,062	4	Signal	50.4	18.0	I	41.4	B	0.92	
Remington Rd to Turnpike SB Ramp	Orange	Arterial	Outlying Business District	0	2	1	55	950	4	Signal	15.0	0.0	I	43.2	A	0.79	
Turnpike SB Ramp to Turnpike NB Ramp	Orange	Arterial	Outlying Business District	0	2	1	55	1,373	4	Signal	29.4	12.6	I	31.8	C	0.58	
Turnpike NB Ramp to Avalon Rd	Orange	Arterial	Outlying Business District	1	2	0	55/50	8,923	4	Signal	134.4	4.8	I	45.3	A	0.82	
Avalon Rd to S. Park Ave	Orange	Arterial	Outlying Business District	1	2	1	50/45	5,122	4	Signal	78.6	10.8	I	44.4	A	0.89	
S. Park Ave to Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,426	4	Signal	24.6	0.0	I	39.5	B	0.88	
Vineland Rd to Dillard St/Daniel Rd	Orange	Arterial	Outlying Business District	1	2	0	45	1,214	4	Signal	75.6	66.0	I	11.0	F	0.24	
Dillard St/Daniel Rd to 9th St	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	44.4	0.0	I	40.5	B	0.90	
9th St to Beulah Rd	Orange	Arterial	Outlying Business District	1	2	1	45	634	4	Signal	11.4	0.0	I	37.9	B	0.84	
Beulah Rd to SR 429 SB Ramp	Orange	Arterial	Outlying Business District	0	3	1	45	4,330	4	Signal	97.2	19.2	I	30.4	C	0.67	
SR 429 SB Ramp to SR 429 NB Ramp	Orange	Arterial	Outlying Business District	1	2	0	45	422	4	Signal	9.0	1.2	I	32.0	C	0.71	
SR 429 NB Ramp to Maguire Rd	Orange	Arterial	Outlying Business District	1	2	1	45	5,122	4	Signal	116.4	28.8	I	30.0	C	0.67	
Maguire to Bluford Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,320	4	Signal	55.2	22.2	I	16.3	E	0.36	
Bluford Ave to Blackwood Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	4	Signal	45.6	0.0	I	38.7	B	0.86	
Blackwood Ave to Clarke Rd	Orange	Arterial	Outlying Business District	2	2	0	45	2,957	4	Signal	60.0	3.6	I	33.6	C	0.75	
<b>TOTAL</b>							45	43,718			870.0	187.2	I	34.3	B	0.76	0.28 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 27.A**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part A - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Segment		Roadway Summary		
													Roadway Class	Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Clarke Rd to Blackwood Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,957	4	Signal	74.4	31.2	I	27.1	C	0.60	
Blackwood Ave to Bluford Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	4	Signal	50.4	34.8	I	35.0	B	0.78	
Bluford Ave to Maguire Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,320	4	Signal	58.8	41.4	I	15.3	F	0.34	
Maguire Rd to SR 429 NB Ramp	Orange	Arterial	Outlying Business District	1	2	1	45	5,122	4	Signal	79.8	7.8	I	43.8	A	0.97	
SR 429 NB Ramp to SR 429 SB Ramp	Orange	Arterial	Outlying Business District	1	2	0	45	422	4	Signal	8.4	0.0	I	34.3	B	0.76	
SR 429 SB Ramp to Beulah Rd	Orange	Arterial	Outlying Business District	1	3	0	45	4,330	4	Signal	74.4	19.2	I	39.7	B	0.88	
Beulah Rd to 9th St	Orange	Arterial	Outlying Business District	1	2	1	45	634	4	Signal	42.0	34.2	I	10.3	F	0.23	
9th St to Dillard St/Daniel Rd	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	63.0	18.6	I	28.6	C	0.63	
Dillard St/Daniel Rd to Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,214	4	Signal	39.0	10.8	I	21.2	D	0.47	
Vineland rd to S. Park Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,426	4	Signal	24.0	0.0	I	40.5	B	0.90	
S. Park Ave to Avalon Rd	Orange	Arterial	Outlying Business District	1	2	1	50	5,122	4	Signal	94.2	17.4	I	37.1	B	0.74	
Avalon Rd to Turnpike NB Ramp	Orange	Arterial	Outlying Business District	1	2	0	50/55	8,923	4	Signal	134.4	10.2	I	45.3	A	0.82	
Turnpike NB Ramp to Turnpike SB Ramp	Orange	Arterial	Outlying Business District	1	3	0	55	1,373	4	Signal	25.2	13.8	I	37.1	B	0.68	
Turnpike SB Ramp to Remington Rd	Orange	Arterial	Outlying Business District	1	3	0	55	950	4	Signal	22.2	28.2	I	29.2	C	0.53	
Remington Rd to Deer Island Rd	Orange	Arterial	Outlying Business District	1	2	1	45	3,062	4	Signal	41.4	0.0	I	50.4	A	1.12	
Deer Island Rd to Lake County Line	Orange	Arterial	Rural Area	0	2	0	45	1,637	4	Stop	20.4	0.0	I	54.7	A	1.22	
<b>TOTAL</b>							45	43,718			852.0	267.6	I	35.0	B	0.78	0.28 gal/veh
<b>PM PEAK HOUR</b>																	
Clarke Rd to Blackwood Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,957	4	Signal	71.4	40.2	I	28.2	C	0.63	
Blackwood Ave to Bluford Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	4	Signal	76.8	55.2	I	23.0	D	0.51	
Bluford Ave to Maguire Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,320	4	Signal	81.6	42.6	I	11.0	F	0.25	
Maguire Rd to SR 429 NB Ramp	Orange	Arterial	Outlying Business District	1	2	1	45	5,122	4	Signal	93.0	31.8	I	37.5	B	0.83	
SR 429 NB Ramp to SR 429 SB Ramp	Orange	Arterial	Outlying Business District	1	2	0	45	422	4	Signal	6.6	0.0	I	43.6	A	0.97	
SR 429 SB Ramp to Beulah Rd	Orange	Arterial	Outlying Business District	1	3	0	45	4,330	4	Signal	81.6	19.8	I	36.2	B	0.80	
Beulah Rd to 9th St	Orange	Arterial	Outlying Business District	1	2	1	45	634	4	Signal	25.8	0.0	I	16.7	E	0.37	
9th St to Dillard St/Daniel Rd	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	82.8	19.2	I	21.7	D	0.48	
Dillard St/Daniel Rd to Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,214	4	Signal	33.0	36.0	I	25.1	D	0.56	
Vineland rd to S. Park Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,426	4	Signal	24.6	0.0	I	39.5	B	0.88	
S. Park Ave to Avalon Rd	Orange	Arterial	Outlying Business District	1	2	1	50	5,122	4	Signal	79.2	4.2	I	44.1	A	0.88	
Avalon Rd to Turnpike NB Ramp	Orange	Arterial	Outlying Business District	1	2	0	50/55	8,923	4	Signal	133.8	8.4	I	45.5	A	0.83	
Turnpike NB Ramp to Turnpike SB Ramp	Orange	Arterial	Outlying Business District	0	3	1	55	1,373	4	Signal	30.6	2.4	I	30.6	C	0.56	
Turnpike SB Ramp to Remington Rd	Orange	Arterial	Outlying Business District	1	3	0	55	950	4	Signal	16.2	0.0	I	40.0	B	0.73	
Remington Rd to Deer Island Rd	Orange	Arterial	Outlying Business District	1	2	1	45	3,062	4	Signal	45.0	0.0	I	46.4	A	1.03	
Deer Island Rd to Lake County Line	Orange	Arterial	Rural Area	0	2	0	45	1,637	4	Stop	21.0	0.0	I	53.1	A	1.18	
<b>TOTAL</b>							45	43,718			903.0	259.8	I	33.0	C	0.73	0.29 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.B**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part B - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Clarke Rd to Westoaks Mall Entrance	Orange	Arterial	Outlying Business District	1	2	0	45	1,795	4	Signal	34.8	0.0	I	35.2	B	0.78	
Westoaks Mall Entrance to Good Homes Rd	Orange	Arterial	Outlying Business District	1	2	1	45	3,115	4	Signal	76.2	46.2	I	27.9	C	0.62	
Good Homes Rd to N. Apopka Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	4,805	4	Signal	78.0	0.0	I	42.0	B	0.93	
Apopka Vineland Rd to Dorscher Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,742	4	Signal	74.4	37.8	I	16.0	F	0.35	
Dorscher Rd to Highland Lake Center Plaza	Orange	Arterial	Outlying Business District	1	2	1	45	1,056	4	Signal	21.0	0.0	I	34.3	B	0.76	
Highland Lake Center Plaza to Hiawasse Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,531	4	Signal	91.8	76.8	I	11.4	F	0.25	
Hiawasse Rd to Powers Dr	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	60.0	9.6	I	30.0	C	0.67	
Powers Dr to Paul St	Orange	Arterial	Outlying Business District	1	2	0	45	950	4	Signal	17.4	0.0	I	37.2	B	0.83	
Paul St to Hasting St	Orange	Arterial	Outlying Business District	1	2	0	45	1,637	4	Signal	25.8	0.0	I	43.3	A	0.96	
Hasting St to Kirkman Rd	Orange	Arterial	Outlying Business District	1	2	1	45	898	4	Signal	43.2	46.8	I	14.2	F	0.31	
Kirkman Rd to Pine Hills Market Place	Orange	Arterial	Outlying Business District	1	3	0	45	1,637	4	Signal	28.8	0.0	I	38.7	B	0.86	
Pine Hills Market Place to Pine Hills Rd	Orange	Arterial	Outlying Business District	2	3	0	45	1,214	4	Signal	23.4	7.2	I	35.4	B	0.79	
Pine Hills Rd to Pete Parrish Bv/Silverton St	Orange	Arterial	Outlying Business District	1	3	0	45	2,798	4	Signal	48.6	0.0	I	39.3	B	0.87	
Pete Parrish Bv/Silverton St to Fairvilla Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,006	4	Signal	43.2	7.2	I	31.7	C	0.70	
Fairvilla Rd to Mercy Dr	Orange	Arterial	Outlying Business District	1	3	0	45	634	4	Signal	12.6	0.0	I	34.3	B	0.76	
Mercy Dr to Ferguson Dr	Orange	Arterial	Outlying Business District	1	3	1	45	3,274	4	Signal	58.2	3.6	I	38.3	B	0.85	
Ferguson Dr to John Young Py	Orange	Arterial	Outlying Business District	2	3	1	45	1,954	4	Signal	31.8	0.0	I	41.9	B	0.93	
<b>TOTAL</b>							45	33,686			769.2	235.2	I	29.9	C	0.66	0.22 gal/veh
<b>PM PEAK HOUR</b>																	
Clarke Rd to Westoaks Mall Entrance	Orange	Arterial	Outlying Business District	1	2	0	45	1,795	4	Signal	27.0	0.0	I	45.3	A	1.01	
Westoaks Mall Entrance to Good Homes Rd	Orange	Arterial	Outlying Business District	1	2	1	45	3,115	4	Signal	46.2	0.0	I	46.0	A	1.02	
Good Homes Rd to N. Apopka Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	4,805	4	Signal	73.2	0.0	I	44.8	A	0.99	
Apopka Vineland Rd to Dorscher Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,742	4	Signal	27.6	0.0	I	43.0	A	0.96	
Dorscher Rd to Highland Lake Center Plaza	Orange	Arterial	Outlying Business District	1	2	1	45	1,056	4	Signal	17.4	0.0	I	41.4	B	0.92	
Highland Lake Center Plaza to Hiawasse Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,531	4	Signal	30.0	0.0	I	34.8	B	0.77	
Hiawasse Rd to Powers Dr	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	49.2	0.0	I	36.6	B	0.81	
Powers Dr to Paul St	Orange	Arterial	Outlying Business District	1	2	0	45	950	4	Signal	15.6	0.0	I	41.5	B	0.92	
Paul St to Hasting St	Orange	Arterial	Outlying Business District	1	2	0	45	1,637	4	Signal	31.2	2.4	I	35.8	B	0.79	
Hasting St to Kirkman Rd	Orange	Arterial	Outlying Business District	1	2	1	45	898	4	Signal	102.0	121.2	I	6.0	F	0.13	
Kirkman Rd to Pine Hills Market Place	Orange	Arterial	Outlying Business District	1	3	0	45	1,637	4	Signal	28.2	0.0	I	39.6	B	0.88	
Pine Hills Market Place to Pine Hills Rd	Orange	Arterial	Outlying Business District	2	3	0	45	1,214	4	Signal	91.8	64.2	I	9.0	F	0.20	
Pine Hills Rd to Pete Parrish Bv/Silverton St	Orange	Arterial	Outlying Business District	1	3	0	45	2,798	4	Signal	58.8	12.6	I	32.4	C	0.72	
Pete Parrish Bv/Silverton St to Fairvilla Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,006	4	Signal	37.8	4.8	I	36.2	B	0.80	
Fairvilla Rd to Mercy Dr	Orange	Arterial	Outlying Business District	1	3	0	45	634	4	Signal	10.8	0.0	I	40.0	B	0.89	
Mercy Dr to Ferguson Dr	Orange	Arterial	Outlying Business District	1	3	1	45	3,274	4	Signal	66.6	13.2	I	33.5	C	0.74	
Ferguson Dr to John Young Py	Orange	Arterial	Outlying Business District	2	3	1	45	1,954	4	Signal	65.4	24.6	I	20.4	E	0.45	
<b>TOTAL</b>							45	33,686			778.8	243.0	I	29.5	C	0.66	0.22 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.B**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part B - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
John Young Py to Ferguson Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,954	4	Signal	31.2	0.0	I	42.7	A	0.95	
Ferguson Dr to Mercy Dr	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	4	Signal	48.6	0.0	I	45.9	A	1.02	
Mercy Dr to Fairvilla Rd	Orange	Arterial	Outlying Business District	1	3	0	45	634	4	Signal	10.2	0.0	I	42.4	A	0.94	
Fairvilla Rd to Pete Parrish Bv/Silverton St	Orange	Arterial	Outlying Business District	1	3	1	45	2,006	4	Signal	31.8	0.0	I	43.0	A	0.96	
Pete Parrish Bv/Silverton St to Pine Hills Rd	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	4	Signal	44.4	0.0	I	43.0	A	0.95	
Pine Hills Rd to Pine Hills Market Place	Orange	Arterial	Outlying Business District	1	3	0	45	1,214	4	Signal	28.2	16.8	I	29.4	C	0.65	
Pine Hills Market Place to Kirkman Rd	Orange	Arterial	Outlying Business District	2	2	1	45	1,637	4	Signal	33.0	0.0	I	33.8	C	0.75	
Kirkman Rd to Hasting St	Orange	Arterial	Outlying Business District	1	2	1	45	898	4	Signal	15.0	0.0	I	40.8	B	0.91	
Hasting St to Paul St	Orange	Arterial	Outlying Business District	1	2	1	45	1,637	4	Signal	25.8	0.0	I	43.3	A	0.96	
Paul St to Powers Dr	Orange	Arterial	Outlying Business District	1	2	1	45	950	4	Signal	46.2	31.2	I	14.0	F	0.31	
Powers Dr to Hiawassee Rd	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	93.6	57.6	I	19.2	E	0.43	
Hiawassee Rd to Highland Lake Center Plaza	Orange	Arterial	Outlying Business District	1	2	1	45	1,531	4	Signal	27.0	0.0	I	38.7	B	0.86	
Highland Lake Center Plaza to Dorscher Rd	Orange	Arterial	Outlying Business District	1	2	0	45	1,056	4	Signal	16.8	0.0	I	42.9	A	0.95	
Dorscher Rd to N. Apopka Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,742	4	Signal	34.2	7.2	I	34.7	B	0.77	
N. Apopka Vineland Rd to Good Homes Rd	Orange	Arterial	Outlying Business District	1	2	1	45	4,805	4	Signal	100.8	15.0	I	32.5	C	0.72	
Good Homes Rd to Westoaks Mall Entrance	Orange	Arterial	Outlying Business District	0	2	1	45	3,115	4	Signal	47.4	0.0	I	44.8	A	1.00	
Westoaks Mall Entrance to Clarke Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,795	4	Signal	58.2	29.4	I	21.0	D	0.47	
<b>TOTAL</b>							45	33,686			692.4	157.2	I	33.2	C	0.74	0.22 gal/veh
<b>PM PEAK HOUR</b>																	
John Young Py to Ferguson Dr	Orange	Arterial	Outlying Business District	1	3	0	45	1,954	4	Signal	31.2	0.0	I	42.7	A	0.95	
Ferguson Dr to Mercy Dr	Orange	Arterial	Outlying Business District	1	3	0	45	3,274	4	Signal	50.4	0.0	I	44.3	A	0.98	
Mercy Dr to Fairvilla Rd	Orange	Arterial	Outlying Business District	1	3	0	45	634	4	Signal	11.4	0.0	I	37.9	B	0.84	
Fairvilla Rd to Pete Parrish Bv/Silverton St	Orange	Arterial	Outlying Business District	1	3	1	45	2,006	4	Signal	28.8	0.0	I	47.5	A	1.06	
Pete Parrish Bv/Silverton St to Pine Hills Rd	Orange	Arterial	Outlying Business District	1	3	1	45	2,798	4	Signal	63.6	76.2	I	30.0	C	0.67	
Pine Hills Rd to Pine Hills Market Place	Orange	Arterial	Outlying Business District	1	3	0	45	1,214	4	Signal	25.2	1.2	I	32.9	C	0.73	
Pine Hills Market Place to Kirkman Rd	Orange	Arterial	Outlying Business District	2	2	1	45	1,637	4	Signal	46.2	18.0	I	24.2	D	0.54	
Kirkman Rd to Hasting St	Orange	Arterial	Outlying Business District	1	2	1	45	898	4	Signal	19.2	0.0	I	31.9	C	0.71	
Hasting St to Paul St	Orange	Arterial	Outlying Business District	1	2	1	45	1,637	4	Signal	35.4	7.2	I	31.5	C	0.70	
Paul St to Powers Dr	Orange	Arterial	Outlying Business District	1	2	1	45	950	4	Signal	19.2	0.0	I	33.7	C	0.75	
Powers Dr to Hiawassee Rd	Orange	Arterial	Outlying Business District	1	2	1	45	2,640	4	Signal	159.6	91.2	I	11.3	F	0.25	
Hiawassee Rd to Highland Lake Center Plaza	Orange	Arterial	Outlying Business District	1	2	1	45	1,531	4	Signal	33.0	0.0	I	31.6	C	0.70	
Highland Lake Center Plaza to Dorscher Rd	Orange	Arterial	Outlying Business District	1	2	0	45	1,056	4	Signal	31.8	4.8	I	22.6	D	0.50	
Dorscher Rd to N. Apopka Vineland Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,742	4	Signal	29.4	0.0	I	40.4	B	0.90	
N. Apopka Vineland Rd to Good Homes Rd	Orange	Arterial	Outlying Business District	1	2	1	45	4,805	4	Signal	76.2	0.0	I	43.0	A	0.96	
Good Homes Rd to Westoaks Mall Entrance	Orange	Arterial	Outlying Business District	0	2	1	45	3,115	4	Signal	72.0	13.8	I	29.5	C	0.66	
Westoaks Mall Entrance to Clarke Rd	Orange	Arterial	Outlying Business District	1	2	1	45	1,795	4	Signal	63.6	25.2	I	19.2	E	0.43	
<b>TOTAL</b>							45	33,686			796.2	237.6	I	28.8	C	0.64	0.22 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

TABLE 27.C  
Year 2009 METROPLAN Regional Travel Time Study  
SR 50 Part C - Eastbound Direction Summary

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
John Young Py to Plaza Entrance	Orange	Arterial	Outlying Business District	1	3	0	45	950	4	Signal	16.8	0.0	II	38.6	A	0.86	
Plaza Entrance to County Ln/Tampa Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,637	4	Signal	25.8	0.0	II	43.3	A	0.96	
County Ln/Tampa Ave to Springdale Rd	Orange	Arterial	Outlying Business District	1	2	0	40	2,587	4	Signal	47.4	8.4	II	37.2	A	0.93	
Springdale Rd to US 441 (Railroad Crossing)	Orange	Arterial	Outlying Business District	1	2	1	40	581	4	Signal	31.8	5.4	II	12.5	F	0.31	
US 441 (Railroad Crossing) to Westmoreland Dr	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	34.2	0.0	II	14.7	E	0.37	
Westmoreland Dr to Parramore Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,320	4	Signal	38.4	4.8	II	23.4	C	0.59	
Parramore Ave to Edgewater Dr	Orange	Arterial	Outlying Business District	1	2	0	40	475	4	Signal	10.8	0.0	II	30.0	B	0.75	
Edgewater Dr to Hughey Ave	Orange	Arterial	Outlying Business District	0	2	1	40	1,478	4	Signal	53.4	55.8	II	18.9	D	0.47	
Hughey Ave to Garland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	422	4	Signal	9.6	0.0	II	30.0	B	0.75	
Garland Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	40	264	4	RR Crossing	6.6	0.0	II	27.3	C	0.68	
Railroad Crossing to Orange Ave	Orange	Arterial	Outlying Business District	0	2	1	40	528	4	Signal	44.4	39.6	II	8.1	F	0.20	
Orange Ave to Magnolia Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	31.8	19.2	II	15.8	E	0.40	
Magnolia Ave to Highland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,003	4	Signal	33.0	4.8	II	20.7	D	0.52	
Highland Ave to Summerlin Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,637	4	Signal	31.2	0.0	II	35.8	A	0.89	
Summerlin Ave to Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	37.2	13.2	II	24.2	C	0.60	
Mills Ave to Shine Ave	Orange	Arterial	Outlying Business District	1	2	0	40	581	4	Signal	15.6	0.0	II	25.4	C	0.63	
Shine Ave to Ferncreek Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	43.2	27.6	II	11.7	F	0.29	
Ferncreek Ave to Hampton Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	27.6	0.0	II	32.6	B	0.82	
Hampton Ave to Bumby Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	4	Signal	79.8	61.8	II	11.3	F	0.28	
Bumby Ave to Coy St	Orange	Arterial	Outlying Business District	1	3	1	40	634	4	Signal	14.4	0.0	II	30.0	B	0.75	
Coy St to Primerose Dr	Orange	Arterial	Outlying Business District	1	3	0	40	686	4	Signal	67.2	45.6	II	7.0	F	0.17	
Primerose Dr to Maguire Blvd	Orange	Arterial	Outlying Business District	2	3	0	40	1,003	4	Signal	21.0	0.0	II	32.6	B	0.81	
Maguire Blvd to Fashion Square Mall Entrance	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	4	Signal	23.4	0.0	II	38.5	A	0.96	
Fashion Square Mall Entrance to Herndon Ave	Orange	Arterial	Outlying Business District	1	3	0	40	950	4	Signal	22.2	9.0	II	29.2	B	0.73	
Herndon Ave to Bennett Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	4	Signal	28.8	7.8	II	31.2	B	0.69	
Bennett Rd to Humphries Ave	Orange	Arterial	Outlying Business District	1	3	0	45	1,901	4	Signal	31.8	0.0	II	40.8	A	0.91	
Humphries Ave to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	4	Signal	31.8	0.0	II	45.3	A	1.01	
Old Cheney Hwy to SR 436	Orange	Arterial	Outlying Business District	2	2	1	45	3,432	4	Signal	106.8	79.8	II	21.9	D	0.49	
SR 436 to Forsyth Rd	Orange	Arterial	Outlying Business District	1	2	0	40	6,283	4	Signal	141.0	42.0	II	30.4	B	0.76	
Forsyth Rd to Goldenrod Rd	Orange	Arterial	Outlying Business District	2	2	1	40	2,640	4	Signal	54.0	7.2	II	33.3	B	0.83	
<b>TOTAL</b>							40	41,923			1,161.0	432.0	II	24.6	C	0.62	0.28 gal/veh
<b>PM PEAK HOUR</b>																	
John Young Py to Plaza Entrance	Orange	Arterial	Outlying Business District	1	3	0	45	950	4	Signal	15.6	0.0	II	41.5	A	0.92	
Plaza Entrance to County Ln/Tampa Ave	Orange	Arterial	Outlying Business District	1	2	1	45	1,637	4	Signal	27.0	0.0	II	41.3	A	0.92	
County Ln/Tampa Ave to Springdale Rd	Orange	Arterial	Outlying Business District	1	2	0	40	2,587	4	Signal	53.4	3.6	II	33.0	B	0.83	
Springdale Rd to US 441 (Railroad Crossing)	Orange	Arterial	Outlying Business District	1	2	1	40	581	4	Signal	67.2	46.8	II	5.9	F	0.15	
US 441 (Railroad Crossing) to Westmoreland Dr	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	18.0	0.0	II	28.0	C	0.70	
Westmoreland Dr to Parramore Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,320	4	Signal	42.6	55.2	II	21.1	D	0.53	
Parramore Ave to Edgewater Dr	Orange	Arterial	Outlying Business District	1	2	0	40	475	4	Signal	21.6	13.8	II	15.0	E	0.37	
Edgewater Dr to Hughey Ave	Orange	Arterial	Outlying Business District	0	2	1	40	1,478	4	Signal	57.0	37.8	II	17.7	D	0.44	
Hughey Ave to Garland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	422	4	Signal	16.8	22.2	II	17.1	D	0.43	
Garland Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	40	264	4	RR Crossing	14.4	3.0	II	12.5	F	0.31	
Railroad Crossing to Orange Ave	Orange	Arterial	Outlying Business District	0	2	1	40	528	4	Signal	37.2	49.8	II	9.7	F	0.24	
Orange Ave to Magnolia Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	34.8	19.8	II	14.5	E	0.36	
Magnolia Ave to Highland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,003	4	Signal	64.2	34.8	II	10.7	F	0.27	
Highland Ave to Summerline Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,637	4	Signal	48.6	27.6	II	23.0	C	0.57	
Summerline Ave to Mills Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	43.8	21.6	II	20.5	D	0.51	
Mills Ave to Shine Ave	Orange	Arterial	Outlying Business District	1	2	0	40	581	4	Signal	13.2	1.8	II	30.0	B	0.75	
Shine Ave to Ferncreek Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	22.8	0.0	II	22.1	C	0.55	
Ferncreek Ave to Hampton Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	27.0	0.0	II	33.3	B	0.83	
Hampton Ave to Bumby Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	4	Signal	68.4	71.4	II	13.2	E	0.33	
Bumby Ave to Coy St	Orange	Arterial	Outlying Business District	1	3	1	40	634	4	Signal	13.8	0.0	II	31.3	B	0.78	
Coy St to Primerose Dr	Orange	Arterial	Outlying Business District	1	3	0	40	686	4	Signal	27.6	54.0	II	17.0	E	0.42	
Primerose Dr to Maguire Blvd	Orange	Arterial	Outlying Business District	2	3	0	40	1,003	4	Signal	34.8	24.0	II	19.7	D	0.49	
Maguire Blvd to Fashion Square Mall Entrance	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	4	Signal	27.6	0.0	II	32.6	B	0.82	
Fashion Square Mall Entrance to Herndon Ave	Orange	Arterial	Outlying Business District	1	3	0	40	950	4	Signal	23.4	0.0	II	27.7	C	0.69	
Herndon Ave to Bennett Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	4	Signal	25.8	0.0	II	34.9	B	0.78	
Bennett Rd to Humphries Ave	Orange	Arterial	Outlying Business District	1	3	0	45	1,901	4	Signal	35.4	0.0	II	36.6	A	0.81	
Humphries Ave to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	4	Signal	54.0	11.4	II	26.7	C	0.59	
Old Cheney Hwy to SR 436	Orange	Arterial	Outlying Business District	2	2	1	45	3,432	4	Signal	270.6	119.4	II	8.6	F	0.19	
SR 436 to Forsyth Rd	Orange	Arterial	Outlying Business District	1	2	0	40	6,283	4	Signal	181.2	33.0	II	23.6	C	0.59	
Forsyth Rd to Goldenrod Rd	Orange	Arterial	Outlying Business District	2	2	1	40	2,640	4	Signal	184.8	73.8	II	9.7	F	0.24	
<b>TOTAL</b>							40	41,923			1,572.6	724.8	II	18.2	D	0.45	0.29 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.C**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part C - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Goldenrod Rd to Forsyth Rd	Orange	Arterial	Outlying Business District	1	2	1	40	2,640	5	Signal	99.0	34.2	II	18.2	D	0.45	
Forsyth Rd to SR 436	Orange	Arterial	Outlying Business District	2	2	1	40	6,283	5	Signal	222.6	111.6	II	19.2	D	0.48	
SR 436 to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	1	40	3,432	5	Signal	70.8	11.4	II	33.0	B	0.83	
Old Cheney Hwy to Humphries Ave	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	5	Signal	39.6	0.0	II	36.4	A	0.81	
Humphries Ave to Bennett Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,901	5	Signal	42.6	12.0	II	30.4	B	0.68	
Bennett Rd to Herndon Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	5	Signal	28.2	15.0	II	31.9	B	0.80	
Herndon Ave to Fashion Square Mall Entrance	Orange	Arterial	Outlying Business District	1	3	1	40	950	5	Signal	24.6	31.2	II	26.3	C	0.66	
Fashion Square Mall Entrance to Maguire Blvd	Orange	Arterial	Outlying Business District	2	3	0	40	1,320	5	Signal	30.6	19.2	II	29.4	B	0.74	
Maguire Blvd to Primerose Dr	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	5	Signal	20.4	0.0	II	33.5	B	0.84	
Primerose Dr to Coy St	Orange	Arterial	Outlying Business District	1	3	0	40	686	5	Signal	18.0	0.0	II	26.0	C	0.65	
Coy St to Bumby Ave	Orange	Arterial	Outlying Business District	1	3	1	40	634	5	Signal	13.8	0.0	II	31.3	B	0.78	
Bumby Ave to Hampton Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	5	Signal	25.8	0.0	II	34.9	B	0.87	
Hampton Ave to Ferncreek Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	5	Signal	25.8	0.0	II	34.9	B	0.87	
Ferncreek Ave to Shine Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	5	Signal	17.4	3.0	II	29.0	B	0.72	
Shine Ave to Mills Ave	Orange	Arterial	Outlying Business District	1	2	1	40	581	5	Signal	12.6	0.0	II	31.4	B	0.79	
Mills Ave to Summerline Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	5	Signal	33.0	4.2	II	27.3	C	0.68	
Summerline Ave to Highland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,637	5	Signal	40.2	16.8	II	27.8	C	0.69	
Highland Ave to Magnolia Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,003	5	Signal	65.4	36.6	II	10.5	F	0.26	
Magnolia Ave to Orange Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	5	Signal	45.0	26.4	II	11.2	F	0.28	
Orange Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	40	528	5	RR Crossing	15.0	0.0	II	24.0	C	0.60	
Railroad Crossing to Garland Ave	Orange	Arterial	Outlying Business District	0	2	1	40	264	5	Signal	7.8	0.0	II	23.1	C	0.58	
Garland Ave to Hughey Ave	Orange	Arterial	Outlying Business District	1	2	1	40	422	5	Signal	10.2	0.0	II	28.2	B	0.71	
Hughey Ave to Edgewater Dr	Orange	Arterial	Outlying Business District	0	2	1	40	1,478	5	Signal	37.2	33.0	II	27.1	C	0.68	
Edgewater Dr to Parramore Ave	Orange	Arterial	Outlying Business District	1	2	0	40	475	5	Signal	10.8	0.0	II	30.0	B	0.75	
Parramore Ave to Westmoreland Dr	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	5	Signal	30.6	4.8	II	29.4	B	0.74	
Westmoreland Dr to US 441 (Railroad Crossing)	Orange	Arterial	Outlying Business District	1	2	1	40	739	5	Signal	48.6	45.6	II	10.4	F	0.26	
US 441 (Railroad Crossing) to Springdale Rd	Orange	Arterial	Outlying Business District	1	2	0	40	581	5	Signal	11.4	0.0	II	34.7	B	0.87	
Springdale Rd to County Ln/Tampa Ave	Orange	Arterial	Outlying Business District	1	2	0	40	2,587	5	Signal	67.8	48.0	II	26.0	C	0.65	
County Ln/Tampa Ave to Plaza Entrance	Orange	Arterial	Outlying Business District	1	3	0	45	1,637	5	Signal	29.4	0.0	II	38.0	A	0.84	
Plaza Entrance to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	45	950	5	Signal	39.6	28.8	II	16.4	E	0.36	
<b>TOTAL</b>							40	41,923			1,183.8	481.8	II	24.1	C	0.60	0.29 gal/veh
<b>PM PEAK HOUR</b>																	
Goldenrod Rd to Forsyth Rd	Orange	Arterial	Outlying Business District	1	2	1	40	2,640	4	Signal	66.6	18.0	II	27.0	C	0.68	
Forsyth Rd to SR 436	Orange	Arterial	Outlying Business District	2	2	1	40	6,283	4	Signal	137.4	27.0	II	31.2	B	0.78	
SR 436 to Old Cheney Hwy	Orange	Arterial	Outlying Business District	1	3	1	40	3,432	4	Signal	70.8	43.2	II	33.0	B	0.83	
Old Cheney Hwy to Humphries Ave	Orange	Arterial	Outlying Business District	1	3	0	45	2,112	4	Signal	46.8	43.2	II	30.8	B	0.68	
Humphries Ave to Bennett Rd	Orange	Arterial	Outlying Business District	1	3	0	45	1,901	4	Signal	51.6	21.0	II	25.1	C	0.56	
Bennett Rd to Herndon Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	4	Signal	27.0	0.0	II	33.3	B	0.83	
Herndon Ave to Fashion Square Mall Entrance	Orange	Arterial	Outlying Business District	1	3	1	40	950	4	Signal	44.4	42.0	II	14.6	E	0.36	
Fashion Square Mall Entrance to Maguire Blvd	Orange	Arterial	Outlying Business District	2	3	0	40	1,320	4	Signal	32.4	0.0	II	27.8	C	0.69	
Maguire Blvd to Primerose Dr	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	4	Signal	24.0	0.0	II	28.5	B	0.71	
Primerose Dr to Coy St	Orange	Arterial	Outlying Business District	1	3	0	40	686	4	Signal	67.2	42.0	II	7.0	F	0.17	
Coy St to Bumby Ave	Orange	Arterial	Outlying Business District	1	3	1	40	634	4	Signal	16.8	0.0	II	25.7	C	0.64	
Bumby Ave to Hampton Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	33.0	0.0	II	27.3	C	0.68	
Hampton Ave to Ferncreek Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	79.2	37.2	II	11.4	F	0.28	
Ferncreek Ave to Shine Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	21.6	0.0	II	23.3	C	0.58	
Shine Ave to Mills Ave	Orange	Arterial	Outlying Business District	1	2	1	40	581	4	Signal	78.6	58.8	II	5.0	F	0.13	
Mills Ave to Summerline Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	42.6	0.0	II	21.1	D	0.53	
Summerline Ave to Highland Ave	Orange	Arterial	Outlying Business District	1	2	0	40	1,637	4	Signal	52.8	18.6	II	21.1	D	0.53	
Highland Ave to Magnolia Ave	Orange	Arterial	Outlying Business District	0	2	0	40	1,003	4	Signal	50.4	25.2	II	13.6	E	0.34	
Magnolia Ave to Orange Ave	Orange	Arterial	Outlying Business District	1	2	0	40	739	4	Signal	47.4	26.4	II	10.6	F	0.27	
Orange Ave to Railroad Crossing	Orange	Arterial	Outlying Business District	0	2	0	40	528	4	RR Crossing	13.8	0.0	II	26.1	C	0.65	
Railroad Crossing to Garland Ave	Orange	Arterial	Outlying Business District	0	2	1	40	264	4	Signal	6.0	0.0	II	30.0	B	0.75	
Garland Ave to Hughey Ave	Orange	Arterial	Outlying Business District	1	2	1	40	422	4	Signal	21.0	43.2	II	13.7	E	0.34	
Hughey Ave to Edgewater Dr	Orange	Arterial	Outlying Business District	0	2	1	40	1,478	4	Signal	70.2	31.8	II	14.4	E	0.36	
Edgewater Dr to Parramore Ave	Orange	Arterial	Outlying Business District	1	2	0	40	475	4	Signal	21.6	0.0	II	15.0	E	0.37	
Parramore Ave to Westmoreland Dr	Orange	Arterial	Outlying Business District	1	2	0	40	1,320	4	Signal	54.6	13.2	II	16.5	E	0.41	
Westmoreland Dr to US 441 (Railroad Crossing)	Orange	Arterial	Outlying Business District	1	2	1	40	739	4	Signal	94.8	85.2	II	5.3	F	0.13	
US 441 (Railroad Crossing) to Springdale Rd	Orange	Arterial	Outlying Business District	1	2	0	40	581	4	Signal	12.6	0.0	II	31.4	B	0.79	
Springdale Rd to County Ln/Tampa Ave	Orange	Arterial	Outlying Business District	1	2	0	40	2,587	4	Signal	73.8	51.6	II	23.9	C	0.60	
County Ln/Tampa Ave to Plaza Entrance	Orange	Arterial	Outlying Business District	1	3	0	45	1,637	4	Signal	36.6	6.0	II	30.5	B	0.68	
Plaza Entrance to John Young Pkwy	Orange	Arterial	Outlying Business District	2	3	1	45	950	4	Signal	40.8	21.0	II	15.9	E	0.35	
<b>TOTAL</b>							40	41,923			1,436.4	654.6	II	19.9	D	0.50	0.29 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.D**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part D - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	Avg Speed/Speed Limit	Avg. Fuel Consump.	
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
Goldenrod Rd to Chickasaw Trail	Orange	Arterial	Outlying Business District	0	2	1	40	2,640	5	Signal	48.0	0.0	II	37.5	A	0.94	
Chickasaw Trail to SR 417 SB Ramp	Orange	Arterial	Outlying Business District	1	2	0	40	3,168	5	Signal	61.8	8.4	II	35.0	B	0.87	
SR 417 SB Ramp to SR 417 NB Ramp	Orange	Arterial	Outlying Business District	1	3	0	40	950	5	Signal	18.0	0.0	II	36.0	A	0.90	
SR 417 NB Ramp to Constantine Ave	Orange	Arterial	Outlying Business District	1	3	1	40	1,109	5	Signal	19.2	0.0	II	39.4	A	0.98	
Constantine St to Econlockhatchee Trail	Orange	Arterial	Outlying Business District	1	2	1	40	2,587	5	Signal	61.2	94.2	II	28.8	B	0.72	
Econlockhatchee Trail to Dean Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	60.6	15.6	I	29.7	C	0.66	
Dean Rd to Murdock Blvd	Orange	Arterial	Residential Area	1	2	0	45	4,013	5	Signal	70.8	8.4	I	38.6	B	0.86	
Murdock Blvd to Rouse Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	85.8	41.4	I	21.0	E	0.47	
Rouse Rd to Walmart	Orange	Arterial	Residential Area	1	2	1	45	2,270	5	Signal	35.4	0.0	I	43.7	A	0.97	
Walmart to Alafaya Trail	Orange	Arterial	Residential Area	2	2	1	45	2,957	5	Signal	55.2	4.8	I	36.5	B	0.81	
Alafaya Trail to Sophie Blvd	Orange	Arterial	Residential Area	1	2	1	45	1,373	5	Signal	24.0	0.0	I	39.0	B	0.87	
Sophie Blvd to Woodbury Rd	Orange	Arterial	Residential Area	0	2	1	45	2,746	5	Signal	67.8	36.0	I	27.6	C	0.61	
Woodbury Rd to SR 408	Orange	Arterial	Residential Area	0	2	0	45	1,373	5	Signal	21.6	0.0	I	43.3	A	0.96	
SR 408 to Bonneville Dr	Orange	Arterial	Residential Area	1	3	0	45	1,109	5	Signal	16.2	0.0	I	46.7	A	1.04	
Bonneville Dr to Lake Pickett Rd	Orange	Arterial	Residential Area	1	2	1	45	1,478	5	Signal	37.2	18.0	I	27.1	C	0.60	
Lake Pickett Rd to Pebble Beach Blvd	Orange	Arterial	Residential Area	1	2	0	55	2,693	5	Signal	43.8	7.2	I	41.9	B	0.76	
Pebble Beach Blvd to Avalon Park Blvd	Orange	Arterial	Residential Area	1	2	1	55	2,587	5	Signal	64.8	23.4	I	27.2	C	0.49	
Avalon Park Blvd to CR 419	Orange	Arterial	Rural Area	1	2	1	55	11,669	5	Signal	184.8	25.2	I	43.1	A	0.78	
<b>TOTAL</b>							45	50,002			976.2	282.6	I	34.9	B	0.78	0.33 gal/veh
<b>PM PEAK HOUR</b>																	
Goldenrod Rd to Chickasaw Trail	Orange	Arterial	Outlying Business District	0	2	1	40	2,640	5	Signal	53.4	0.0	II	33.7	B	0.84	
Chickasaw Trail to SR 417 SB Ramp	Orange	Arterial	Outlying Business District	1	2	0	40	3,168	5	Signal	48.6	0.0	II	44.4	A	1.11	
SR 417 SB Ramp to SR 417 NB Ramp	Orange	Arterial	Outlying Business District	1	3	0	40	950	5	Signal	17.4	6.0	II	37.2	A	0.93	
SR 417 NB Ramp to Constantine St	Orange	Arterial	Outlying Business District	1	3	1	40	1,109	5	Signal	17.4	0.0	II	43.4	A	1.09	
Constantine St to Econlockhatchee Trail	Orange	Arterial	Outlying Business District	1	2	1	40	2,587	5	Signal	105.6	46.8	II	16.7	E	0.42	
Econlockhatchee Trail to Dean Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	79.8	31.8	I	22.6	D	0.50	
Dean Rd to Murdock Blvd	Orange	Arterial	Residential Area	1	2	0	45	4,013	5	Signal	92.4	30.6	I	29.6	C	0.66	
Murdock Blvd to Rouse Rd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	127.8	70.2	I	14.1	F	0.31	
Rouse Rd to Walmart	Orange	Arterial	Residential Area	1	2	1	45	2,270	5	Signal	55.8	79.2	I	27.7	C	0.62	
Walmart to Alafaya Trail	Orange	Arterial	Residential Area	2	2	1	45	2,957	5	Signal	230.4	36.0	I	8.7	F	0.19	
Alafaya Trail to Sophie Blvd	Orange	Arterial	Residential Area	1	2	1	45	1,373	5	Signal	69.6	75.0	I	13.4	F	0.30	
Sophie Blvd to Woodbury Rd	Orange	Arterial	Residential Area	0	2	1	45	2,746	5	Signal	207.0	67.2	I	9.0	F	0.20	
Woodbury Rd to SR 408	Orange	Arterial	Residential Area	0	2	0	45	1,373	5	Signal	57.0	16.2	I	16.4	E	0.36	
SR 408 to Bonneville Dr	Orange	Arterial	Residential Area	1	3	0	45	1,109	5	Signal	96.0	24.0	I	7.9	F	0.17	
Bonneville Dr to Lake Pickett Rd	Orange	Arterial	Residential Area	1	2	1	45	1,478	5	Signal	63.0	40.8	I	16.0	F	0.36	
Lake Pickett Rd to Pebble Beach Blvd	Orange	Arterial	Residential Area	1	2	0	55	2,693	5	Signal	37.8	0.0	I	48.6	A	0.88	
Pebble Beach Blvd to Avalon Park Blvd	Orange	Arterial	Residential Area	1	2	1	55	2,587	5	Signal	54.6	61.2	I	32.3	C	0.59	
Avalon Park Blvd to CR 419	Orange	Arterial	Rural Area	1	2	1	55	11,669	5	Signal	230.4	54.0	I	34.5	B	0.63	
<b>TOTAL</b>							45	50,002			1,644.0	639.0	I	20.7	E	0.46	0.35 gal/veh

Note:

- The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
- The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 27.D**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 50 Part D - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	Avg Speed/Speed Limit	Avg. Fuel Consump.	
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
CR 419 to Avalon Park Blvd	Orange	Arterial	Rural Area	1	2	0	55	11,669	4	Signal	243.6	9.0	I	32.7	C	0.59	
Avalon Park Blvd to Pebble Beach Blvd	Orange	Arterial	Residential Area	1	2	1	55	2,587	4	Signal	223.2	21.0	I	7.9	F	0.14	
Pebble Beach Blvd to Lake Pickett Rd	Orange	Arterial	Residential Area	1	2	1	45	2,693	4	Signal	193.2	0.0	I	9.5	F	0.21	
Lake Pickett Rd to Bonneville Dr	Orange	Arterial	Residential Area	1	2	0	45	1,478	4	Signal	63.6	36.0	I	15.8	F	0.35	
Bonneville Dr to SR 408	Orange	Arterial	Residential Area	0	2	0	45	1,109	4	Signal	20.4	0.0	I	37.1	B	0.82	
Sr 408 to Woodbury Rd	Orange	Arterial	Residential Area	1	2	0	45	1,373	4	Signal	34.2	13.8	I	27.4	C	0.61	
Woodbury Rd to Sophie Blvd	Orange	Arterial	Residential Area	1	2	1	45	2,746	4	Signal	61.8	34.2	I	30.3	C	0.67	
Sophie Blvd to Alafaya Trail	Orange	Arterial	Residential Area	2	2	1	45	1,373	4	Signal	115.2	70.8	I	8.1	F	0.18	
Alafaya Trail to Walmart	Orange	Arterial	Residential Area	1	2	0	45	2,957	4	Signal	45.0	0.0	I	44.8	A	1.00	
Walmart to Rouse Rd	Orange	Arterial	Residential Area	1	2	1	45	2,270	4	Signal	39.0	0.0	I	39.7	B	0.88	
Rouse Rd to Murdock Blvd	Orange	Arterial	Residential Area	1	2	1	45	2,640	4	Signal	42.0	0.0	I	42.9	A	0.95	
Murdock Blvd to Dean Rd	Orange	Arterial	Residential Area	1	2	1	45	4,013	4	Signal	126.6	76.8	I	21.6	D	0.48	
Dean Rd to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	2	1	45	2,640	4	Signal	58.8	4.2	I	30.6	C	0.68	
Econlockhatchee Trail to Constantine Ave	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	4	Signal	44.4	0.0	I	39.7	B	0.88	
Constantine St to SR 417 NB Ramps	Orange	Arterial	Outlying Business District	0	2	1	45	1,109	4	Signal	27.6	19.8	I	27.4	C	0.61	
SR 417 NB Ramp to SR 417 SB Ramp	Orange	Arterial	Outlying Business District	0	2	1	40	950	4	Signal	58.8	34.2	II	11.0	F	0.28	
SR 417 SB Ramps to Chickasaw Trail	Orange	Arterial	Outlying Business District	1	2	0	40	3,168	4	Signal	67.2	8.4	II	32.1	B	0.80	
Chickasaw Trail to Goldenrod Rd	Orange	Arterial	Outlying Business District	2	2	1	40	2,640	4	Signal	217.2	73.8	II	8.3	F	0.21	
<b>TOTAL</b>							45	50,002			1,681.8	402.0	II	20.3	D	0.45	0.35 gal/veh
<b>PM PEAK HOUR</b>																	
CR 419 to Avalon Park Blvd	Orange	Arterial	Rural Area	1	2	0	55	11,669	5	Signal	150.6	9.0	I	52.8	A	0.96	
Avalon Park Blvd to Pebble Beach Blvd	Orange	Arterial	Residential Area	1	2	1	55	2,587	5	Signal	45.6	16.8	I	38.7	B	0.70	
Pebble Beach Blvd to Lake Pickett Rd	Orange	Arterial	Residential Area	1	2	1	45	2,693	5	Signal	87.6	13.8	I	21.0	E	0.47	
Lake Pickett Rd to Bonneville Dr	Orange	Arterial	Residential Area	1	2	0	45	1,478	5	Signal	55.2	23.4	I	18.3	E	0.41	
Bonneville Dr to SR 408	Orange	Arterial	Residential Area	0	2	0	45	1,109	5	Signal	20.4	0.0	I	37.1	B	0.82	
Sr 408 to Woodbury Rd	Orange	Arterial	Residential Area	1	2	0	45	1,373	5	Signal	24.0	6.0	I	39.0	B	0.87	
Woodbury Rd to Sophie Blvd	Orange	Arterial	Residential Area	1	2	1	45	2,746	5	Signal	58.2	22.2	I	32.2	C	0.71	
Sophie Blvd to Alafaya Trail	Orange	Arterial	Residential Area	2	2	1	45	1,373	5	Signal	61.8	35.4	I	15.1	F	0.34	
Alafaya Trail to Walmart	Orange	Arterial	Residential Area	1	2	0	45	2,957	5	Signal	45.6	0.0	I	44.2	A	0.98	
Walmart to Rouse Rd	Orange	Arterial	Residential Area	1	2	1	45	2,270	5	Signal	133.2	76.8	I	11.6	F	0.26	
Rouse Rd to Murdock Blvd	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	43.8	0.0	I	41.1	B	0.91	
Murdock Blvd to Dean Rd	Orange	Arterial	Residential Area	1	2	1	45	4,013	5	Signal	99.6	28.8	I	27.5	C	0.61	
Dean Rd to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	2	1	45	2,640	5	Signal	69.6	24.6	I	25.9	D	0.57	
Econlockhatchee Trail to Constantine St	Orange	Arterial	Outlying Business District	1	2	1	45	2,587	5	Signal	48.6	3.6	I	36.3	B	0.81	
Constantine St to SR 417 NB Ramps	Orange	Arterial	Outlying Business District	0	2	1	45	1,109	5	Signal	18.6	0.0	I	40.6	B	0.90	
SR 417 NB Ramp to SR 417 SB Ramp	Orange	Arterial	Outlying Business District	0	2	1	40	950	5	Signal	16.2	0.0	II	40.0	A	1.00	
SR 417 SB Ramps to Chickasaw Trail	Orange	Arterial	Outlying Business District	1	2	0	40	3,168	5	Signal	51.0	0.0	II	42.4	A	1.06	
Chickasaw Trail to Goldenrod Rd	Orange	Arterial	Outlying Business District	2	2	1	40	2,640	5	Signal	80.4	34.2	II	22.4	C	0.56	
<b>TOTAL</b>							45	50,002			1,110.0	294.6	II	30.7	B	0.68	0.33 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 28**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 535 - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
US 192 to Kyngs Heath Rd	Osceola	Arterial	Outlying Business District	1	2	1	55	950	6	Signal	32.4	24.0	I	20.0	E	0.36	
Kyngs Heath Rd to Osceola Pkwy	Osceola	Arterial	Outlying Business District	0	2	1	55	1,637	6	Signal	28.2	0.0	I	39.6	B	0.72	
Osceola Pkwy to Poinciana Blvd	Osceola	Arterial	Outlying Business District	2	2	0	55	1,056	6	Signal	32.4	10.8	I	22.2	D	0.40	
Poinciana Blvd to Polynesian Isle Blvd	Osceola	Arterial	Outlying Business District	2	2	0	55	1,901	6	Signal	43.8	8.4	I	29.6	C	0.54	
Polynesian Isle Blvd to LBV Factory Stores Dr	Orange	Arterial	Outlying Business District	0	2	1	55	1,690	6	Signal	30.6	0.0	I	37.6	B	0.68	
LBV Factory Stores Dr to World Center Dr	Orange	Arterial	Outlying Business District	2	3	1	55	3,432	6	Signal	133.8	90.0	I	17.5	E	0.32	
World Center Dr to Meadow Creek Dr	Orange	Arterial	Outlying Business District	1	3	0	55/45	5,280	6	Signal	95.4	26.4	I	37.7	B	0.69	
Meadow Creek Dr to Vineland Ave	Orange	Arterial	Outlying Business District	0	3	1	40	1,267	6	Signal	22.2	0.0	I	38.9	B	0.97	
Vineland Ave to I-4	Orange	Arterial	Outlying Business District	1	3	0	40	1,531	6	Signal	24.6	0.0	I	42.4	A	1.06	
<b>TOTAL</b>							55	18,744			443.4	159.6	I	28.8	C	0.52	0.12 gal/veh
<b>PM PEAK HOUR</b>																	
US 192 to Kyngs Heath Rd	Osceola	Arterial	Outlying Business District	1	2	1	55	950	5	Signal	23.4	9.6	I	27.7	C	0.50	
Kyngs Heath Rd to Osceola Pkwy	Osceola	Arterial	Outlying Business District	0	2	1	55	1,637	5	Signal	28.2	3.0	I	39.6	B	0.72	
Osceola Pkwy to Poinciana Blvd	Osceola	Arterial	Outlying Business District	2	2	0	55	1,056	5	Signal	20.4	1.2	I	35.3	B	0.64	
Poinciana Blvd to Polynesian Isle Blvd	Osceola	Arterial	Outlying Business District	2	2	0	55	1,901	5	Signal	36.6	18.0	I	35.4	B	0.64	
Polynesian Isle Blvd to LBV Factory Stores Dr	Orange	Arterial	Outlying Business District	0	2	1	55	1,690	5	Signal	31.8	0.0	I	36.2	B	0.66	
LBV Factory Stores Dr to World Center Dr	Orange	Arterial	Outlying Business District	2	3	1	55	3,432	5	Signal	94.2	48.0	I	24.8	D	0.45	
World Center Dr to Meadow Creek Dr	Orange	Arterial	Outlying Business District	1	3	0	55/45	5,280	5	Signal	78.6	0.0	I	45.8	A	0.83	
Meadow Creek Dr to Vineland Ave	Orange	Arterial	Outlying Business District	0	3	1	40	1,267	5	Signal	39.6	1.8	I	21.8	D	0.55	
Vineland Ave to I-4	Orange	Arterial	Outlying Business District	1	3	0	40	1,531	5	Signal	32.4	0.0	I	32.2	C	0.81	
<b>TOTAL</b>							55	18,744			385.2	81.6	I	33.2	C	0.60	0.12 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 28**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 535 - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
I-4 to Vineland Ave	Orange	Arterial	Outlying Business District	2	3	0	45	1,531	6	Signal	22.8	0.0	I	45.8	A	1.02	
Vineland Ave to Meadow Creek Dr	Orange	Arterial	Outlying Business District	1	3	1	45	1,267	6	Signal	17.4	0.0	I	49.7	A	1.10	
Meadow Creek Dr to World Center Dr*	Orange	Arterial	Outlying Business District	2	3	1	45/55	5,280	6	Signal	93.6	33.6	I	38.5	B	0.70	
World Center Dr to LBV Factory Stores Dr	Orange	Arterial	Outlying Business District	1	2	0	55	3,432	6	Signal	48.0	0.0	I	48.7	A	0.89	
LBV Factory Stores Dr to Polynesian Isle Blvd	Orange	Arterial	Outlying Business District	0	3	1	55	1,690	6	Signal	34.8	17.4	I	33.1	C	0.60	
Polynesian Isle Blvd to Poinciana Blvd	Osceola	Arterial	Outlying Business District	1	3	0	55	1,901	6	Signal	36.6	9.0	I	35.4	B	0.64	
Poinciana Blvd to Osceola Pkwy**	Osceola	Arterial	Outlying Business District	2	3	0	55/45	1,056	6	Signal	15.6	0.0	I	46.2	A	0.84	
Osceola Pkwy to Kyngs Heath Rd	Osceola	Arterial	Outlying Business District	1	2	0	45	1,637	6	Signal	27.0	5.4	I	41.3	B	0.92	
Kyngs Heath Rd to US 192	Osceola	Arterial	Outlying Business District	2	1	2	45	950	6	Signal	82.2	60.6	I	7.9	F	0.18	
<b>TOTAL</b>							55	18,744			378.0	126.0	I	33.8	C	0.61	0.12 gal/veh
<b>PM PEAK HOUR</b>																	
I-4 to Vineland Ave	Orange	Arterial	Outlying Business District	2	3	0	45	1,531	5	Signal	48.6	15.0	I	21.5	D	0.48	
Vineland Ave to Meadow Creek Dr	Orange	Arterial	Outlying Business District	1	3	1	45	1,267	5	Signal	20.4	0.0	I	42.4	A	0.94	
Meadow Creek Dr to World Center Dr*	Orange	Arterial	Outlying Business District	2	3	1	45/55	5,280	5	Signal	78.0	0.0	I	46.2	A	0.84	
World Center Dr to LBV Factory Stores Dr	Orange	Arterial	Outlying Business District	1	2	0	55	3,432	5	Signal	70.8	0.0	I	33.0	C	0.60	
LBV Factory Stores Dr to Polynesian Isle Blvd	Orange	Arterial	Outlying Business District	0	3	1	55	1,690	5	Signal	54.6	23.4	I	21.1	D	0.38	
Polynesian Isle Blvd to Poinciana Blvd	Osceola	Arterial	Outlying Business District	1	3	0	55	1,901	5	Signal	48.6	12.0	I	26.7	D	0.48	
Poinciana Blvd to Osceola Pkwy**	Osceola	Arterial	Outlying Business District	2	3	0	55/45	1,056	5	Signal	18.0	0.0	I	40.0	B	0.73	
Osceola Pkwy to Kyngs Heath Rd	Osceola	Arterial	Outlying Business District	1	2	0	45	1,637	5	Signal	33.6	1.2	I	33.2	C	0.74	
Kyngs Heath Rd to US 192	Osceola	Arterial	Outlying Business District	2	1	2	45	950	5	Signal	70.8	36.0	I	9.2	F	0.20	
<b>TOTAL</b>							55	18,744			443.4	87.6	I	28.8	C	0.52	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

\* One Left Turn Lane is newly constructed and currently not in operation

\*\* The Signal at Osceola Pkwy is for turn lanes only. No signal for Through Lanes.

**TABLE 29**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 536 - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
Buena Vista Dr to I-4	Osceola	Arterial	Outlying Business District	0	3	0	50/55	6,811	8	Free Flow	88.8	0.0	I	52.3	A	0.95	
I-4 to World Center Dr	Osceola	Arterial	Outlying Business District	1	3	1	55/45	4,963	8	Signal	114.0	48.6	I	29.7	C	0.54	
<b>TOTAL</b>							55	11,774			202.8	48.6	I	39.6	B	0.72	0.08 gal/veh
<b>PM PEAK HOUR</b>																	
Buena Vista Dr to I-4	Osceola	Arterial	Outlying Business District	0	3	0	50/55	6,811	8	Free Flow	82.8	0.0	I	56.1	A	1.02	
I-4 to World Center Dr	Osceola	Arterial	Outlying Business District	1	3	1	55/45	4,963	8	Signal	118.8	60.0	I	28.5	C	0.52	
<b>TOTAL</b>							55	11,774			201.6	60.0	I	39.8	B	0.72	0.08 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 29**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**SR 536 - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed (mph)	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
<b>AM PEAK HOUR</b>																	
World Center Dr to I-4	Osceola	Arterial	Outlying Business District	0	3	0	55	4,963	8	Free Flow	75.6	0.0	I	44.8	A	0.81	
I-4 to Buena Vista Dr	Osceola	Arterial	Outlying Business District	0	3	0	55/50	6,811	8	Free Flow	84.0	0.0	I	55.3	A	1.01	
<b>TOTAL</b>							55	11,774			159.6	0.0	I	50.3	A	0.91	0.08 gal/veh
<b>PM PEAK HOUR</b>																	
World Center Dr to I-4	Osceola	Arterial	Outlying Business District	0	3	0	55	4,963	8	Free Flow	88.2	0.0	I	38.4	B	0.70	
I-4 to Buena Vista Dr	Osceola	Arterial	Outlying Business District	0	3	0	55/50	6,811	8	Free Flow	82.2	0.0	I	56.5	A	1.03	
<b>TOTAL</b>							55	11,774			170.4	0.0	I	47.1	A	0.86	0.08 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 30**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Turkey Lake Road - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Vineland Rd to Conroy Windermere Rd	Orange	Collector	Residential Area	2	1	2	35	5,122	9	Signal	127.8	28.2	II	27.3	C	0.78	
<b>TOTAL</b>							35	5,122			127.8	28.2	II	27.3	C	0.78	0.03 gal/veh
<b>PM PEAK HOUR</b>																	
Vineland Rd to Conroy Windermere Rd	Orange	Collector	Residential Area	2	1	2	35	5,122	8	Signal	112.8	10.2	II	31.0	B	0.88	
<b>TOTAL</b>							35	5,122			112.8	10.2	II	31.0	B	0.88	0.03 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 30**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**Turkey Lake Road - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Conroy Windermere Rd to Vineland Rd	Orange	Collector	Residential Area	1	1	0	35	5,122	9	Signal	100.2	10.2	II	34.8	B	1.00	
<b>TOTAL</b>							35	5,122			100.2	10.2	II	34.8	B	1.00	0.03 gal/veh
<b>PM PEAK HOUR</b>																	
Conroy Windermere Rd to Vineland Rd	Orange	Collector	Residential Area	1	1	0	35	5,122	8	Signal	104.4	6.0	II	33.4	B	0.96	
<b>TOTAL</b>							35	5,122			104.4	6.0	II	33.4	B	0.96	0.03 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 31**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**University Boulevard - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Goldenrod Rd to Hall Rd	Orange	Arterial	Residential Area	1	3	0	45	6,336	4	Signal	100.8	3.0	II	42.9	A	0.95	
Hall Rd to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	3	0	45	1,954	4	Signal	41.4	10.8	II	32.2	B	0.71	
Econlockhatchee Trail to SR 417 SB Ramp	Orange	Arterial	Residential Area	0	3	1	45	3,010	4	Signal	60.0	16.2	II	34.2	B	0.76	
SR 417 SB Ramp to SR 417 NB Ramp	Orange	Arterial	Residential Area	0	3	0	45	1,426	4	Signal	24.6	5.4	II	39.5	A	0.88	
SR 417 NB Ramp to Dean Rd	Orange	Arterial	Residential Area	2	3	1	45	950	4	Signal	54.6	49.8	II	11.9	F	0.26	
Dean Rd to Suntree Blvd	Orange	Arterial	Residential Area	1	3	0	45	2,851	4	Signal	48.0	0.0	II	40.5	A	0.90	
Suntree Blvd to Rouse Rd	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	86.4	46.8	II	28.3	B	0.63	
Rouse Rd to Quadrangle Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	4	Signal	60.0	14.4	II	30.6	B	0.68	
Quadrangle Blvd to SR 434	Orange	Arterial	Outlying Business District	2	2	1	45	2,534	4	Signal	98.4	43.8	II	17.6	D	0.39	
<b>TOTAL</b>							45	25,344			574.2	190.2	II	30.1	B	0.67	0.17 gal/veh
<b>PM PEAK HOUR</b>																	
Goldenrod Rd to Hall Rd	Orange	Arterial	Residential Area	1	3	0	45	6,336	4	Signal	126.0	60.0	II	34.3	B	0.76	
Hall Rd to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	3	0	45	1,954	4	Signal	32.4	0.0	II	41.1	A	0.91	
Econlockhatchee Trail to SR 417 SB Ramp	Orange	Arterial	Residential Area	0	3	1	45	3,010	4	Signal	54.0	4.8	II	38.0	A	0.84	
SR 417 SB Ramp to SR 417 NB Ramp	Orange	Arterial	Residential Area	0	3	0	45	1,426	4	Signal	27.6	0.0	II	35.2	A	0.78	
SR 417 NB Ramp to Dean Rd	Orange	Arterial	Residential Area	2	3	1	45	950	4	Signal	33.6	43.8	II	19.3	D	0.43	
Dean Rd to Suntree Blvd	Orange	Arterial	Residential Area	1	3	0	45	2,851	4	Signal	70.2	6.6	II	27.7	C	0.62	
Suntree Blvd to Rouse Rd	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	120.0	29.4	II	20.4	D	0.45	
Rouse Rd to Quadrangle Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	4	Signal	57.6	40.8	II	31.9	B	0.71	
Quadrangle Blvd to SR 434	Orange	Arterial	Outlying Business District	2	2	1	45	2,534	4	Signal	99.0	46.2	II	17.5	D	0.39	
<b>TOTAL</b>							45	25,344			620.4	231.6	II	27.9	C	0.62	0.17 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 31**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**University Boulevard - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary		
														Average Speed		Avg Speed/	Avg. Fuel	
														(mph)	LOS	Speed Limit	Consump.	
<b>AM PEAK HOUR</b>																		
SR 434 to Quadrangle Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,534	4	Signal	39.0	0.0	II	44.3	A	0.98		
Quadrangle Blvd to Rouse Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	4	Signal	74.4	34.2	II	24.7	C	0.55		
Rouse Rd to Suntree Blvd	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	66.6	36.0	II	36.8	A	0.82		
Suntree Blvd to Dean Rd	Orange	Arterial	Residential Area	2	3	0	45	2,851	4	Signal	83.4	66.6	II	23.3	C	0.52		
Dean Rd to SR 417 NB Ramp	Orange	Arterial	Residential Area	1	3	0	45	950	4	Stop	16.8	0.0	II	38.6	A	0.86		
SR 417 NB Ramp to SR 417 SB Ramp	Orange	Arterial	Residential Area	0	3	0	45	1,426	4	Signal	26.4	6.0	II	36.8	A	0.82		
SR 417 SB Ramp to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	3	0	45	3,010	4	Signal	46.8	0.0	II	43.8	A	0.97		
Econlockhatchee Trail to Hall Rd	Orange	Arterial	Residential Area	1	3	0	45	1,954	4	Signal	72.0	49.2	II	18.5	D	0.41		
Hall Rd to Goldenrod Rd	Orange	Arterial	Residential Area	1	2	0	45	6,336	4	Signal	144.0	67.2	II	30.0	B	0.67		
<b>TOTAL</b>							45	25,344			569.4	259.2	II	30.3	B	0.67	0.16 gal/veh	
<b>PM PEAK HOUR</b>																		
SR 434 to Quadrangle Blvd	Orange	Arterial	Outlying Business District	1	3	0	45	2,534	4	Signal	65.4	43.2	II	26.4	C	0.59		
Quadrangle Blvd to Rouse Rd	Orange	Arterial	Outlying Business District	1	3	0	45	2,693	4	Signal	148.8	85.2	II	12.3	F	0.27		
Rouse Rd to Suntree Blvd	Orange	Arterial	Residential Area	1	3	0	45	3,590	4	Signal	81.0	22.8	II	30.2	B	0.67		
Suntree Blvd to Dean Rd	Orange	Arterial	Residential Area	2	3	0	45	2,851	4	Signal	89.4	72.0	II	21.7	D	0.48		
Dean Rd to SR 417 NB Ramp	Orange	Arterial	Residential Area	1	3	0	45	950	4	Stop	15.6	0.0	II	41.5	A	0.92		
SR 417 NB Ramp to SR 417 SB Ramp	Orange	Arterial	Residential Area	0	3	0	45	1,426	4	Signal	36.6	16.8	II	26.6	C	0.59		
SR 417 SB Ramp to Econlockhatchee Trail	Orange	Arterial	Residential Area	1	3	0	45	3,010	4	Signal	60.6	45.0	II	33.9	B	0.75		
Econlockhatchee Trail to Hall Rd	Orange	Arterial	Residential Area	1	3	0	45	1,954	4	Signal	45.6	9.6	II	29.2	B	0.65		
Hall Rd to Goldenrod Rd	Orange	Arterial	Residential Area	1	2	0	45	6,336	4	Signal	162.6	61.2	II	26.6	C	0.59		
<b>TOTAL</b>							45	25,344			705.6	355.8	II	24.5	C	0.54	0.17 gal/veh	

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 32**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 17/92 - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Pleasant Hill Rd to Oaks Blvd	Osceola	Arterial	Residential Area	1	2	1	55	845	6	Signal	17.4	0.0	I	33.1	C	0.60	
Oaks Blvd to Patrick St	Osceola	Arterial	Residential Area	1	2	0	55/45/40	12,250	6	Signal	279.6	22.8	I	29.9	C	0.66	
Patrick St to Emmett St	Osceola	Arterial	Residential Area	1	2	1	40	686	6	Signal	42.6	37.8	II	11.0	F	0.27	
Emmett St to Mabbette St	Osceola	Arterial	Residential Area	1	2	0	40	634	6	Signal	16.2	4.8	II	26.7	C	0.67	
Mabbette St to ML King Jr. Blvd	Osceola	Arterial	Residential Area	0	2	0	40	1,320	6	Signal	36.0	18.0	II	25.0	C	0.62	
ML King Jr. Blvd to Oak St	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	48.6	57.0	II	18.5	D	0.46	
Oak St to US 192	Osceola	Arterial	Residential Area	2	3	0	40	1,267	6	Signal	24.0	0.0	II	36.0	A	0.90	
<b>TOTAL</b>							45	18,322			464.4	140.4	I	26.9	D	0.60	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
Pleasant Hill Rd to Oaks Blvd	Osceola	Arterial	Residential Area	1	2	1	55	845	6	Signal	13.8	0.0	I	41.7	B	0.76	
Oaks Blvd to Patrick St	Osceola	Arterial	Residential Area	1	2	0	55/45/40	12,250	6	Signal	160.8	4.8	I	51.9	A	1.15	
Patrick St to Emmett St	Osceola	Arterial	Residential Area	1	2	1	40	686	6	Signal	33.0	25.8	II	14.2	E	0.35	
Emmett St to Mabbette St	Osceola	Arterial	Residential Area	1	2	0	40	634	6	Signal	12.0	0.0	II	36.0	A	0.90	
Mabbette St to ML King Jr. Blvd	Osceola	Arterial	Residential Area	0	2	0	40	1,320	6	Signal	50.4	36.6	II	17.9	D	0.45	
ML King Jr. Blvd to Oak St	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	65.4	51.6	II	13.8	E	0.34	
Oak St to US 192	Osceola	Arterial	Residential Area	2	3	0	40	1,267	6	Signal	28.2	3.0	II	30.6	B	0.77	
<b>TOTAL</b>							45	18,322			363.6	121.8	I	34.4	B	0.76	0.12 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 32**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 17/92 - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
US 192 to Oak St	Osceola	Arterial	Residential Area	1	2	0	40	1,267	6	Signal	28.8	33.0	II	30.0	B	0.75	
Oak St to ML King Jr. Blvd	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	21.6	0.0	II	41.7	A	1.04	
ML King Jr. Blvd to Mabbette St	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	36.6	23.4	II	24.6	C	0.61	
Mabbette St to Emmett St	Osceola	Arterial	Residential Area	1	2	0	40	634	6	Signal	16.2	7.8	II	26.7	C	0.67	
Emmett St to Patrick St	Osceola	Arterial	Residential Area	1	2	0	40	686	6	Signal	12.6	0.0	II	37.1	A	0.93	
Patrick St to Oaks Blvd	Osceola	Arterial	Residential Area	2	2	1	45/55	12,250	6	Signal	151.8	0.0	I	55.0	A	1.00	
Oaks Blvd to Pleasant Hill Rd	Osceola	Arterial	Residential Area	2	2	1	55	845	6	Signal	64.8	45.6	I	8.9	F	0.16	
<b>TOTAL</b>							45	18,322			332.4	109.8	I	37.6	B	0.84	0.12 gal/veh
<b>PM PEAK HOUR</b>																	
US 192 to Oak St	Osceola	Arterial	Residential Area	1	2	0	40	1,267	6	Signal	26.4	0.0	II	32.7	B	0.82	
Oak St to ML King Jr. Blvd	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	27.0	0.0	II	33.3	B	0.83	
ML King Jr. Blvd to Mabbette St	Osceola	Arterial	Residential Area	1	2	0	40	1,320	6	Signal	78.6	13.8	II	11.5	F	0.29	
Mabbette St to Emmett St	Osceola	Arterial	Residential Area	1	2	0	40	634	6	Signal	48.6	32.4	II	8.9	F	0.22	
Emmett St to Patrick St	Osceola	Arterial	Residential Area	1	2	0	40	686	6	Signal	19.8	6.0	II	23.6	C	0.59	
Patrick St to Oaks Blvd	Osceola	Arterial	Residential Area	2	2	1	45/55	12,250	6	Signal	204.0	10.2	I	40.9	B	0.74	
Oaks Blvd to Pleasant Hill Rd	Osceola	Arterial	Residential Area	2	2	1	55	845	6	Signal	31.2	18.0	I	18.5	E	0.34	
<b>TOTAL</b>							45	18,322			435.6	80.4	I	28.7	C	0.64	0.12 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 33.A**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 17/92 Part A - Northbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
SR 426 to Morse Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,637	6	Signal	34.2	0.0	II	32.6	B	0.93	
Morse Blvd to Gay Rd	Orange	Arterial	Outlying Business District	1	2	1	35	1,531	6	Signal	31.8	0.0	II	32.8	B	0.94	
Gay Rd to Webster Rd	Orange	Arterial	Outlying Business District	1	2	0	35	792	6	Signal	22.8	9.0	II	23.7	C	0.68	
Webster Rd to Lee Rd	Orange	Arterial	Outlying Business District	2	2	0	35	739	6	Signal	25.2	52.2	II	20.0	D	0.57	
Lee Rd to Park Ave	Orange	Arterial	Outlying Business District	0	2	0	40	2,534	6	Signal	54.6	3.6	II	31.6	B	0.79	
Park Ave to Magnolia Rd	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	6	Signal	25.8	4.2	II	26.5	C	0.66	
Magnolia Rd to Lake Ave	Orange	Arterial	Outlying Business District	1	3	0	40	950	6	Signal	22.8	10.2	II	28.4	B	0.71	
Lake Ave to Maitland Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	6	Signal	25.2	0.0	II	37.1	A	0.93	
Maitland Ave to Packwood Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	6	Signal	31.8	7.2	II	29.4	B	0.74	
Packwood Ave to Horatio Ave	Orange	Arterial	Outlying Business District	1	2	1	40	634	6	Signal	63.0	40.8	II	6.9	F	0.17	
Horatio Ave to Sybelia Ave	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	6	Signal	36.6	24.6	II	24.6	C	0.55	
Sybelia Ave to Greenwood Rd/Mayo Ave	Orange	Arterial	Outlying Business District	1	3	0	45	2,376	6	Signal	40.8	0.0	II	39.7	A	0.88	
Greenwood Rd/Mayo Ave to Spartan Dr	Seminole	Arterial	Outlying Business District	1	3	1	45	2,534	6	Signal	64.2	27.0	II	26.9	C	0.60	
<b>TOTAL</b>							40	18,797			478.8	178.8	II	26.8	C	0.67	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
SR 426 to Morse Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,637	5	Signal	37.2	0.0	II	30.0	B	0.86	
Morse Blvd to Gay Rd	Orange	Arterial	Outlying Business District	1	2	1	35	1,531	5	Signal	32.4	0.0	II	32.2	B	0.92	
Gay Rd to Webster Rd	Orange	Arterial	Outlying Business District	1	2	0	35	792	5	Signal	73.8	90.0	II	7.3	F	0.21	
Webster Rd to Lee Rd	Orange	Arterial	Outlying Business District	2	2	0	35	739	5	Signal	18.0	0.0	II	28.0	C	0.80	
Lee Rd to Park Ave	Orange	Arterial	Outlying Business District	0	2	0	40	2,534	5	Signal	49.8	0.0	II	34.7	B	0.87	
Park Ave to Magnolia Rd	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	5	Signal	20.4	0.0	II	33.5	B	0.84	
Magnolia Rd to Lake Ave	Orange	Arterial	Outlying Business District	1	3	0	40	950	5	Signal	19.2	0.0	II	33.7	B	0.84	
Lake Ave to Maitland Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	5	Signal	42.0	34.8	II	22.3	C	0.56	
Maitland Ave to Packwood Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	5	Signal	40.8	9.6	II	22.9	C	0.57	
Packwood Ave to Horatio Ave	Orange	Arterial	Outlying Business District	1	2	1	40	634	5	Signal	38.4	87.0	II	11.2	F	0.28	
Horatio Ave to Sybelia Ave	Orange	Arterial	Outlying Business District	1	3	0	45	1,320	5	Signal	25.8	0.0	II	34.9	B	0.78	
Sybelia Ave to Greenwood Rd/Mayo Ave	Orange	Arterial	Outlying Business District	1	3	0	45	2,376	5	Signal	47.4	4.2	II	34.2	B	0.76	
Greenwood Rd/Mayo Ave to Spartan Dr	Seminole	Arterial	Outlying Business District	1	3	1	45	2,534	5	Signal	82.2	40.2	II	21.0	D	0.47	
<b>TOTAL</b>							40	18,797			527.4	265.8	II	24.3	C	0.61	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Thru lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 33.A**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 17/92 Part A - Southbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
Spartan Dr to Greenwood Rd/Mayo Ave	Seminole	Arterial	Outlying Business District	1	3	0	45	2,534	5	Signal	52.8	13.2	II	32.7	B	0.73	
Greenwood Rd/Mayo Ave to Sybelia Ave	Orange	Arterial	Outlying Business District	0	3	0	45	2,376	5	Signal	39.0	0.0	II	41.5	A	0.92	
Sybelia Ave to Horatio Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	5	Signal	64.2	39.6	II	14.0	E	0.35	
Horatio Ave to Packwood Ave	Orange	Arterial	Outlying Business District	1	3	0	40	634	5	Signal	13.8	0.0	II	31.3	B	0.78	
Packwood Ave to Maitland Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	5	Signal	24.0	0.0	II	39.0	A	0.97	
Maitland Ave to Lake Ave	Orange	Arterial	Outlying Business District	0	3	0	40	1,373	5	Signal	34.2	1.2	II	27.4	C	0.68	
Lake Ave to Magnolia Rd	Orange	Arterial	Outlying Business District	1	3	0	40	950	5	Signal	18.0	0.0	II	36.0	A	0.90	
Magnolia Rd to Park Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	5	Signal	18.6	0.0	II	36.8	A	0.92	
Park Ave to Lee Rd	Orange	Arterial	Outlying Business District	0	2	1	35	2,534	5	Signal	111.0	55.2	II	15.6	E	0.44	
Lee Rd to Webster Rd	Orange	Arterial	Outlying Business District	1	2	0	35	739	5	Signal	19.8	3.0	II	25.5	C	0.73	
Webster Rd to Gay Rd	Orange	Arterial	Outlying Business District	1	2	0	35	792	5	Signal	16.2	0.0	II	33.3	B	0.95	
Gay Rd to Morse Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,531	5	Signal	42.6	6.0	II	24.5	C	0.70	
Morse Blvd to SR 426	Orange	Arterial	Outlying Business District	1	2	1	35	1,637	5	Signal	59.4	15.6	II	18.8	D	0.54	
<b>TOTAL</b>							40	18,797			513.6	133.8	II	25.0	C	0.62	0.13 gal/veh
<b>PM PEAK HOUR</b>																	
Spartan Dr to Greenwood Rd/Mayo Ave	Seminole	Arterial	Outlying Business District	1	3	0	45	2,534	5	Signal	42.0	5.4	II	41.1	A	0.91	
Greenwood Rd/Mayo Ave to Sybelia Ave	Orange	Arterial	Outlying Business District	0	3	0	45	2,376	5	Signal	46.2	6.6	II	35.1	A	0.78	
Sybelia Ave to Horatio Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,320	5	Signal	27.0	0.0	II	33.3	B	0.83	
Horatio Ave to Packwood Ave	Orange	Arterial	Outlying Business District	1	3	0	40	634	5	Signal	12.0	0.0	II	36.0	A	0.90	
Packwood Ave to Maitland Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,373	5	Signal	24.0	0.0	II	39.0	A	0.97	
Maitland Ave to Lake Ave	Orange	Arterial	Outlying Business District	0	3	0	40	1,373	5	Signal	24.6	0.0	II	38.0	A	0.95	
Lake Ave to Magnolia Rd	Orange	Arterial	Outlying Business District	1	3	0	40	950	5	Signal	23.4	2.4	II	27.7	C	0.69	
Magnolia Rd to Park Ave	Orange	Arterial	Outlying Business District	1	3	0	40	1,003	5	Signal	20.4	0.0	II	33.5	B	0.84	
Park Ave to Lee Rd	Orange	Arterial	Outlying Business District	0	2	1	35	2,534	5	Signal	122.4	94.8	II	14.1	E	0.40	
Lee Rd to Webster Rd	Orange	Arterial	Outlying Business District	1	2	0	35	739	5	Signal	33.0	64.8	II	15.3	E	0.44	
Webster Rd to Gay Rd	Orange	Arterial	Outlying Business District	1	2	0	35	792	5	Signal	16.2	0.0	II	33.3	B	0.95	
Gay Rd to Morse Blvd	Orange	Arterial	Outlying Business District	1	2	0	35	1,531	5	Signal	30.6	0.0	II	34.1	B	0.97	
Morse Blvd to SR 426	Orange	Arterial	Outlying Business District	1	2	1	35	1,637	5	Signal	99.6	60.6	II	11.2	F	0.32	
<b>TOTAL</b>							40	18,797			521.4	234.6	II	24.6	C	0.61	0.13 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.

2. The Thru lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 33.B**  
**Year 2009 METROPLAN Regional Travel Time Study**  
 US 17/92 Part B - Northbound Direction Summary

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Spartan Dr to O' Brien Rd	Seminole	Arterial	Outlying Business District	1	3	0	45	2,482	6	Signal	39.0	7.8	I	43.4	A	0.96	
O' Brien Rd to Lake of the Woods Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,584	6	Signal	46.2	21.6	I	23.4	D	0.52	
Lake of the Woods Blvd to Prairie Lake Dr	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	24.0	0.0	I	39.0	B	0.87	
Prairie Lake Dr to Fernwood Blvd	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	22.2	0.0	I	42.2	A	0.94	
Fernwood Blvd to SR 436	Seminole	Arterial	Outlying Business District	2	3	1	45	1,003	6	Signal	99.0	73.2	I	6.9	F	0.15	
SR 436 to Live Oaks Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,267	6	Signal	21.6	0.0	I	40.0	B	0.89	
Live Oaks Blvd to Triplet Lake Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	2,798	6	Signal	52.8	49.2	I	36.1	B	0.80	
Triplet Lake Dr to Button Rd	Seminole	Arterial	Outlying Business District	1	3	1	45	3,115	6	Signal	57.6	11.4	I	36.9	B	0.82	
Button Rd to Seminola/Dog Track Rd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,426	6	Signal	36.6	73.8	I	26.6	D	0.59	
Seminola/Dog Track Rd to Laura St	Seminole	Arterial	Outlying Business District	1	3	0	45	2,587	6	Signal	39.0	0.0	I	45.2	A	1.01	
Laura St to SR 434	Seminole	Arterial	Outlying Business District	2	3	1	45	3,274	6	Signal	67.2	99.0	I	33.2	C	0.74	
SR 434 to Shepard Rd	Seminole	Arterial	Outlying Business District	1	2	1	45	6,283	6	Signal	108.6	45.0	I	39.4	B	0.88	
Shepard Rd to Gen. Hutchinson Pkwy	Seminole	Arterial	Outlying Business District	1	2	0	50	2,851	6	Signal	41.4	1.8	I	47.0	A	0.94	
Gen. Hutchinson Pkwy to SR 419	Seminole	Arterial	Outlying Business District	1	2	1	50	4,330	6	Signal	72.6	18.0	I	40.7	B	0.81	
SR 419 to CR 427	Seminole	Arterial	Outlying Business District	1	2	1	50	1,214	6	Signal	22.2	0.0	I	37.3	B	0.75	
CR 427 to Weldon Blvd	Seminole	Arterial	Outlying Business District	2	2	1	50	1,003	6	Signal	15.6	0.0	I	43.8	A	0.88	
Weldon Blvd to County Home Rd	Seminole	Arterial	Outlying Business District	1	2	0	50	3,274	6	Signal	49.8	0.0	I	44.8	A	0.90	
County Home Rd to Bargain Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,637	6	Signal	24.0	0.0	I	46.5	A	0.93	
Bargain Blvd to Bush Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	581	6	Signal	9.6	0.0	I	41.2	B	0.82	
Bush Blvd to Collins Dr	Seminole	Arterial	Outlying Business District	1	2	1	50	1,901	6	Signal	38.4	7.2	I	33.7	C	0.67	
Collins Dr to Lake Mary Blvd	Seminole	Arterial	Outlying Business District	2	2	1	45	2,323	6	Signal	56.4	46.8	I	28.1	C	0.62	
<b>TOTAL</b>							45	47,678			943.8	454.8	I	34.4	B	0.77	0.31 gal/veh
<b>PM PEAK HOUR</b>																	
Spartan Dr to O' Brien Rd	Seminole	Arterial	Outlying Business District	1	3	0	45	2,482	6	Signal	34.8	0.0	I	48.6	A	1.08	
O' Brien Rd to Lake of the Woods Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,584	6	Signal	22.2	0.0	I	48.6	A	1.08	
Lake of the Woods Blvd to Prairie Lake Dr	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	20.4	0.0	I	45.9	A	1.02	
Prairie Lake Dr to Fernwood Blvd	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	45.0	40.8	I	20.8	E	0.46	
Fernwood Blvd to SR 436	Seminole	Arterial	Outlying Business District	2	3	1	45	1,003	6	Signal	141.0	114.6	I	4.9	F	0.11	
SR 436 to Live Oaks Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,267	6	Signal	28.2	10.8	I	30.6	C	0.68	
Live Oaks Blvd to Triplet Lake Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	2,798	6	Signal	43.2	0.0	I	44.2	A	0.98	
Triplet Lake Dr to Button Rd	Seminole	Arterial	Outlying Business District	1	3	1	45	3,115	6	Signal	49.8	0.0	I	42.6	A	0.95	
Button Rd to Seminola/Dog Track Rd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,426	6	Signal	25.2	0.0	I	38.6	B	0.86	
Seminola/Dog Track Rd to Laura St	Seminole	Arterial	Outlying Business District	1	3	0	45	2,587	6	Signal	37.2	0.0	I	47.4	A	1.05	
Laura St to SR 434	Seminole	Arterial	Outlying Business District	2	3	1	45	3,274	6	Signal	52.8	0.0	I	42.3	A	0.94	
SR 434 to Shepard Rd	Seminole	Arterial	Outlying Business District	1	2	1	45	6,283	6	Signal	144.6	33.6	I	29.6	C	0.66	
Shepard Rd to Gen. Hutchinson Pkwy	Seminole	Arterial	Outlying Business District	1	2	0	50	2,851	6	Signal	42.6	0.0	I	45.6	A	0.91	
Gen. Hutchinson Pkwy to SR 419	Seminole	Arterial	Outlying Business District	1	2	1	50	4,330	6	Signal	99.6	42.0	I	29.6	C	0.59	
SR 419 to CR 427	Seminole	Arterial	Outlying Business District	1	2	1	50	1,214	6	Signal	21.6	0.0	I	38.3	B	0.77	
CR 427 to Weldon Blvd	Seminole	Arterial	Outlying Business District	2	2	1	50	1,003	6	Signal	16.2	0.0	I	42.2	A	0.84	
Weldon Blvd to County Home Rd	Seminole	Arterial	Outlying Business District	1	2	0	50	3,274	6	Signal	51.0	15.0	I	43.8	A	0.88	
County Home Rd to Bargain Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,637	6	Signal	24.6	0.0	I	45.4	A	0.91	
Bargain Blvd to Bush Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	581	6	Signal	16.2	10.8	I	24.4	D	0.49	
Bush Blvd to Collins Dr	Seminole	Arterial	Outlying Business District	1	2	1	50	1,901	6	Signal	32.4	0.0	I	40.0	B	0.80	
Collins Dr to Lake Mary Blvd	Seminole	Arterial	Outlying Business District	2	2	1	45	2,323	6	Signal	66.6	34.2	I	23.8	D	0.53	
<b>TOTAL</b>							45	47,678			1,015.2	301.8	I	32.0	C	0.71	0.31 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 33.B**  
**Year 2009 METROPLAN Regional Travel Time Study**  
 US 17/92 Part B - Southbound Direction Summary

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Lake Mary Blvd to Collins Dr	Seminole	Arterial	Outlying Business District	1	2	1	50	2,323	6	Signal	34.8	0.0	I	45.5	A	0.91	
Collins Dr to Bush Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,901	6	Signal	25.8	0.0	I	50.2	A	1.00	
Bush Blvd to Bargain Blvd	Seminole	Arterial	Outlying Business District	2	2	0	50	581	6	Signal	8.4	0.0	I	47.1	A	0.94	
Bargain Blvd to County Home Rd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,637	6	Signal	21.6	0.0	I	51.7	A	1.03	
County Home Rd to Weldon Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	3,274	6	Signal	51.0	4.2	I	43.8	A	0.88	
Weldon Blvd to CR 427	Seminole	Arterial	Outlying Business District	1	2	1	50	1,003	6	Signal	37.8	25.2	I	18.1	E	0.36	
CR 427 to SR 419	Seminole	Arterial	Outlying Business District	2	2	0	50	1,214	6	Signal	24.0	0.0	I	34.5	B	0.69	
SR 419 to Gen. Hutchinson Pkwy	Seminole	Arterial	Outlying Business District	0	2	1	50	4,330	6	Signal	73.8	6.6	I	40.0	B	0.80	
Gen. Hutchinson Pkwy to Shepard Rd	Seminole	Arterial	Outlying Business District	1	3	0	45	2,851	6	Signal	56.4	13.2	I	34.5	B	0.77	
Shepard Rd to SR 434	Seminole	Arterial	Outlying Business District	2	3	1	45	6,283	6	Signal	147.0	40.2	I	29.1	C	0.65	
SR 434 to Laura St	Seminole	Arterial	Outlying Business District	1	3	0	45	3,274	6	Signal	50.4	0.0	I	44.3	A	0.98	
Laura St to Seminola/Dog Track Rd	Seminole	Arterial	Outlying Business District	2	3	1	45	2,587	6	Signal	75.0	73.2	I	23.5	D	0.52	
Seminola/Dog Track Rd to Button Rd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,426	6	Signal	27.6	0.0	I	35.2	B	0.78	
Button Rd to Triplet Lake Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	3,115	6	Signal	66.0	8.4	I	32.2	C	0.72	
Triplet Lake Dr to Live Oaks Blvd	Seminole	Arterial	Outlying Business District	1	3	1	45	2,798	6	Signal	49.8	3.0	I	38.3	B	0.85	
Live Oaks Blvd to SR 436	Seminole	Arterial	Outlying Business District	2	3	1	45	1,267	6	Signal	94.2	61.8	I	9.2	F	0.20	
SR 436 to Fernwood Blvd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,003	6	Signal	24.6	25.8	I	27.8	C	0.62	
Fernwood Blvd to Prairie Lake Dr	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	21.0	0.0	I	44.6	A	0.99	
Prairie Lake Dr to Lake of the Woods Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,373	6	Signal	30.0	0.0	I	31.2	C	0.69	
Lake of the Woods Blvd to O' Brien Rd	Seminole	Arterial	Outlying Business District	1	3	1	45	1,584	6	Signal	31.2	0.0	I	34.6	B	0.77	
O' Brien Rd to Spartan Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	2,482	6	Signal	34.8	0.0	I	48.6	A	1.08	
<b>TOTAL</b>							45	47,678			985.2	261.6	I	33.0	C	0.73	0.31 gal/veh
<b>PM PEAK HOUR</b>																	
Lake Mary Blvd to Collins Dr	Seminole	Arterial	Outlying Business District	1	2	1	50	2,323	6	Signal	42.0	4.8	I	37.7	B	0.75	
Collins Dr to Bush Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,901	6	Signal	30.0	0.0	I	43.2	A	0.86	
Bush Blvd to Bargain Blvd	Seminole	Arterial	Outlying Business District	2	2	0	50	581	6	Signal	9.0	0.0	I	44.0	A	0.88	
Bargain Blvd to County Home Rd	Seminole	Arterial	Outlying Business District	1	2	1	50	1,637	6	Signal	24.6	0.0	I	45.4	A	0.91	
County Home Rd to Weldon Blvd	Seminole	Arterial	Outlying Business District	1	2	1	50	3,274	6	Signal	60.0	11.4	I	37.2	B	0.74	
Weldon Blvd to CR 427	Seminole	Arterial	Outlying Business District	1	2	1	50	1,003	6	Signal	28.2	11.4	I	24.3	D	0.49	
CR 427 to SR 419	Seminole	Arterial	Outlying Business District	2	2	0	50	1,214	6	Signal	24.6	4.2	I	33.7	C	0.67	
SR 419 to Gen. Hutchinson Pkwy	Seminole	Arterial	Outlying Business District	0	2	1	50	4,330	6	Signal	75.0	36.0	I	39.4	B	0.79	
Gen. Hutchinson Pkwy to Shepard Rd	Seminole	Arterial	Outlying Business District	1	3	0	45	2,851	6	Signal	44.4	0.0	I	43.8	A	0.97	
Shepard Rd to SR 434	Seminole	Arterial	Outlying Business District	2	3	1	45	6,283	6	Signal	120.6	38.4	I	35.5	B	0.79	
SR 434 to Laura St	Seminole	Arterial	Outlying Business District	1	3	0	45	3,274	6	Signal	51.6	0.0	I	43.3	A	0.96	
Laura St to Seminola/Dog Track Rd	Seminole	Arterial	Outlying Business District	2	3	1	45	2,587	6	Signal	48.6	0.0	I	36.3	B	0.81	
Seminola/Dog Track Rd to Button Rd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,426	6	Signal	22.8	0.0	I	42.6	A	0.95	
Button Rd to Triplet Lake Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	3,115	6	Signal	67.8	0.0	I	31.3	C	0.70	
Triplet Lake Dr to Live Oaks Blvd	Seminole	Arterial	Outlying Business District	1	3	1	45	2,798	6	Signal	50.4	9.0	I	37.9	B	0.84	
Live Oaks Blvd to SR 436	Seminole	Arterial	Outlying Business District	2	3	1	45	1,267	6	Signal	132.6	101.4	I	6.5	F	0.14	
SR 436 to Fernwood Blvd	Seminole	Arterial	Outlying Business District	2	3	0	45	1,003	6	Signal	18.6	0.0	I	36.8	B	0.82	
Fernwood Blvd to Prairie Lake Dr	Seminole	Arterial	Outlying Business District	0	3	0	45	1,373	6	Signal	21.0	0.0	I	44.6	A	0.99	
Prairie Lake Dr to Lake of the Woods Blvd	Seminole	Arterial	Outlying Business District	1	3	0	45	1,373	6	Signal	31.2	2.4	I	30.0	C	0.67	
Lake of the Woods Blvd to O' Brien Rd	Seminole	Arterial	Outlying Business District	1	3	1	45	1,584	6	Signal	25.8	0.0	I	41.9	B	0.93	
O' Brien Rd to Spartan Dr	Seminole	Arterial	Outlying Business District	1	3	0	45	2,482	6	Signal	48.0	36.6	I	35.2	B	0.78	
<b>TOTAL</b>							45	47,678			976.8	255.6	I	33.3	C	0.74	0.31 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 34**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 192 - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/	Avg. Fuel
														(mph)	LOS	Speed Limit	Consump.
<b>AM PEAK HOUR</b>																	
Poinciana Blvd to Vineland Rd	Osceola	Arterial	Outlying Business District	2	3	0	45	3,115	6	Signal	58.8	21.0	I	36.1	B	0.80	
Vineland Rd to Target	Osceola	Arterial	Outlying Business District	2	3	0	45	2,482	6	Signal	36.6	0.0	I	46.2	A	1.03	
Target to Seven Dwarfs Ln	Osceola	Arterial	Outlying Business District	2	3	0	45	1,742	6	Signal	25.2	0.0	I	47.1	A	1.05	
Seven Dwarfs Ln to Siesta Lago Dr	Osceola	Arterial	Outlying Business District	1	3	1	45	2,587	6	Signal	47.4	13.2	I	37.2	B	0.83	
Siesta Lago Dr to Bass Rd/Old Vineland Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	7,181	6	Signal	120.0	28.2	I	40.8	B	0.91	
Bass Rd/Old Vineland Rd to Hoagland Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,960	6	Signal	85.2	27.0	I	31.7	C	0.70	
<b>TOTAL</b>							45	21,067			373.2	89.4	I	38.5	B	0.86	0.14 gal/veh
<b>PM PEAK HOUR</b>																	
Poinciana Blvd to Vineland Rd	Osceola	Arterial	Outlying Business District	2	3	1	45	3,115	6	Signal	67.2	34.8	I	31.6	C	0.70	
Vineland Rd to Target	Osceola	Arterial	Outlying Business District	2	3	0	45	2,482	6	Signal	37.2	0.0	I	45.5	A	1.01	
Target to Seven Dwarfs Ln	Osceola	Arterial	Outlying Business District	2	3	0	45	1,742	6	Signal	33.0	10.8	I	36.0	B	0.80	
Seven Dwarfs Ln to Siesta Lago Dr	Osceola	Arterial	Outlying Business District	1	3	1	45	2,587	6	Signal	50.4	6.0	I	35.0	B	0.78	
Siesta Lago Dr to Bass Rd/Old Vineland Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	7,181	6	Signal	138.0	10.8	I	35.5	B	0.79	
Bass Rd/Old Vineland Rd to Hoagland Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,960	6	Signal	123.6	41.4	I	21.8	D	0.49	
<b>TOTAL</b>							45	21,067			449.4	103.8	I	32.0	C	0.71	0.14 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 34**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 192 - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
Hoagland Blvd to Bass Rd/Old Vineland Rd	Osceola	Arterial	Outlying Business District	2	3	1	45	3,960	6	Signal	71.4	5.4	I	37.8	B	0.84	
Bass Rd/Old Vineland Rd to Siesta Lago Dr	Osceola	Arterial	Outlying Business District	1	3	0	45	7,181	6	Signal	109.2	24.6	I	44.8	A	1.00	
Siesta Lago Dr to Seven Dwarfs Ln	Osceola	Arterial	Outlying Business District	1	3	0	45	2,587	6	Signal	40.8	0.0	I	43.2	A	0.96	
Seven Dwarfs Ln to Target	Osceola	Arterial	Outlying Business District	1	3	1	45	1,742	6	Signal	25.8	0.0	I	46.0	A	1.02	
Target to Vineland Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	2,482	6	Signal	66.6	36.0	I	25.4	D	0.56	
Vineland Rd to Poinciana Blvd	Osceola	Arterial	Outlying Business District	2	3	1	45	3,115	6	Signal	108.0	44.4	I	19.7	E	0.44	
<b>TOTAL</b>							45	21,067			421.8	110.4	I	34.1	B	0.76	0.14 gal/veh
<b>PM PEAK HOUR</b>																	
Hoagland Blvd to Bass Rd/Old Vineland Rd	Osceola	Arterial	Outlying Business District	2	3	1	45	3,960	6	Signal	62.4	15.0	I	43.3	A	0.96	
Bass Rd/Old Vineland Rd to Siesta Lago Dr	Osceola	Arterial	Outlying Business District	1	3	0	45	7,181	6	Signal	112.2	14.4	I	43.6	A	0.97	
Siesta Lago Dr to Seven Dwarfs Ln	Osceola	Arterial	Outlying Business District	1	3	0	45	2,587	6	Signal	64.8	15.6	I	27.2	C	0.60	
Seven Dwarfs Ln to Target	Osceola	Arterial	Outlying Business District	1	3	1	45	1,742	6	Signal	50.4	27.6	I	23.6	D	0.52	
Target to Vineland Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	2,482	6	Signal	83.4	48.6	I	20.3	E	0.45	
Vineland Rd to Poinciana Blvd	Osceola	Arterial	Outlying Business District	2	3	1	45	3,115	6	Signal	88.2	47.4	I	24.1	D	0.54	
<b>TOTAL</b>							45	21,067			461.4	168.6	I	31.1	C	0.69	0.14 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 35**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 192 - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
SR 429 SB Ramp to SR 429 NB Ramp	Osceola	Arterial	Outlying Business District	2	3	0	45	634	6	Signal	11.4	2.4	I	37.9	B	0.84	
SR 429 NB Ramp to E Orange Lake Blvd	Osceola	Arterial	Outlying Business District	1	3	1	45	739	6	Signal	22.2	0.0	I	22.7	D	0.50	
E Orange Lake Blvd to Black Lake Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,323	6	Signal	36.0	0.0	I	44.0	A	0.98	
Black Lake Rd to Formosa Gardens Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,590	6	Signal	61.2	0.0	I	40.0	B	0.89	
Formosa Gardens Blvd to Sheberth Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,323	6	Signal	43.8	37.2	I	36.2	B	0.80	
Sheberth Rd to Old Lake Wilson Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	1,637	6	Signal	42.6	6.0	I	26.2	D	0.58	
Old Lake Wilson Rd to Reedy Creek Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	1,162	6	Signal	38.4	16.8	I	20.6	E	0.46	
Reedy Creek Blvd to Griffin Rd	Osceola	Arterial	Outlying Business District	0	3	1	50	2,165	6	Signal	30.6	0.0	I	48.2	A	0.96	
Griffin Rd to World Dr	Osceola	Arterial	Outlying Business District	0	3	0	50	2,904	6	Signal	34.8	0.0	I	56.9	A	1.14	
<b>TOTAL</b>							45	17,477			321.0	62.4	I	37.1	B	0.82	0.11 gal/veh
<b>PM PEAK HOUR</b>																	
SR 429 SB Ramp to SR 429 NB Ramp	Osceola	Arterial	Outlying Business District	2	3	0	45	634	5	Signal	10.8	8.4	I	40.0	B	0.89	
SR 429 NB Ramp to E Orange Lake Blvd	Osceola	Arterial	Outlying Business District	1	3	1	45	739	5	Signal	33.0	27.0	I	15.3	F	0.34	
E Orange Lake Blvd to Black Lake Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,323	5	Signal	36.6	0.0	I	43.3	A	0.96	
Black Lake Rd to Formosa Gardens Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,590	5	Signal	64.2	37.2	I	38.1	B	0.85	
Formosa Gardens Blvd to Sheberth Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,323	5	Signal	40.2	0.0	I	39.4	B	0.88	
Sheberth Rd to Old Lake Wilson Rd	Osceola	Arterial	Outlying Business District	1	3	1	45	1,637	5	Signal	49.2	73.8	I	22.7	D	0.50	
Old Lake Wilson Rd to Reedy Creek Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	1,162	5	Signal	22.2	0.0	I	35.7	B	0.79	
Reedy Creek Blvd to Griffin Rd	Osceola	Arterial	Outlying Business District	0	3	1	50	2,165	5	Signal	43.8	12.0	I	33.7	C	0.67	
Griffin Rd to World Dr	Osceola	Arterial	Outlying Business District	0	3	0	50	2,904	5	Signal	38.4	0.0	I	51.6	A	1.03	
<b>TOTAL</b>							45	17,477			338.4	158.4	I	35.2	B	0.78	0.11 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.



**TABLE 35**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 192 - Westbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed		Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)	LOS		
<b>AM PEAK HOUR</b>																	
World Dr to Griffin Rd	Osceola	Arterial	Outlying Business District	1	3	0	50	2,904	6	Signal	37.8	0.0	I	52.4	A	1.05	
Griffin Rd to Reedy Creek Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,165	6	Signal	31.8	4.8	I	46.4	A	1.03	
Reedy Creek Blvd to Old Lake Wilson Rd	Osceola	Arterial	Outlying Business District	2	3	0	45	1,162	6	Signal	25.8	18.0	I	30.7	C	0.68	
Old Lake Wilson Rd to Sheberth Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	1,637	6	Signal	44.4	32.4	I	25.1	D	0.56	
Sheberth Rd to Formosa Gardens Blvd	Osceola	Arterial	Outlying Business District	2	3	0	45	2,323	6	Signal	48.0	13.2	I	33.0	C	0.73	
Formosa Gardens Blvd to Black Lake Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,590	6	Signal	55.8	13.8	I	43.9	A	0.97	
Black Lake Rd to E Orange Lake Blvd	Osceola	Arterial	Outlying Business District	2	3	1	45	2,323	6	Signal	35.4	13.8	I	44.7	A	0.99	
E Orange Lake Blvd to SR 429 NB Ramp	Osceola	Arterial	Outlying Business District	0	3	1	45	739	6	Signal	13.2	10.8	I	38.2	B	0.85	
SR 429 NB Ramp to SR 429 SB Ramp	Osceola	Arterial	Outlying Business District	2	3	0	45	634	6	Signal	8.4	0.0	I	51.4	A	1.14	
<b>TOTAL</b>							45	17,477			300.6	106.8	I	39.6	B	0.88	0.11 gal/veh
<b>PM PEAK HOUR</b>																	
World Dr to Griffin Rd	Osceola	Arterial	Outlying Business District	1	3	0	50	2,904	4	Signal	45.0	10.8	I	44.0	A	0.88	
Griffin Rd to Reedy Creek Blvd	Osceola	Arterial	Outlying Business District	1	3	0	45	2,165	4	Signal	37.8	16.8	I	39.0	B	0.87	
Reedy Creek Blvd to Old Lake Wilson Rd	Osceola	Arterial	Outlying Business District	2	3	0	45	1,162	4	Signal	41.4	37.2	I	19.1	E	0.43	
Old Lake Wilson Rd to Sheberth Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	1,637	4	Signal	57.6	49.2	I	19.4	E	0.43	
Sheberth Rd to Formosa Gardens Blvd	Osceola	Arterial	Outlying Business District	2	3	0	45	2,323	4	Signal	40.8	0.0	I	38.8	B	0.86	
Formosa Gardens Blvd to Black Lake Rd	Osceola	Arterial	Outlying Business District	1	3	0	45	3,590	4	Signal	78.6	21.6	I	31.1	C	0.69	
Black Lake Rd to E Orange Lake Blvd	Osceola	Arterial	Outlying Business District	2	3	1	45	2,323	4	Signal	71.4	16.2	I	22.2	D	0.49	
E Orange Lake Blvd to SR 429 NB Ramp	Osceola	Arterial	Outlying Business District	0	3	1	45	739	4	Signal	13.8	0.0	I	36.5	B	0.81	
SR 429 NB Ramp to SR 429 SB Ramp	Osceola	Arterial	Outlying Business District	2	3	0	45	634	4	Signal	9.0	0.0	I	48.0	A	1.07	
<b>TOTAL</b>							45	17,477			395.4	151.8	I	30.1	C	0.67	0.12 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 36**  
**Year 2009 METROPLAN Regional Travel Time Study**  
**US 441 - Eastbound Direction Summary**

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
Orange Ave (CR 437) to Plymouth Sorrento Rd	Orange	Arterial	Residential Area	1	2	0	45	739	6	Signal	36.6	18.0	II	13.8	E	0.31	
Plymouth Sorrento Rd to Boy Scout Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,274	6	Signal	56.4	1.2	II	39.6	A	0.88	
Boy Scout Blvd to Lowe's Plaza	Orange	Arterial	Residential Area	1	2	1	45	2,006	6	Signal	35.4	4.2	II	38.6	A	0.86	
Lowe's Plaza to Errol Pkwy	Orange	Arterial	Residential Area	1	2	0	45	1,742	6	Signal	44.4	28.8	II	26.8	C	0.59	
Errol Pkwy to SR 429	Orange	Arterial	Residential Area	0	2	1	45	2,798	6	Signal	97.2	37.8	II	19.6	D	0.44	
SR 429 to Bradshaw Rd	Orange	Arterial	Residential Area	1	2	0	45	2,376	6	Signal	40.2	0.0	II	40.3	A	0.90	
Bradshaw Rd to Central Ave	Orange	Arterial	Fringe Area	1	2	0	45/35	3,960	6	Signal	100.8	18.0	II	26.8	C	0.60	
Central Ave to Park Ave	Orange	Arterial	Central Business District	1	2	0	35	686	6	Signal	62.4	43.2	II	7.5	F	0.21	
Park Ave to Midland Ave	Orange	Arterial	Central Business District	1	2	0	35	1,690	6	Signal	34.8	0.0	II	33.1	B	0.95	
Midland Ave to SR 436	Orange	Arterial	Fringe Area	0	2	0	35	3,590	6	Stop	100.2	36.0	II	24.4	C	0.70	
<b>TOTAL</b>							45	22,862			608.4	187.2	II	25.6	C	0.57	0.15 gal/veh
<b>PM PEAK HOUR</b>																	
Orange Ave (CR 437) to Plymouth Sorrento Rd	Orange	Arterial	Residential Area	1	2	0	45	739	5	Signal	19.2	25.2	II	26.2	C	0.58	
Plymouth Sorrento Rd to Boy Scout Blvd	Orange	Arterial	Residential Area	1	2	0	45	3,274	5	Signal	51.6	4.2	II	43.3	A	0.96	
Boy Scout Blvd to Lowe's Plaza	Orange	Arterial	Residential Area	1	2	1	45	2,006	5	Signal	40.8	11.4	II	33.5	B	0.75	
Lowe's Plaza to Errol Pkwy	Orange	Arterial	Residential Area	1	2	0	45	1,742	5	Signal	39.0	15.0	II	30.5	B	0.68	
Errol Pkwy to SR 429	Orange	Arterial	Residential Area	0	2	1	45	2,798	5	Signal	77.4	26.4	II	24.7	C	0.55	
SR 429 to Bradshaw Rd	Orange	Arterial	Residential Area	1	2	0	45	2,376	5	Signal	58.2	21.6	II	27.8	C	0.62	
Bradshaw Rd to Central Ave	Orange	Arterial	Fringe Area	1	2	0	45/35	3,960	5	Signal	72.6	3.6	II	37.2	A	0.83	
Central Ave to Park Ave	Orange	Arterial	Central Business District	1	2	0	35	686	5	Signal	46.8	34.2	II	10.0	F	0.29	
Park Ave to Midland Ave	Orange	Arterial	Central Business District	1	2	0	35	1,690	5	Signal	49.2	29.4	II	23.4	C	0.67	
Midland Ave to SR 436	Orange	Arterial	Fringe Area	0	2	0	35	3,590	5	Stop	118.2	56.4	II	20.7	D	0.59	
<b>TOTAL</b>							45	22,862			573.0	227.4	II	27.2	C	0.60	0.15 gal/veh

Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

**TABLE 36**  
**Year 2009 METROPLAN Regional Travel Time Study**  
 US 441 - Westbound Direction Summary

Roadway Segment	Jurisdiction	Facility Type <sup>1</sup>	Area Type <sup>1</sup>	Left Turn Lanes <sup>2</sup>	Thru Lanes <sup>2</sup>	Right Turn Lanes <sup>2</sup>	Speed Limit (mph)	Distance (ft)	# Runs	Traffic Control Device	Travel Time (sec)	Stop Delay (sec)	Roadway Class	Roadway Segment		Roadway Summary	
														Average Speed	LOS	Avg Speed/Speed Limit	Avg. Fuel Consump.
														(mph)			
<b>AM PEAK HOUR</b>																	
SR 436 to Midland Ave	Orange	Arterial	Fringe Area	1	2	0	35	3,590	5	Signal	68.4	5.4	II	35.8	A	1.02	
Midland Ave to Park Ave	Orange	Arterial	Central Business District	1	2	1	35	1,690	5	Signal	42.6	19.8	II	27.0	C	0.77	
Park Ave to Central Ave	Orange	Arterial	Central Business District	1	2	0	35	686	5	Signal	13.2	0.0	II	35.5	A	1.01	
Central Ave to Bradshaw Rd	Orange	Arterial	Fringe Area	1	2	0	45/35	3,960	5	Signal	80.4	15.0	II	33.6	B	0.75	
Bradshaw Rd to SR 429	Orange	Arterial	Residential Area	2	2	0	45	2,270	5	Signal	59.4	16.8	II	26.1	C	0.58	
SR 429 to Errol Pkwy	Orange	Arterial	Residential Area	1	2	1	45	2,904	5	Signal	56.4	7.2	II	35.1	A	0.78	
Errol Pkwy to Lowe's Plaza	Orange	Arterial	Residential Area	1	2	1	45	1,742	5	Signal	31.2	4.2	II	38.1	A	0.85	
Lowe's Plaza to Boy Scout Blvd	Orange	Arterial	Residential Area	1	2	0	45	2,059	5	Signal	30.6	0.0	II	45.9	A	1.02	
Boy Scout Blvd to Plymouth Sorrento Rd	Orange	Arterial	Residential Area	0	2	0	45	3,274	5	Signal	81.6	31.8	II	27.4	C	0.61	
Plymouth Sorrento Rd to Orange Ave (CR 437)	Orange	Arterial	Residential Area	1	2	0	45	739	5	Signal	11.4	0.0	II	44.2	A	0.98	
<b>TOTAL</b>							45	22,915			475.2	100.2	II	32.9	B	0.73	0.15 gal/veh
<b>PM PEAK HOUR</b>																	
SR 436 to Midland Ave	Orange	Arterial	Fringe Area	1	2	0	35	3,590	5	Signal	84.6	16.2	II	28.9	B	0.83	
Midland Ave to Park Ave	Orange	Arterial	Central Business District	1	2	1	35	1,690	5	Signal	120.0	42.6	II	9.6	F	0.27	
Park Ave to Central Ave	Orange	Arterial	Central Business District	1	2	0	35	686	5	Signal	22.8	31.2	II	20.5	D	0.59	
Central Ave to Bradshaw Rd	Orange	Arterial	Fringe Area	1	2	0	45/35	3,960	5	Signal	79.8	28.8	II	33.8	B	0.75	
Bradshaw Rd to SR 429	Orange	Arterial	Residential Area	2	2	0	45	2,270	5	Signal	64.2	22.8	II	24.1	C	0.54	
SR 429 to Errol Pkwy	Orange	Arterial	Residential Area	1	2	1	45	2,904	5	Signal	97.2	36.0	II	20.4	D	0.45	
Errol Pkwy to Lowe's Plaza	Orange	Arterial	Residential Area	1	2	1	45	1,742	5	Signal	42.0	5.4	II	28.3	B	0.63	
Lowe's Plaza to Boy Scout Blvd	Orange	Arterial	Residential Area	1	2	0	45	2,059	5	Signal	46.2	10.8	II	30.4	B	0.68	
Boy Scout Blvd to Plymouth Sorrento Rd	Orange	Arterial	Residential Area	0	2	0	45	3,274	5	Signal	60.0	39.0	II	37.2	A	0.83	
Plymouth Sorrento Rd to Orange Ave (CR 437)	Orange	Arterial	Residential Area	1	2	0	45	739	5	Signal	9.6	0.0	II	52.5	A	1.17	
<b>TOTAL</b>							45	22,915			626.4	232.8	II	24.9	C	0.55	0.15 gal/veh

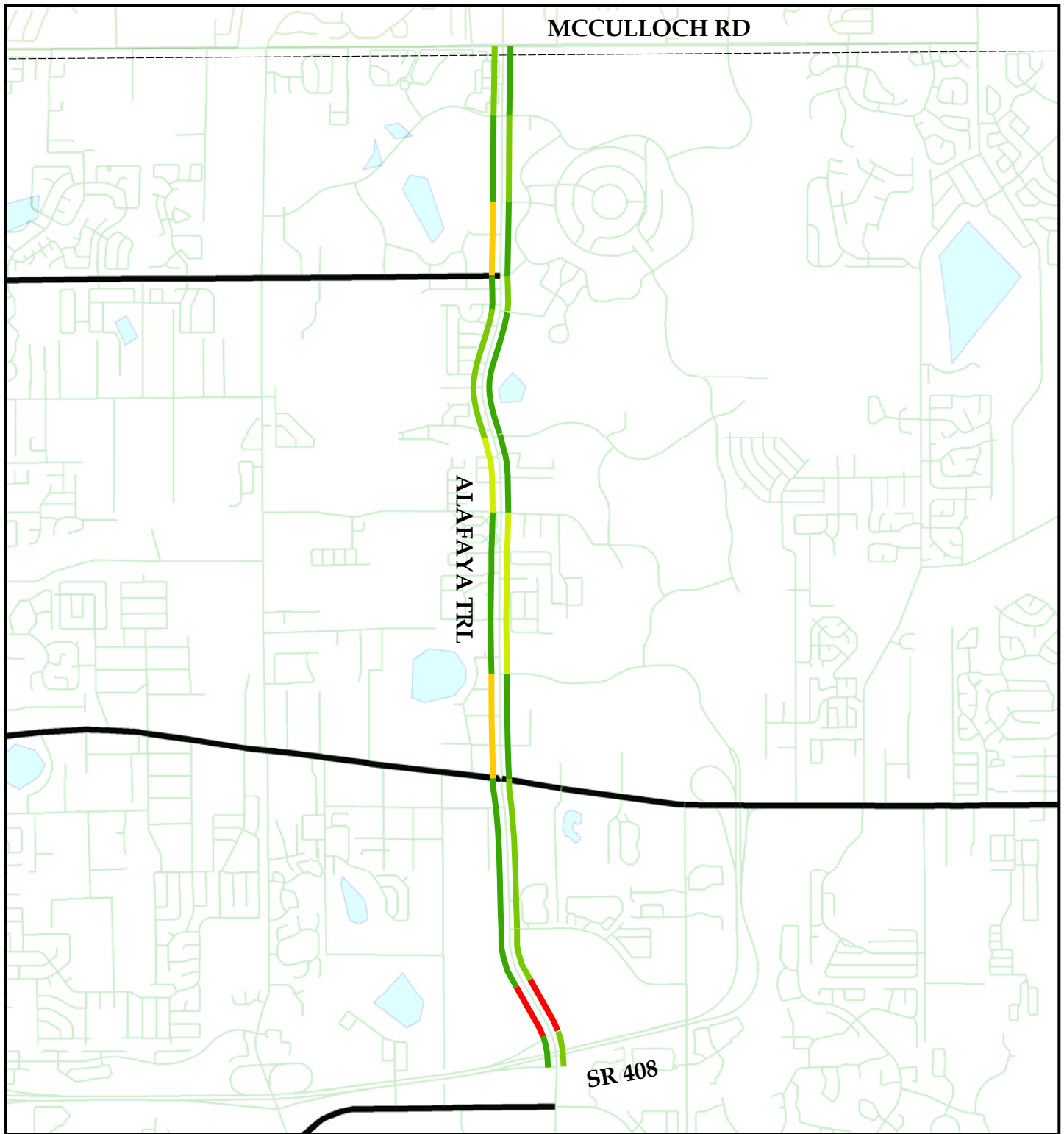
Note:

1. The Facility type and Area type definitions were obtained from the latest Orlando Urban Area Transportation Study (OUATS) Model.
2. The Through lanes and Turn lanes are provided for the approach of the direction of travel.

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### Alafaya Trail - AM Peak

Date of Collection: 2/10/2009 Distance - 4.3 Miles

From : SR 408

To : McCulloch Road

Start Time : 7:15 AM

End Time : 9:00 AM

NB Avg Speed : 30.60 MPH SB Avg Speed : 29.70 MPH

NB Travel Time : 8.50 Min SB Travel Time : 8.75 Min

NB Delay Time : 4.48 Min SB Delay Time : 3.46 Min

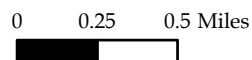
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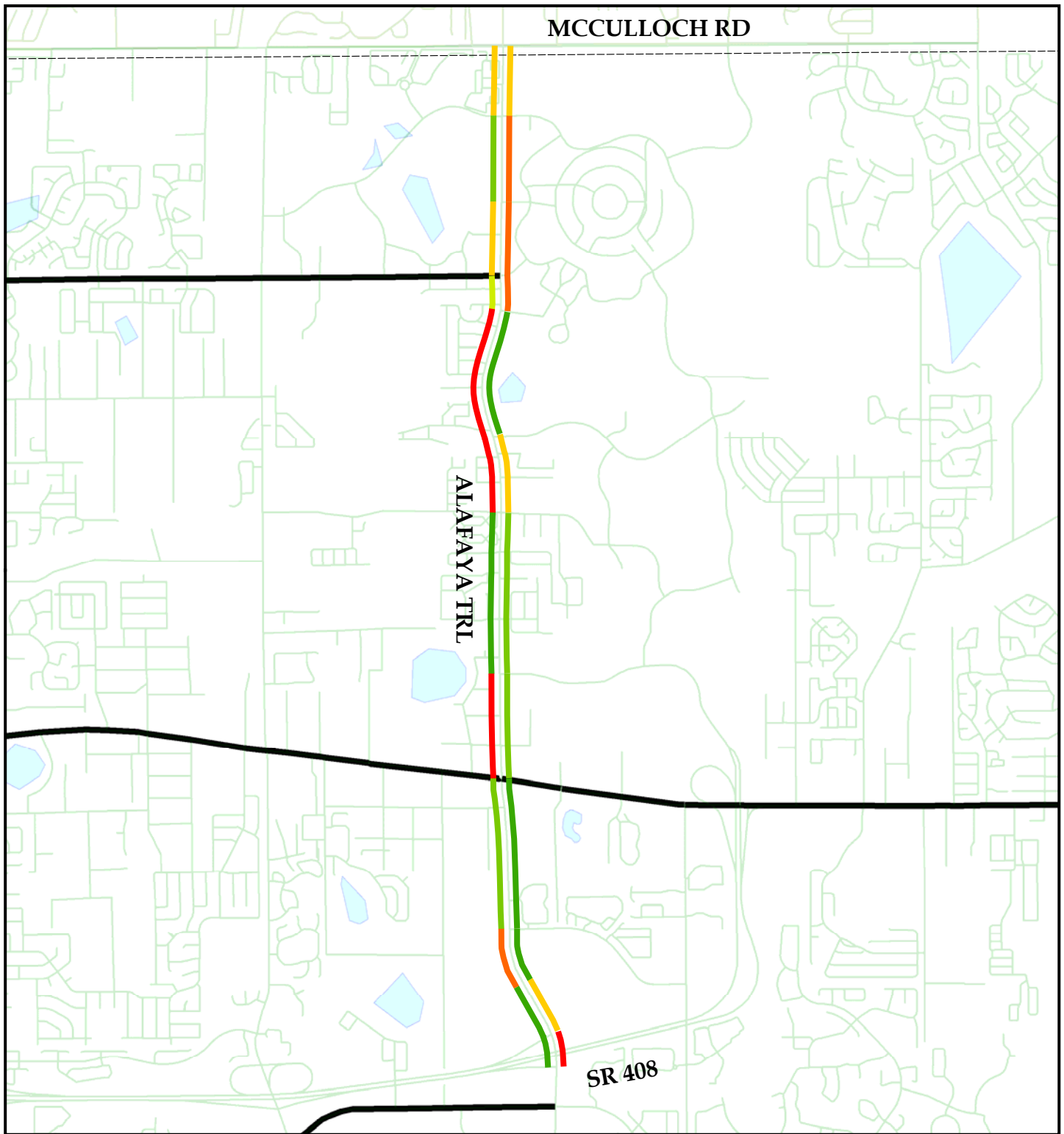
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Alafaya Trail - PM Peak

Date of Collection: 2/10/2009 & 2/12/2009 Distance - 4.3 Miles

From : SR 408

To : McCulloch Road

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 24.00 MPH SB Avg Speed : 14.80 MPH

NB Travel Time : 10.84 Min SB Travel Time : 17.55 Min

NB Delay Time : 8.76 Min SB Delay Time : 7.97 Min

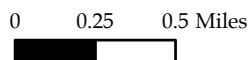
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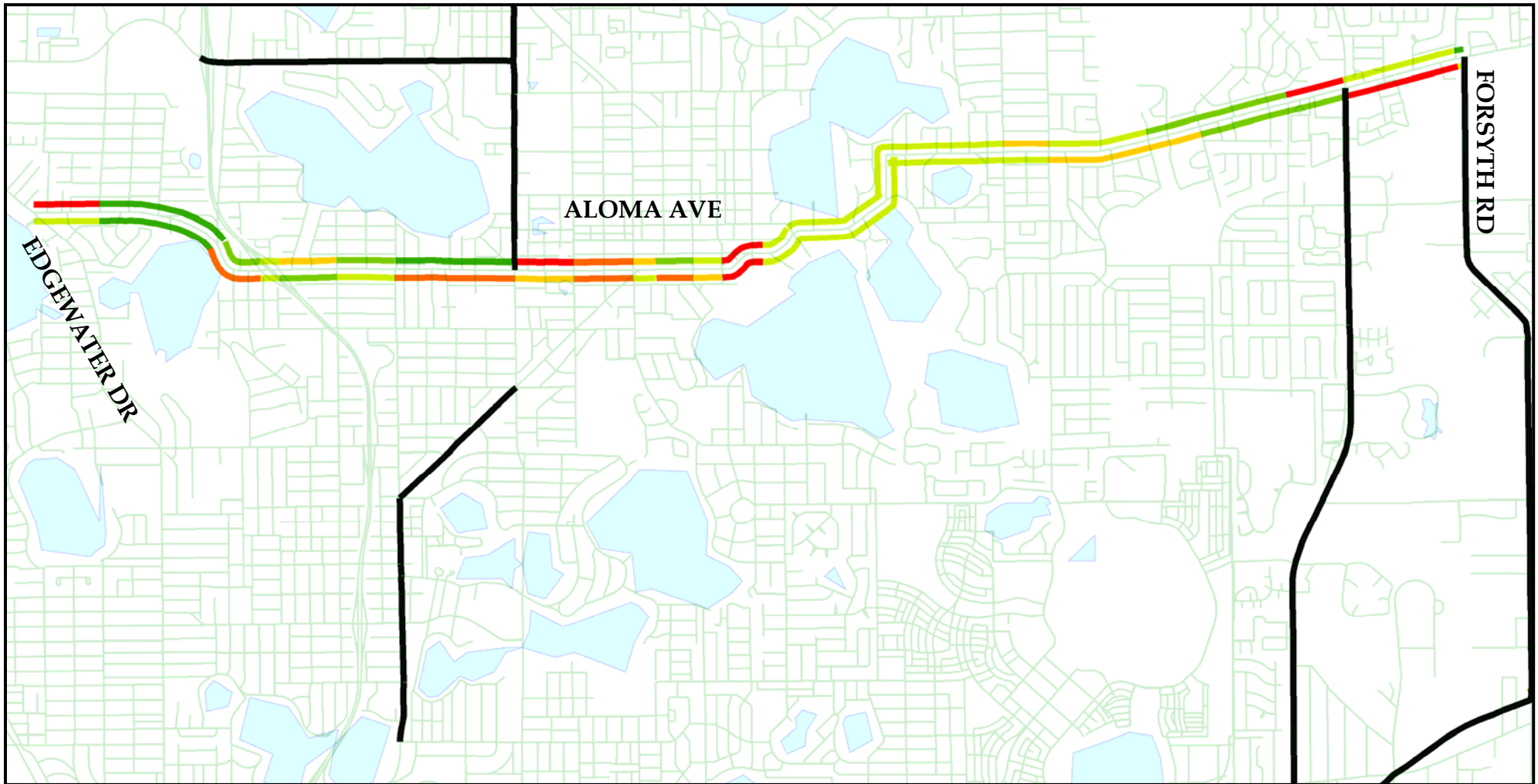
#### LOS

- A
- B
- C
- D
- E
- F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Aloma Avenue - AM Peak

Date of Collection: 2/25/2009 & 2/26/2009 Distance - 6.4 Miles

From : Edgewater Drive

To : Forsyth Road

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 21.90 MPH

EB Travel Time : 17.46 Min

EB Delay Time : 5.97 Min

WB Avg Speed : 21.80 MPH

WB Travel Time : 17.56 Min

WB Delay Time : 6.99 Min

### 2009 METROPLAN ORLANDO

#### Travel Time Study

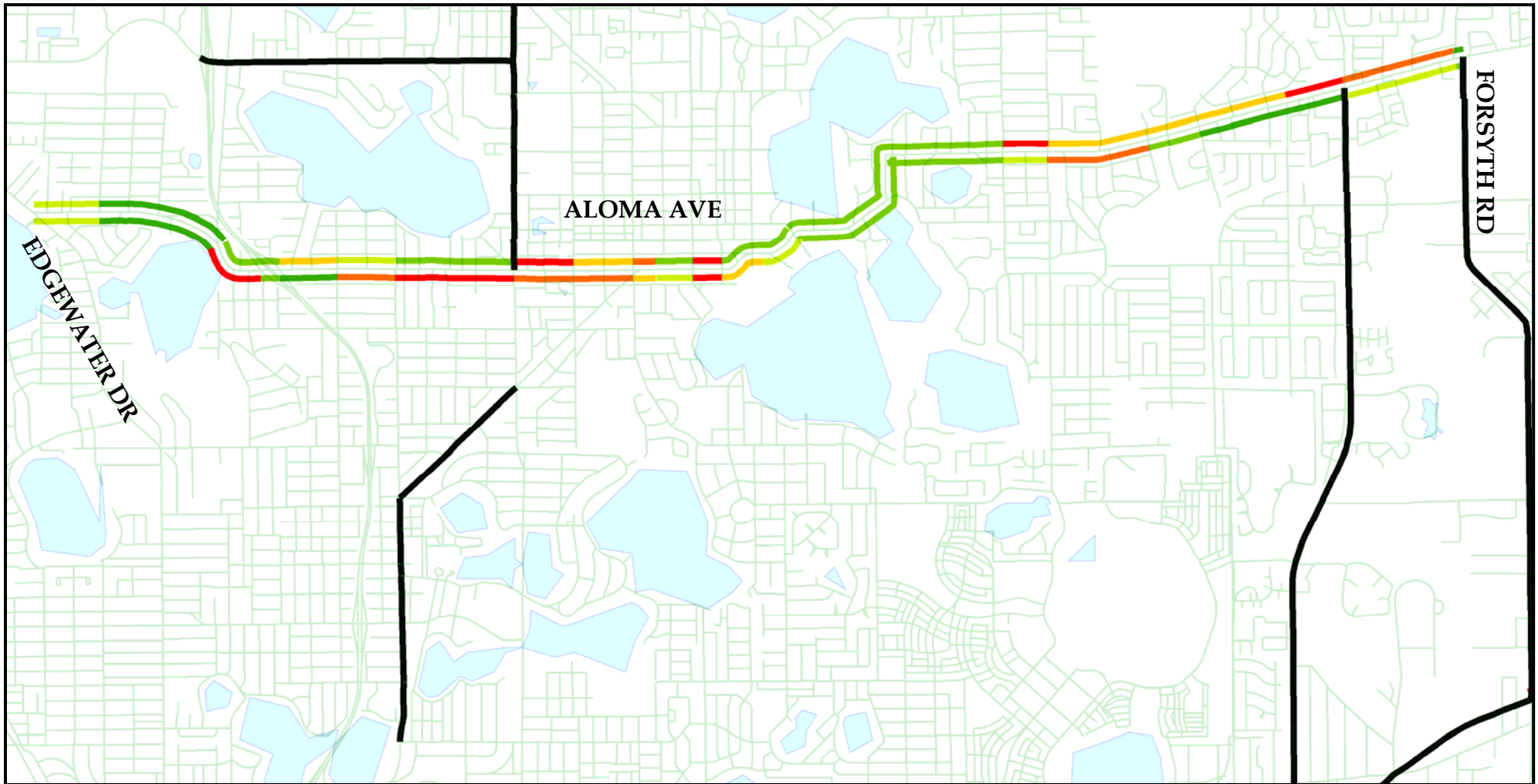
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|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |



0 0.4 0.8 Miles







### Aloma Avenue - PM Peak

Date of Collection: 3/03/2009 & 3/04/2009 Distance - 6.4 Miles

From : Edgewater Drive

To : Forsyth Road

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 18.20 MPH

EB Travel Time : 21.08 Min

EB Delay Time : 8.00 Min

WB Avg Speed : 24.60 MPH

WB Travel Time : 15.54 Min

WB Delay Time : 5.83 Min

## 2009 METROPLAN ORLANDO

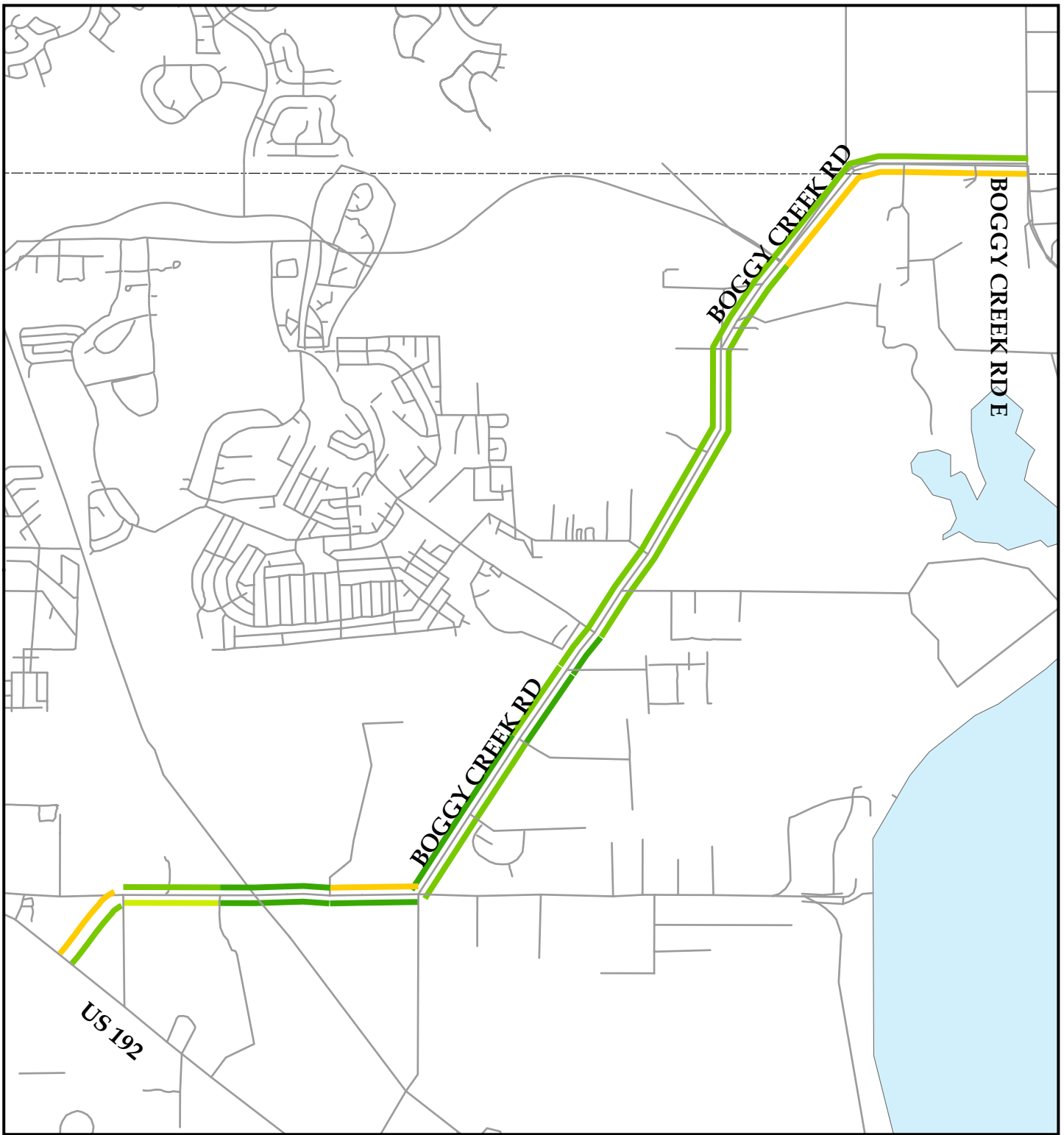
### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |



0 0.4 0.8 Miles





### Boggy Creek Road - AM Peak

Date of Collection: 3/26/2009 Distance - 5.9 Miles

From : US 192

To : Boggy Creek Rd E

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 31.80 MPH

EB Travel Time : 10.87 Min

EB Delay Time : 1.30 Min

WB Avg Speed : 34.80 MPH

WB Travel Time : 9.95 Min

WB Delay Time : 1.90 Min

## 2009 METROPLAN ORLANDO Travel Time Study

LOS

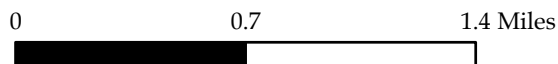
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

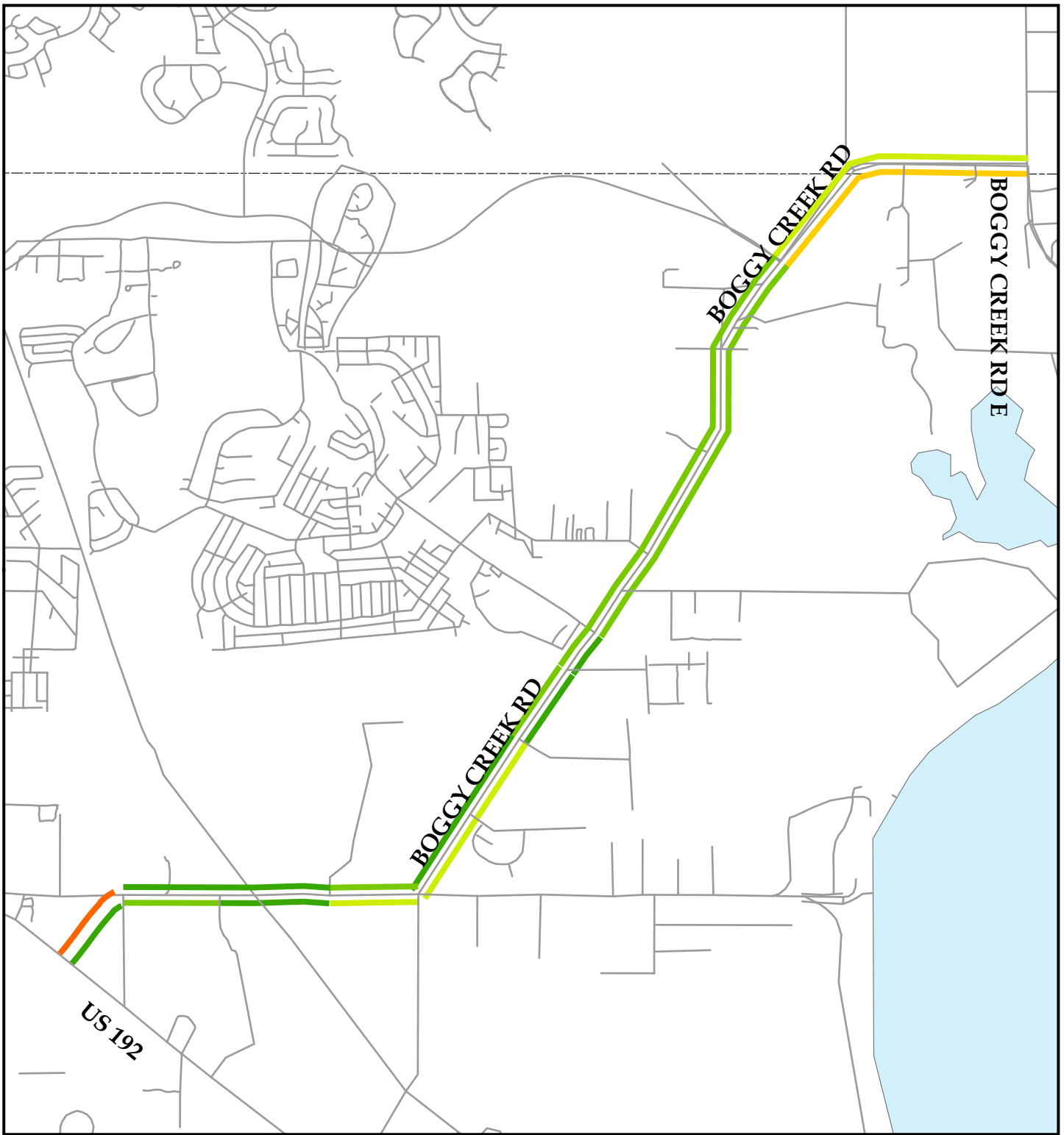
— Roads

▭ County Boundaries

▭ Water Bodies

▬ Travel Time Study Roads





### Boggy Creek Road - PM Peak

Date of Collection: 3/31/2009 Distance - 5.9 Miles

From : US 192

To : Boggy Creek Rd E

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 29.70 MPH

EB Travel Time : 11.67 Min

EB Delay Time : 1.79 Min

WB Avg Speed : 35.40 MPH

WB Travel Time : 9.77 Min

WB Delay Time : 2.50 Min

## 2009 METROPLAN ORLANDO Travel Time Study

LOS

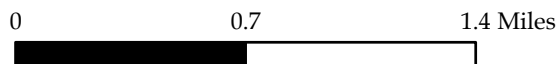
- A
- B
- C
- D
- E
- F

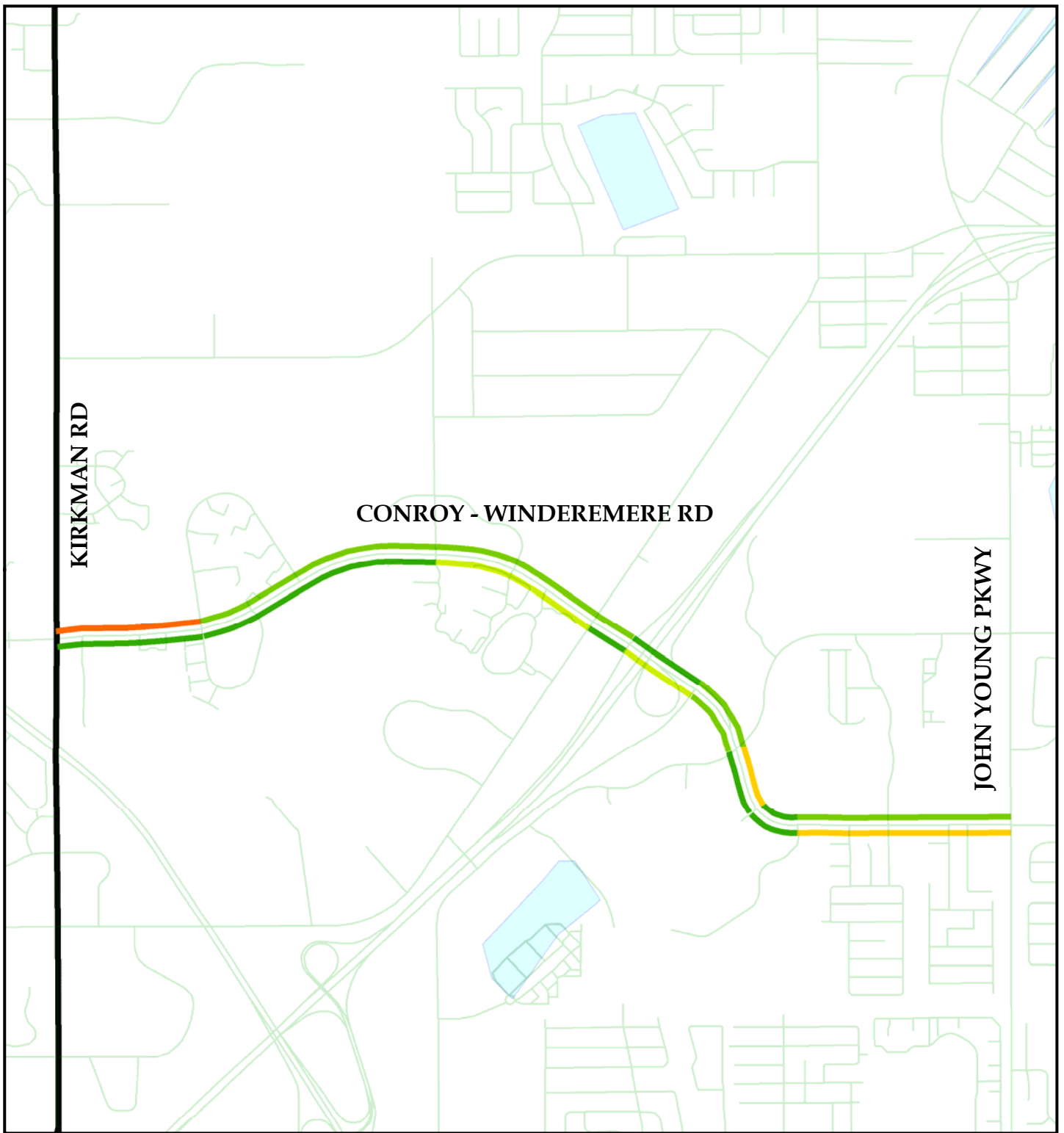
— Roads

— County Boundaries

— Water Bodies

— Travel Time Study Roads





**Conroy - Winderemere Road - AM Peak** *2009 METROPLAN ORLANDO*  
*Travel Time Study*

Date of Collection: 2/11/2009 Distance - 2.9 Miles

From : Kirkman Rd

To : John Young Pkwy

Start Time : 7:15 AM

End Time : 9:00 AM

EB Avg Speed : 28.20 MPH

EB Travel Time : 6.08 Min

EB Delay Time : 1.83 Min

WB Avg Speed : 26.80 MPH

WB Travel Time : 6.41 Min

WB Delay Time : 1.80 Min

**LOS**

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

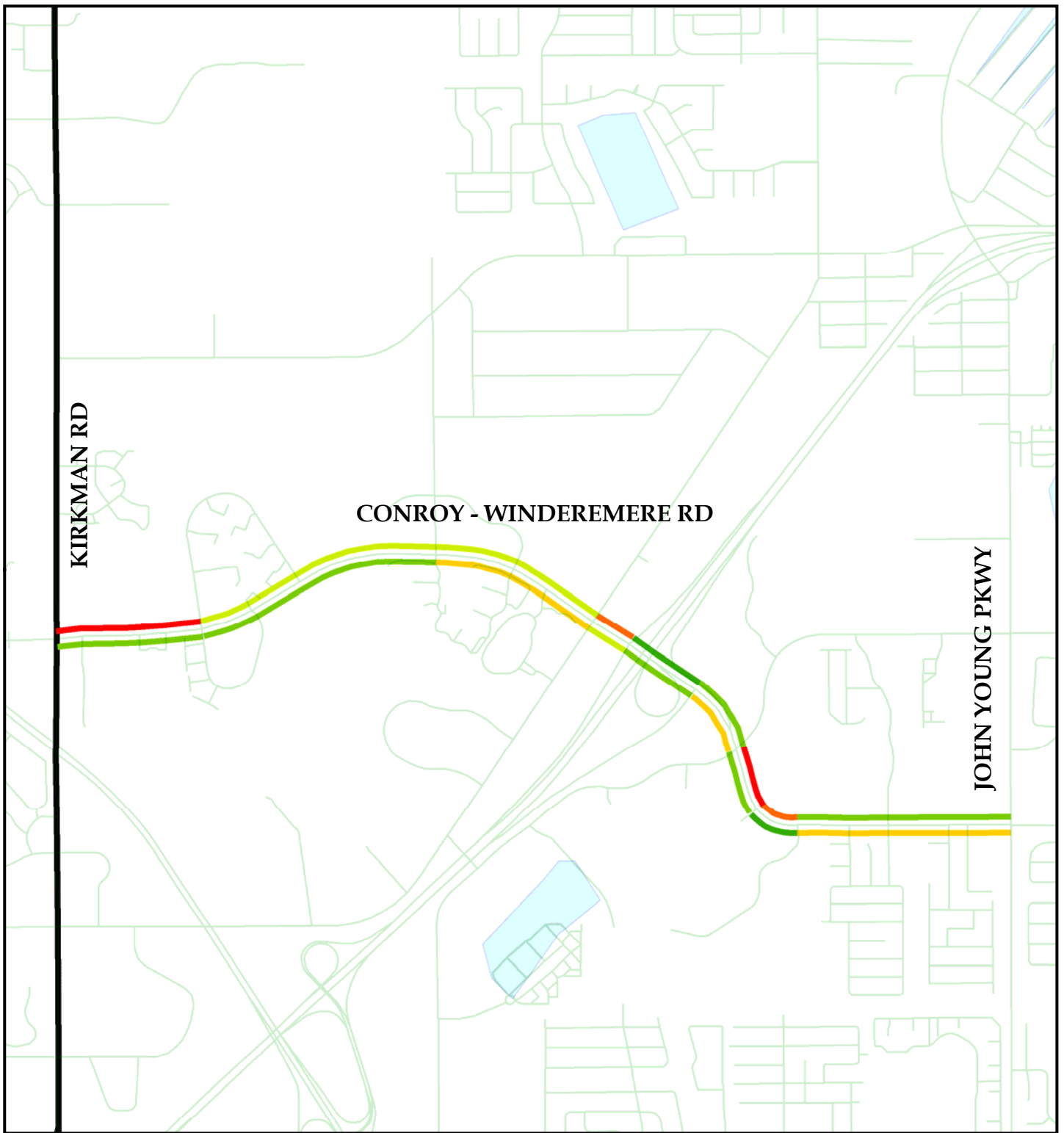
**Roads**

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.1 0.2 Miles





# Conroy - Windermere Road - PM Peak *2009 METROPLAN ORLANDO* *Travel Time Study*

Date of Collection: 2/17/2009 Distance - 2.9 Miles

From : Kirkman Rd

To : John Young Pkwy

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 25.30 MPH

EB Travel Time : 6.79 Min

EB Delay Time : 2.04 Min

WB Avg Speed : 18.80 MPH

WB Travel Time : 9.12 Min

WB Delay Time : 4.51 Min

**LOS**

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

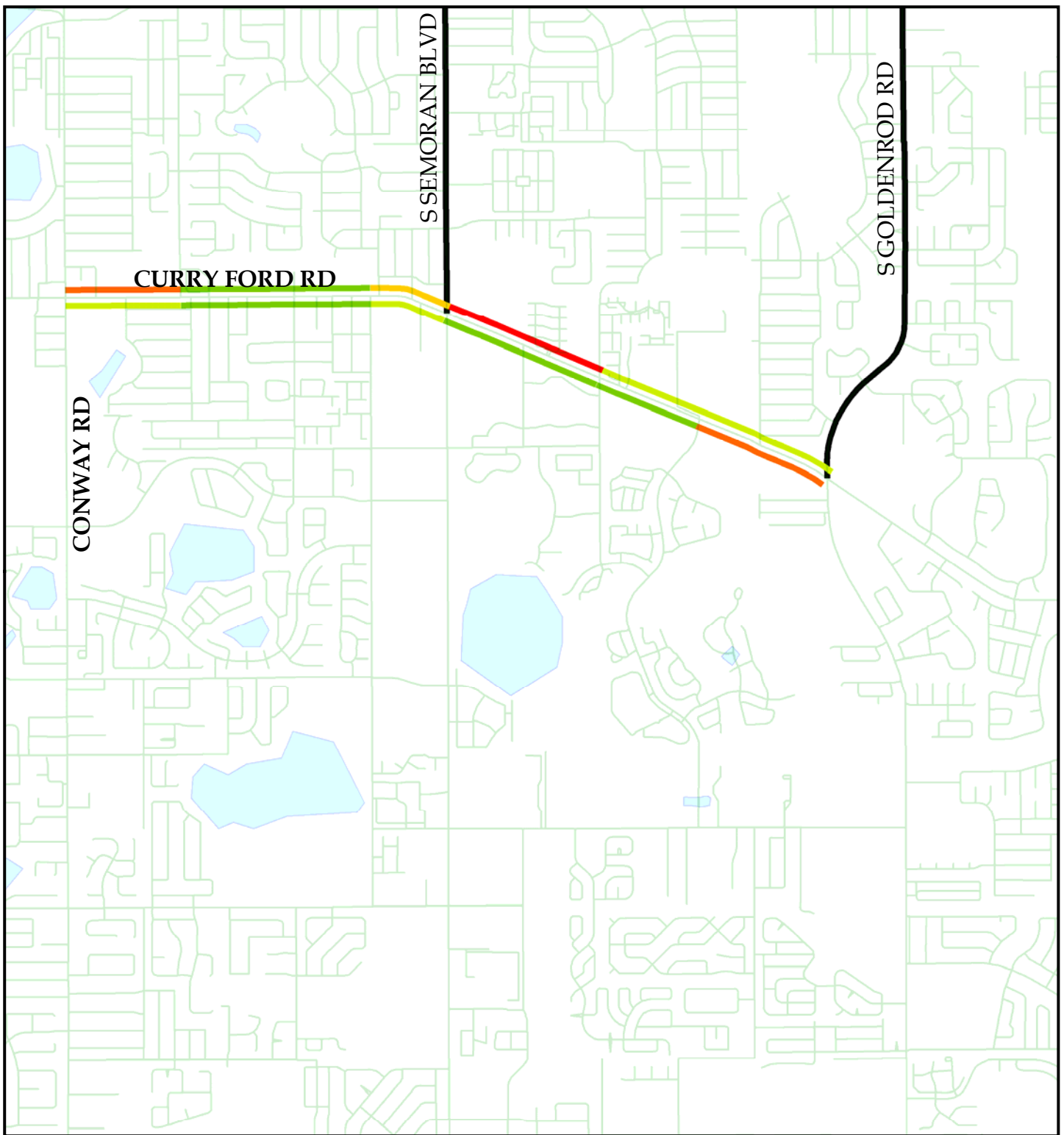
**Roads**

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.1 0.2 Miles





### Curry Ford Road - AM Peak

Date of Collection: 1/28/2009 Distance - 2.7 Miles

From : Conway Road

To : Goldenrod Road

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 24.30 MPH

EB Travel Time : 6.43 Min

EB Delay Time : 3.36 Min

WB Avg Speed : 17.40 MPH

WB Travel Time : 8.97 Min

WB Delay Time : 3.81 Min

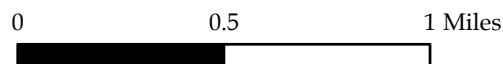
## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

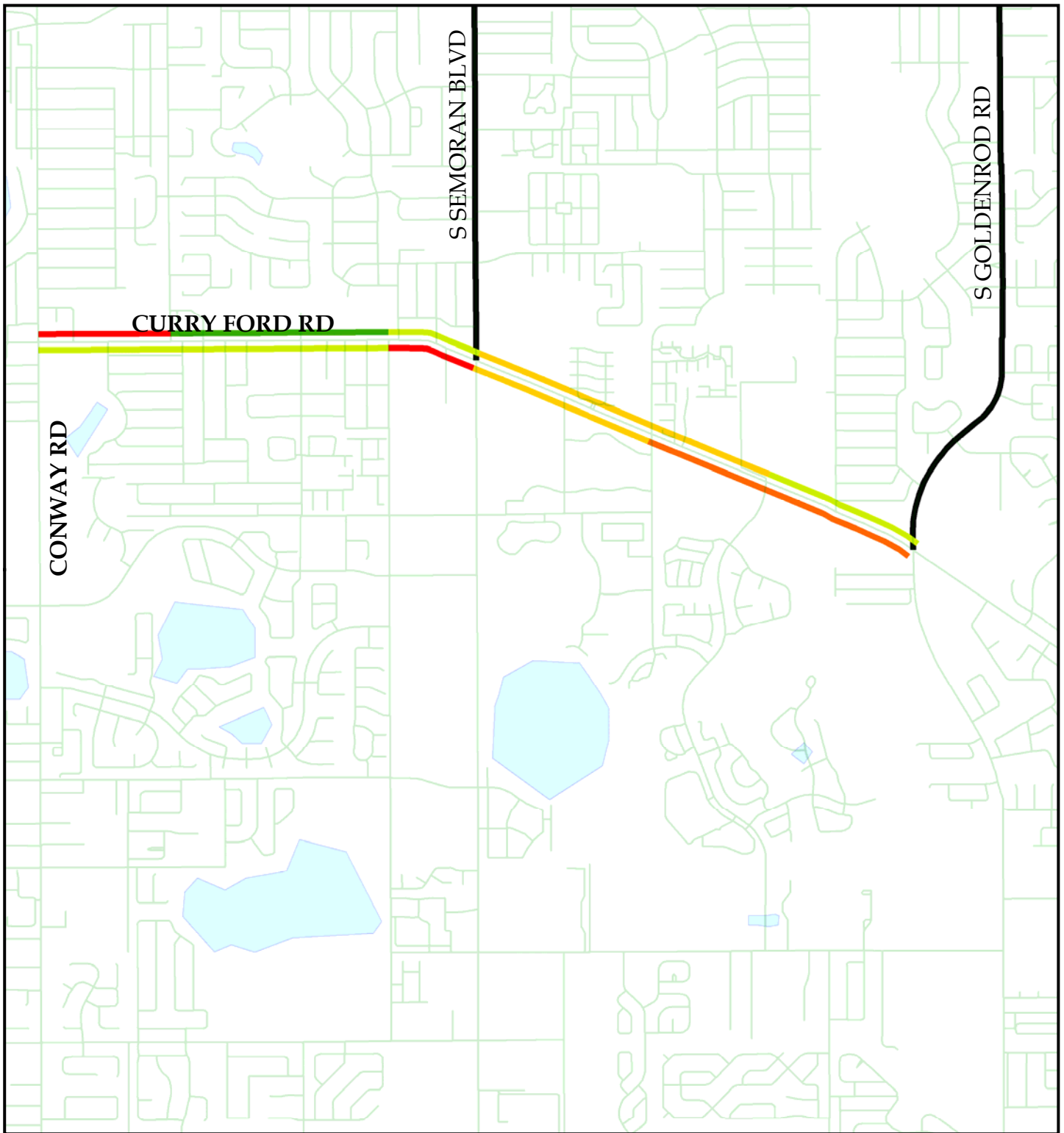
- A
- B
- C
- D
- E
- F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Curry Ford Road - PM Peak

Date of Collection: 1/28/2009 Distance - 2.7 Miles

From : Conway Road

To : Goldenrod Road

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 17.80 MPH

EB Travel Time : 8.77 Min

EB Delay Time : 3.14 Min

WB Avg Speed : 20.70 MPH

WB Travel Time : 7.54 Min

WB Delay Time : 4.19 Min

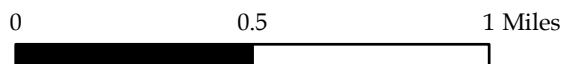
## 2009 METROPLAN ORLANDO Travel Time Study

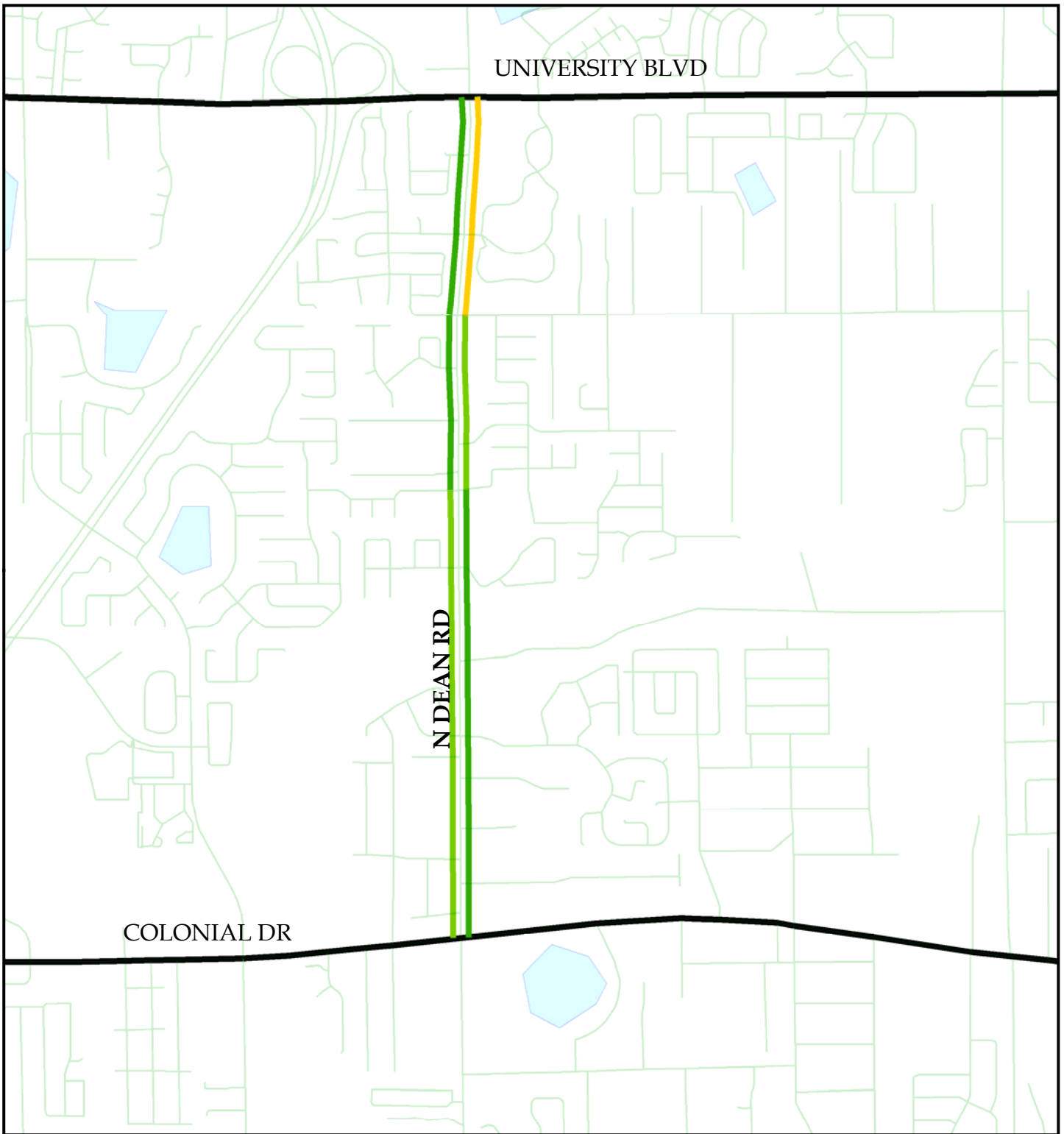
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Dean Road - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/05/2009 Distance - 2.0 Miles

From : Colonial Dr

To : University Boulevard

Start Time : 7:00 AM

End Time : 8:45 AM

NB Avg Speed : 29.00 MPH SB Avg Speed : 33.20 MPH

NB Travel Time : 3.97 Min SB Travel Time : 3.47 Min

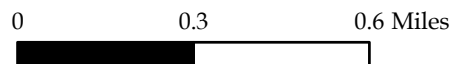
NB Delay Time : 0.94 Min SB Delay Time : 0.75 Min

#### LOS

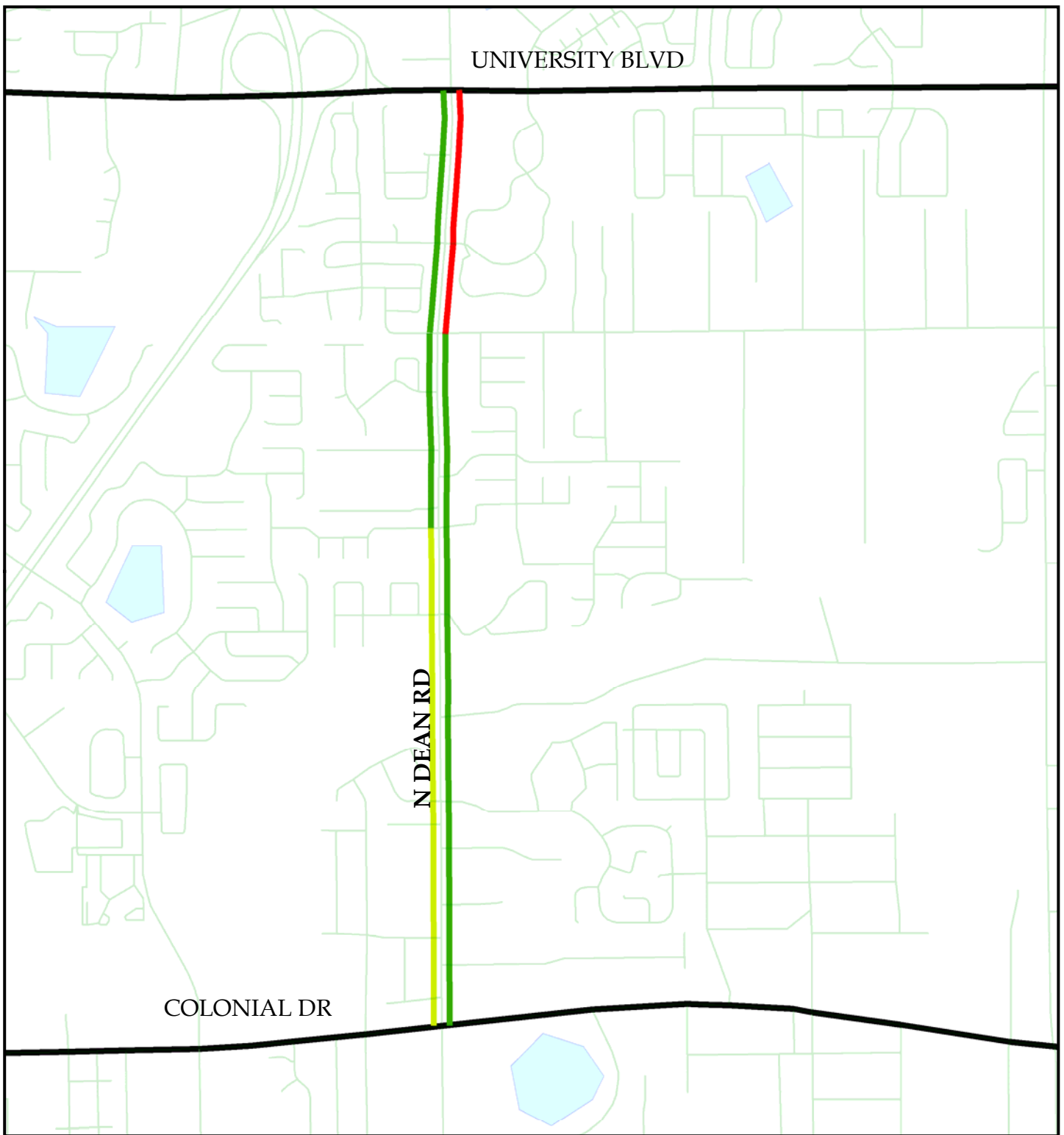
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Dean Road - PM Peak

Date of Collection: 2/11/2009 Distance - 2.0 Miles

From : Colonial Dr

To : University Boulevard

Start Time : 4:15 PM

End Time : 6:00 PM

NB Avg Speed : 26.00 MPH

NB Travel Time : 4.43 Min

NB Delay Time : 1.86 Min

SB Avg Speed : 30.50 MPH

SB Travel Time : 3.77 Min

SB Delay Time : 0.90 Min

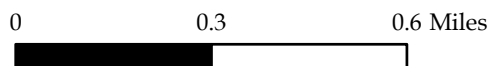
## 2009 METROPLAN ORLANDO Travel Time Study

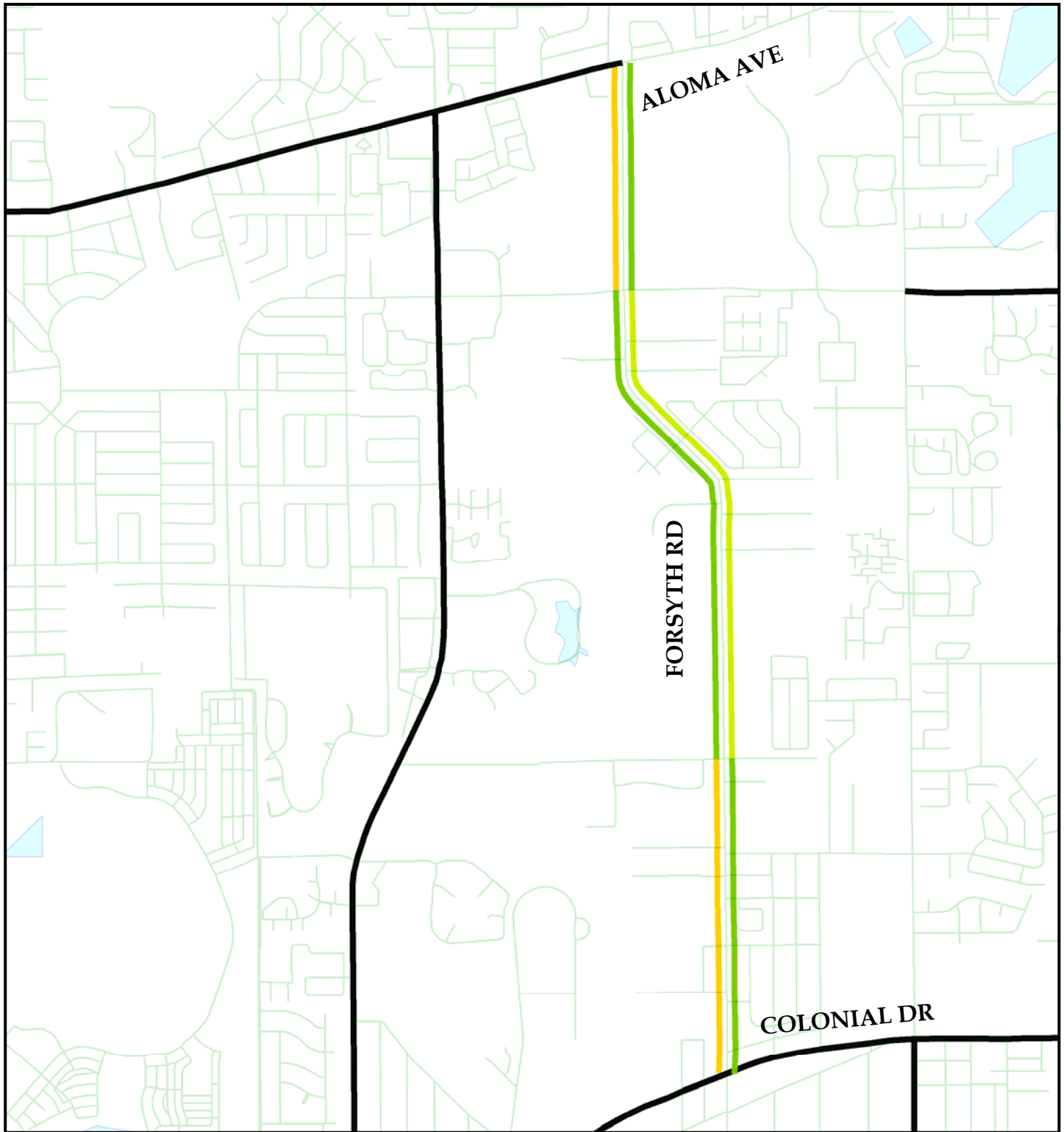
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Forsyth Road - AM Peak

Date of Collection: 2/12/2009 Distance - 2.6 Miles

From : Colonial Drive

To : Aloma Avenue

Start Time : 7:15 AM

End Time : 9:00 AM

NB Avg Speed : 27.70 MPH SB Avg Speed : 23.50 MPH

NB Travel Time : 6.04 Min SB Travel Time : 7.11 Min

NB Delay Time : 1.02 Min SB Delay Time : 1.54 Min

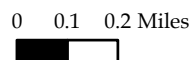
## 2009 METROPLAN ORLANDO Travel Time Study

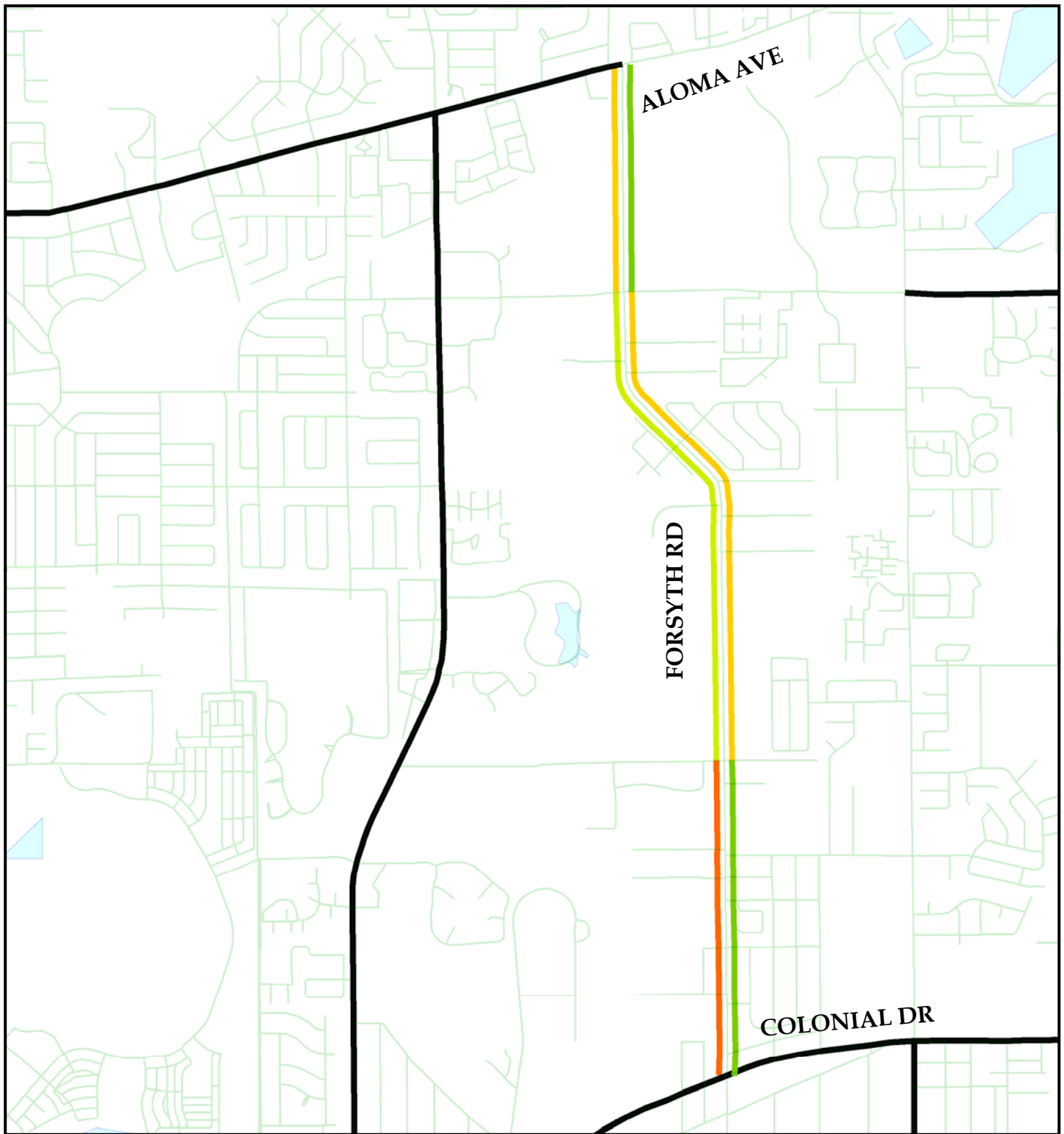
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





### Forsyth Road - PM Peak

Date of Collection: 2/18/2009 Distance - 2.6 Miles

From : Colonial Drive

To : Aloma Avenue

Start Time : 4:00 PM

End Time : 5:45 PM

NB Avg Speed : 25.90 MPH SB Avg Speed : 20.50 MPH

NB Travel Time : 6.47 Min SB Travel Time : 8.17 Min

NB Delay Time : 0.85 Min SB Delay Time : 2.14 Min

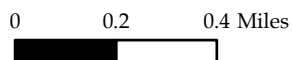
## 2009 METROPLAN ORLANDO Travel Time Study

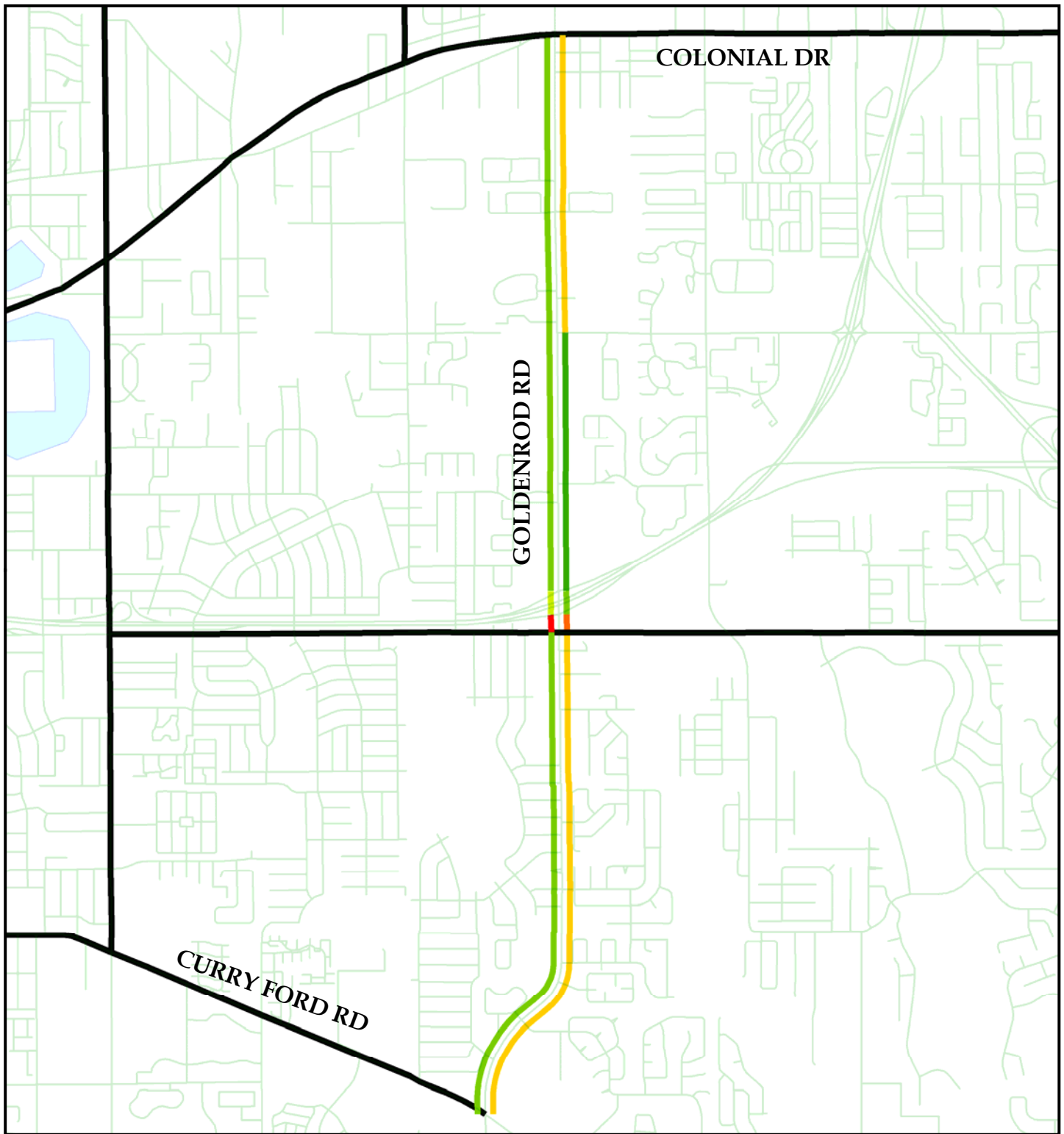
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





### Goldenrod Road - AM Peak

Date of Collection: 1/28/2009 Distance - 3.7 Miles

From : Colonial Drive

To : Curry Ford Road

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 23.10 MPH SB Avg Speed : 29.10 MPH

NB Travel Time : 9.50 Min SB Travel Time : 7.54 Min

NB Delay Time : 2.69 Min SB Delay Time : 3.11 Min

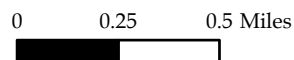
## 2009 METROPLAN ORLANDO Travel Time Study

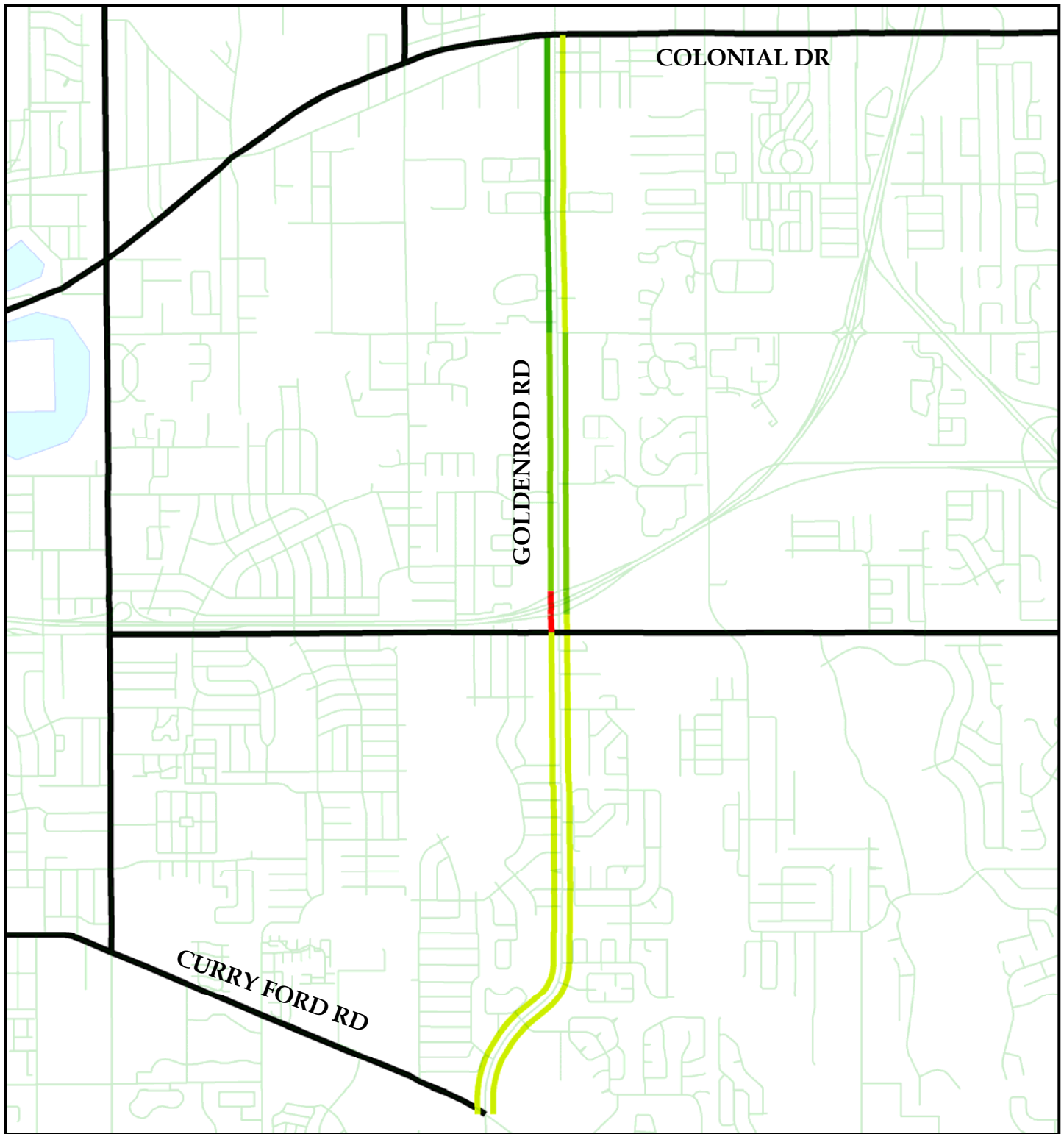
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





### Goldenrod Road - PM Peak

Date of Collection: 1/29/2009 Distance - 3.7 Miles

From : Colonial Drive

To : Curry Ford Road

Start Time : 4:00 PM

End Time : 6:00 PM

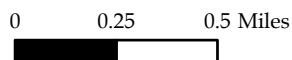
NB Avg Speed : 26.50 MPH SB Avg Speed : 26.90 MPH

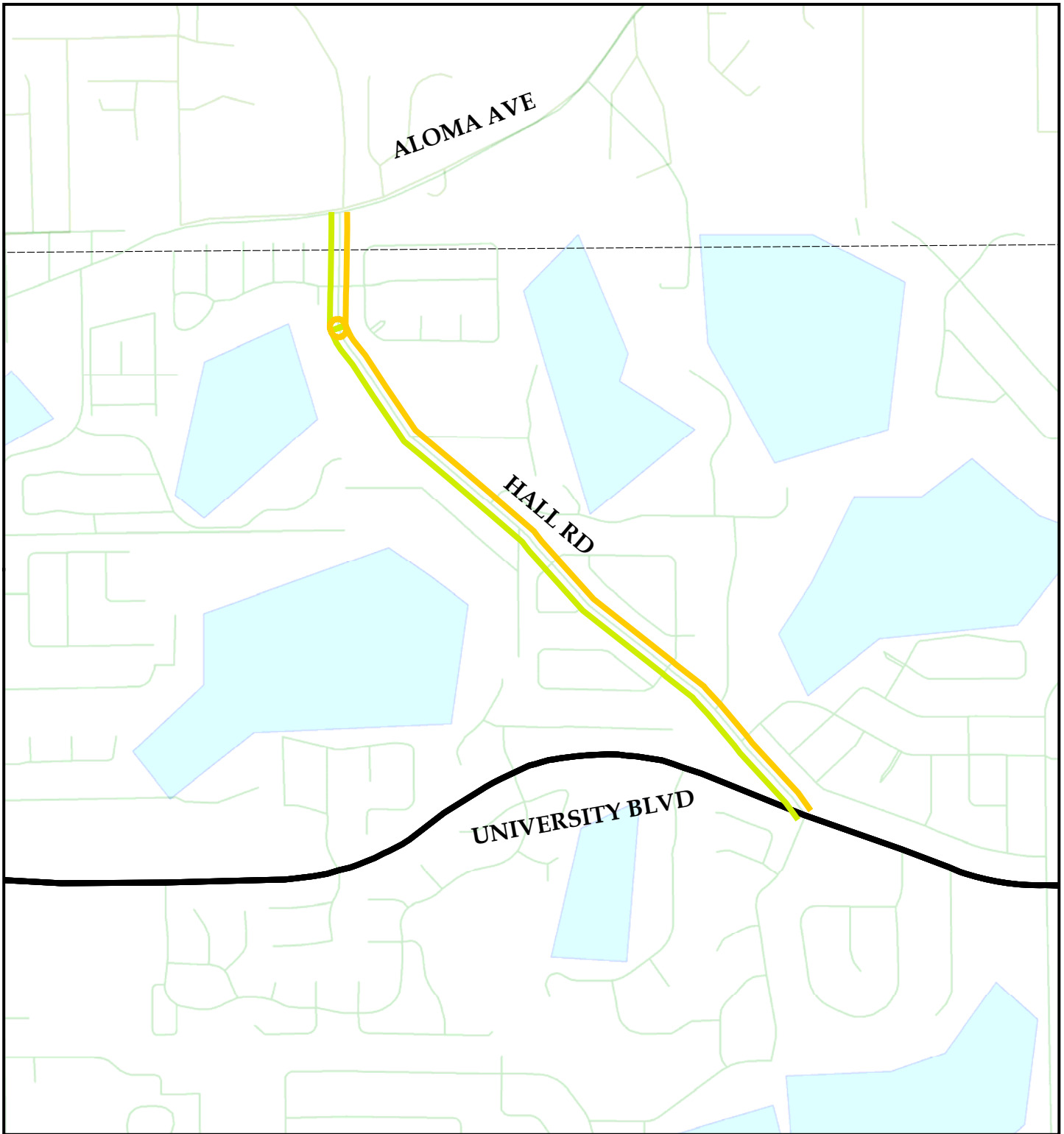
NB Travel Time : 8.28 Min SB Travel Time : 8.16 Min

NB Delay Time : 2.08 Min SB Delay Time : 2.86 Min

## 2009 METROPLAN ORLANDO Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | <b>Roads</b>              |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### Hall Road - AM Peak

Date of Collection: 2/17/2009 Distance - 1.12 Miles

From : University Boulevard

To : Aloma Avenue

Start Time : 7:00 AM

End Time : 8:45 AM

NB Avg Speed : 17.60 MPH SB Avg Speed : 24.70 MPH

NB Travel Time : 3.81 Min SB Travel Time : 2.72 Min

NB Delay Time : 1.32 Min SB Delay Time : 0.80 Min

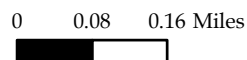
## 2009 METROPLAN ORLANDO Travel Time Study

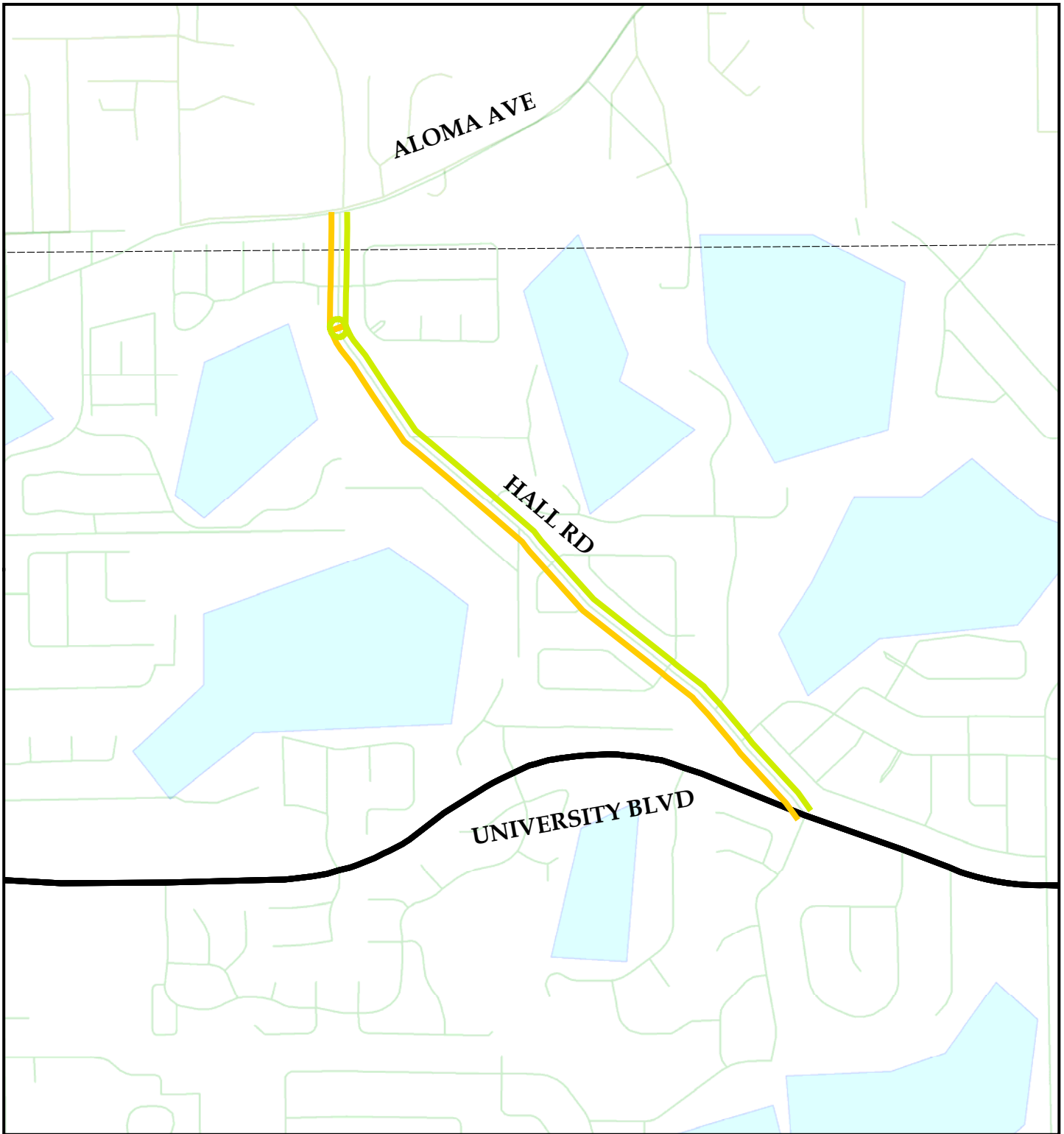
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Hall Road - PM Peak

Date of Collection: 2/25/2009 Distance - 1.12 Miles

From : University Boulevard

To : Aloma Avenue

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 25.40 MPH SB Avg Speed : 21.30 MPH

NB Travel Time : 2.64 Min SB Travel Time : 3.15 Min

NB Delay Time : 0.59 Min SB Delay Time : 1.24 Min

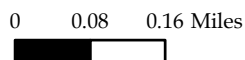
## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

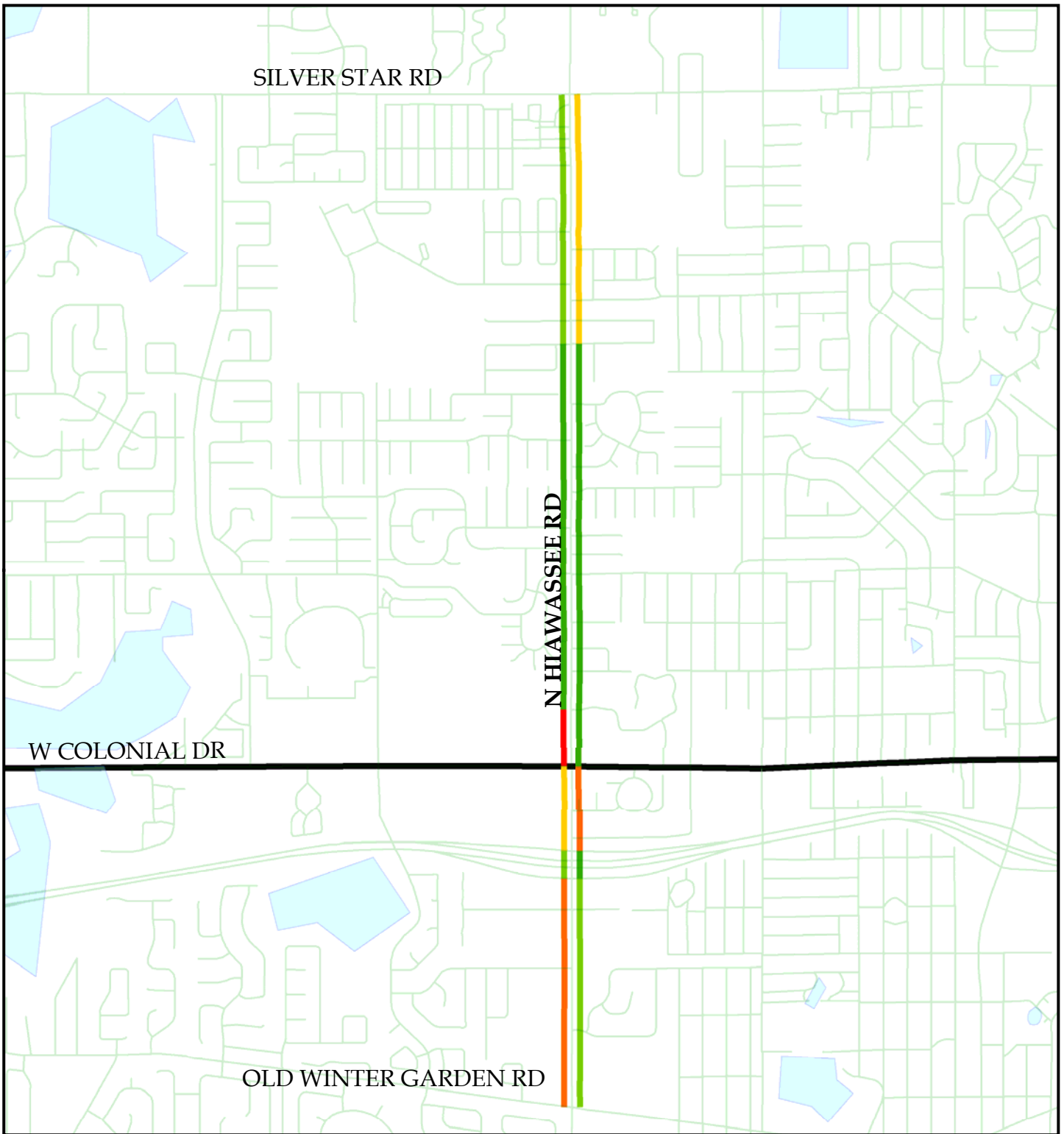
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Hiawassee Road - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 1/28/2009 Distance - 2.7 Miles

From : Old Winter Garden Road

To : Silver Star Road

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 29.90 MPH SB Avg Speed : 22.50 MPH

NB Travel Time : 5.26 Min SB Travel Time : 6.99 Min

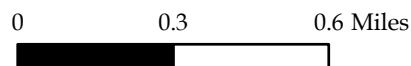
NB Delay Time : 1.20 Min SB Delay Time : 3.01 Min

#### LOS

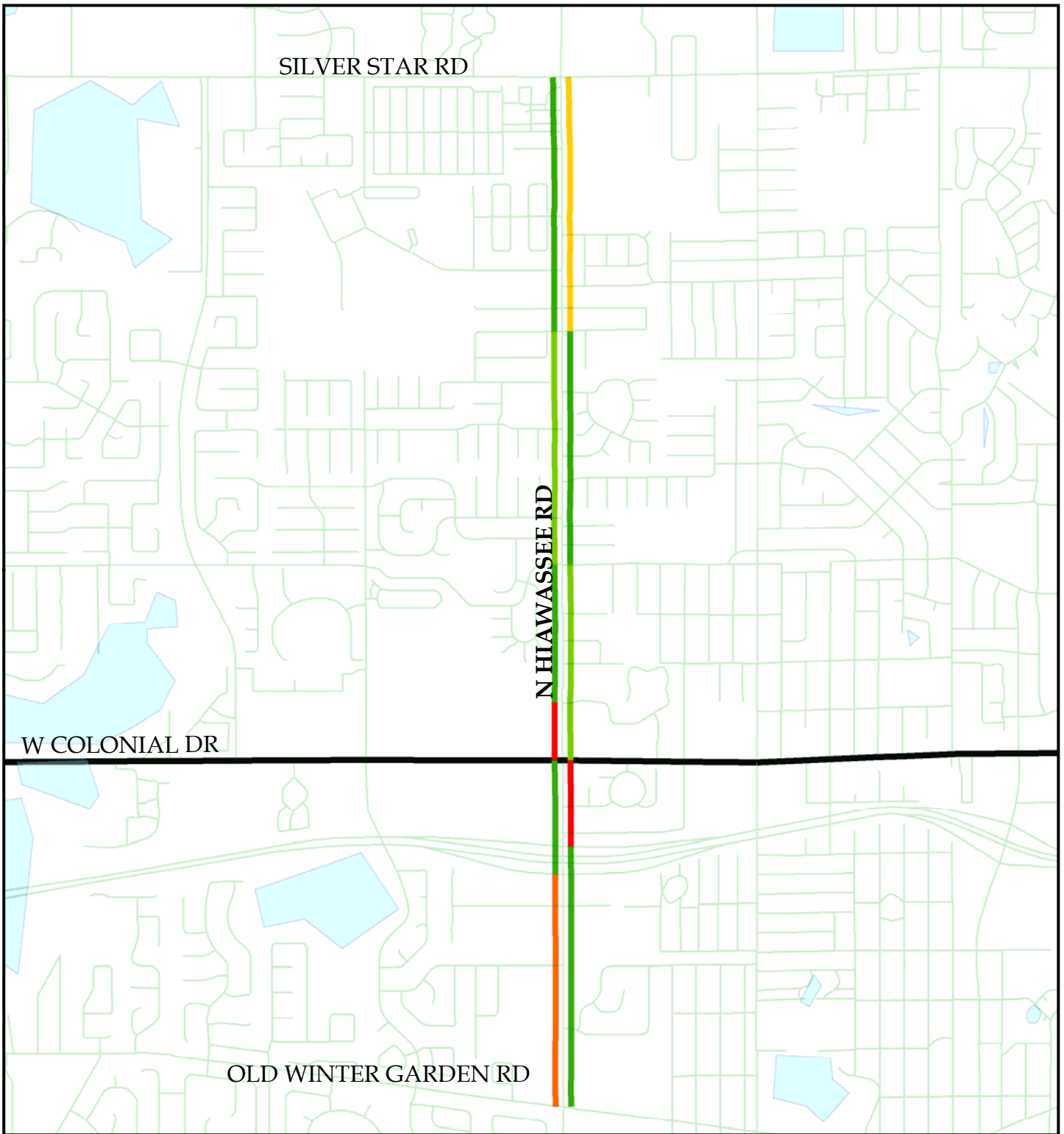
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Hiawassee Road - PM Peak

Date of Collection: 1/28/2009 Distance - 2.7 Miles

From : Old Winter Garden Road

To : Silver Star Road

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 25.10 MPH

NB Travel Time : 6.26 Min

NB Delay Time : 2.32 Min

SB Avg Speed : 21.70 MPH

SB Travel Time : 7.23 Min

SB Delay Time : 3.37 Min

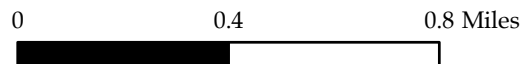
## 2009 METROPLAN ORLANDO Travel Time Study

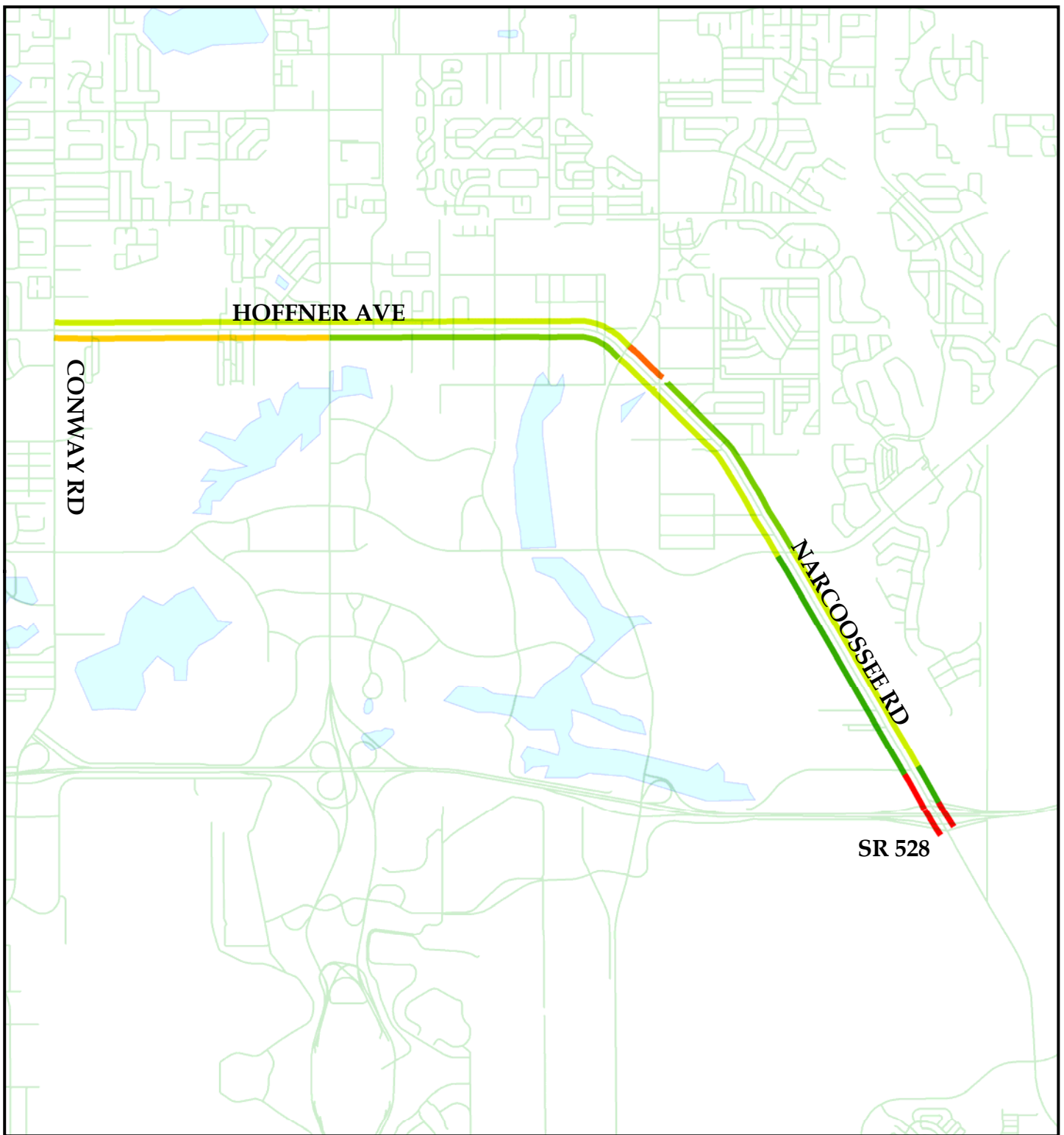
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Hoffner - Narcossee Road - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/19/2009 Distance - 5.3 Miles

From : Conway Road

To : SR 528

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 24.80 MPH

EB Travel Time : 12.59 Min

EB Delay Time : 3.50 Min

WB Avg Speed : 23.90 MPH

WB Travel Time : 13.05 Min

WB Delay Time : 3.59 Min

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

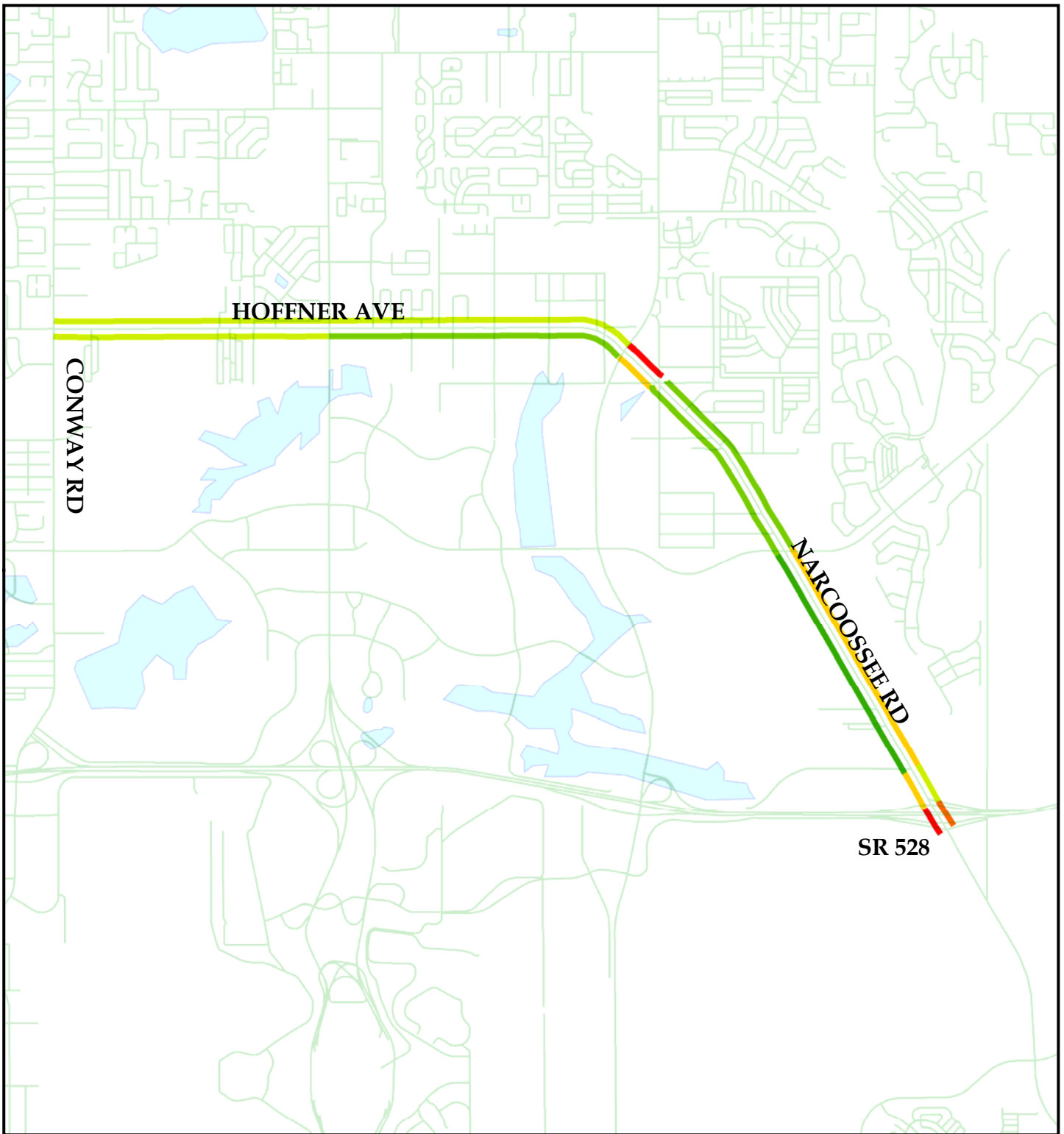
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.25 0.5 Miles





### Hoffner - Narcoossee Road - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/19/2009 Distance - 5.3 Miles

From : Conway Road

To : SR 528

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 26.60 MPH

EB Travel Time : 11.71 Min

EB Delay Time : 2.90 Min

WB Avg Speed : 22.90 MPH

WB Travel Time : 13.61 Min

WB Delay Time : 5.49 Min

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

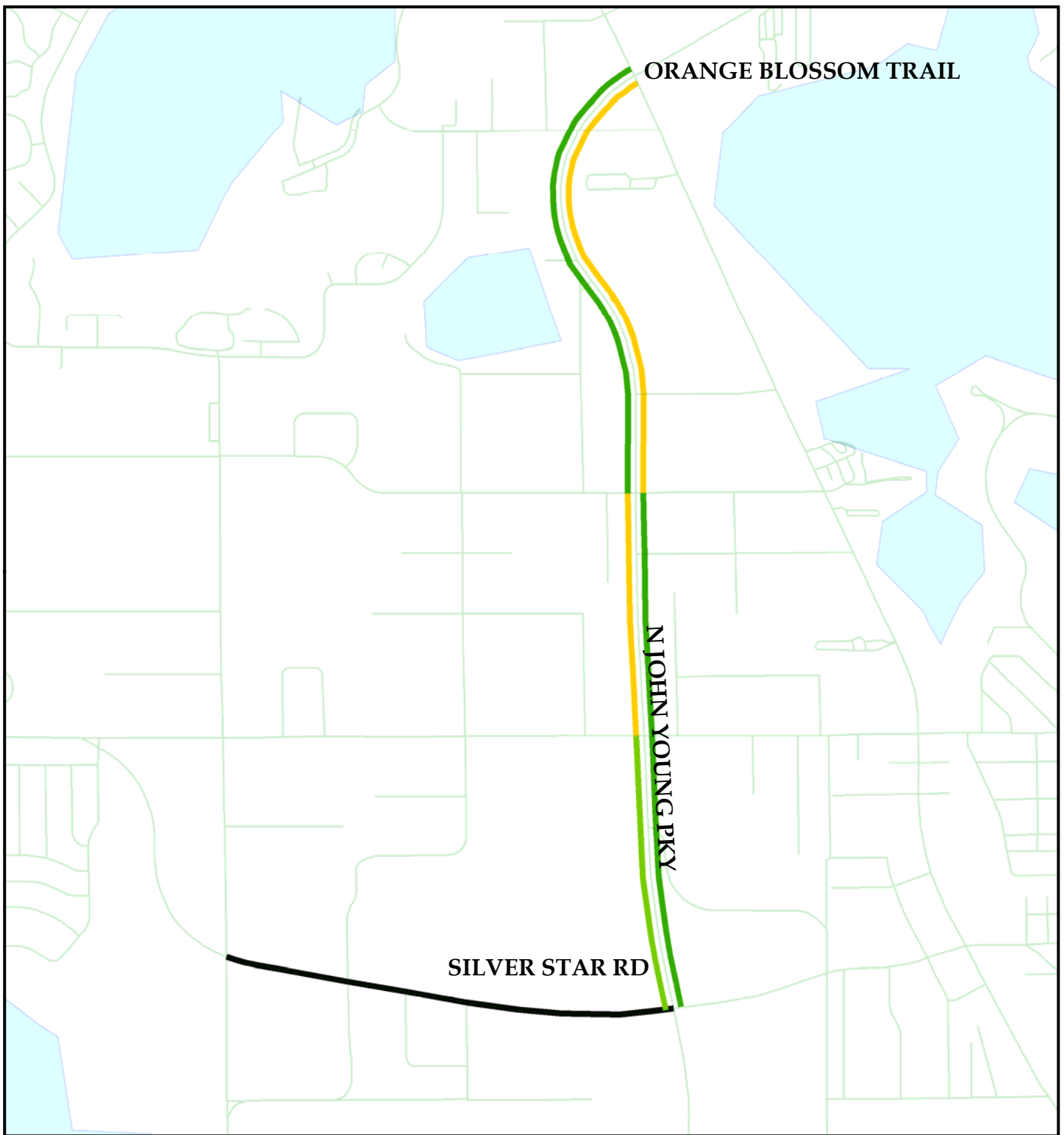
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.25 0.5 Miles





## John Young Parkway - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/04/2009 Distance - 2.2 Miles

From : Silver Star Road

To : Orange Blossom Trail

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 26.80 MPH SB Avg Speed : 30.20 MPH





NB Travel Time : 4.48 Min SB Travel Time : 3.97 Min

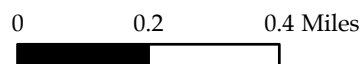
NB Delay Time : 1.74 Min SB Delay Time : 2.24 Min

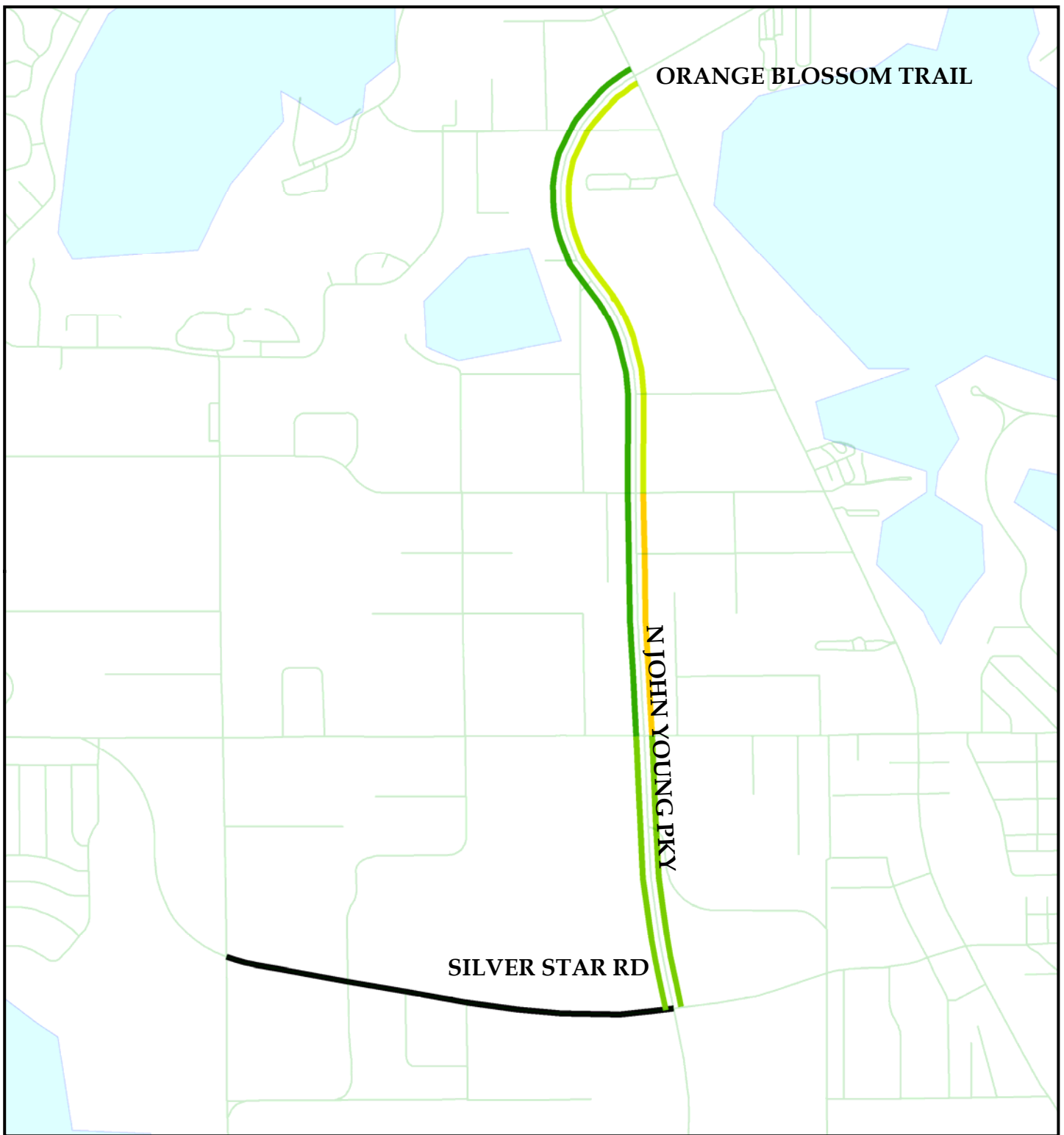
### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

### Roads

-  Roads
-  County Boundaries
-  Water Bodies
-  Travel Time Study Roads





## John Young Parkway - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/12/2009 Distance - 2.2 Miles

From : Silver Star Road

To : Orange Blossom Trail

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 24.10 MPH SB Avg Speed : 41.40 MPH

NB Travel Time : 4.97 Min SB Travel Time : 4.97 Min

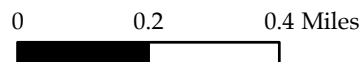
NB Delay Time : 2.00 Min SB Delay Time : 0.00 Min

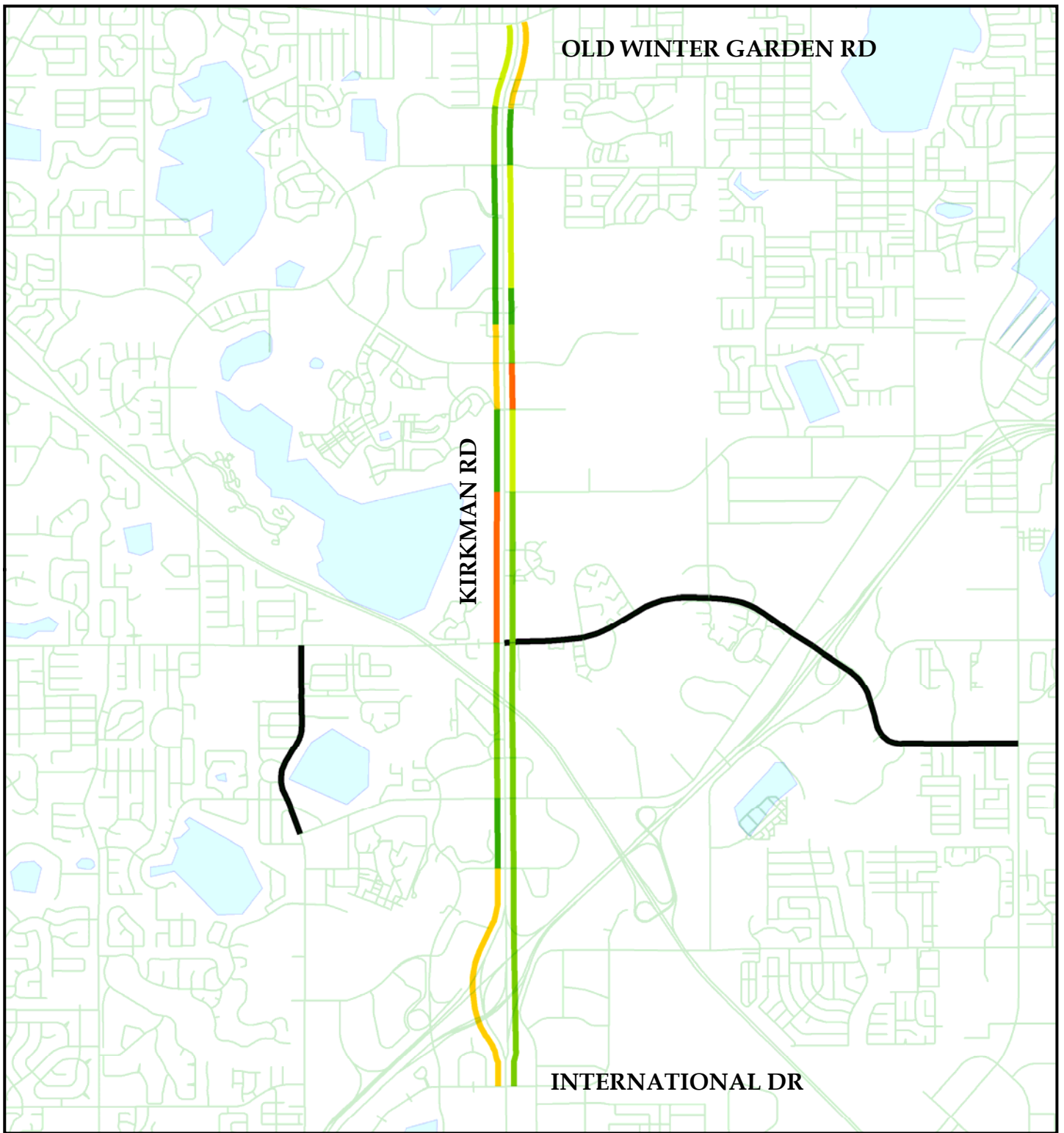
### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Kirkman Road - AM Peak

Date of Collection: 2/17/2009 Distance - 5.2 Miles

From :International Dr

To : Old Winter Garden Rd

Start Time : 7:00 AM

End Time : 8:45 AM

NB Avg Speed : 34.40 MPH SB Avg Speed : 29.60 MPH

NB Travel Time : 9.01 Min SB Travel Time :10.54 Min

NB Delay Time : 4.50 Min SB Delay Time : 5.74 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

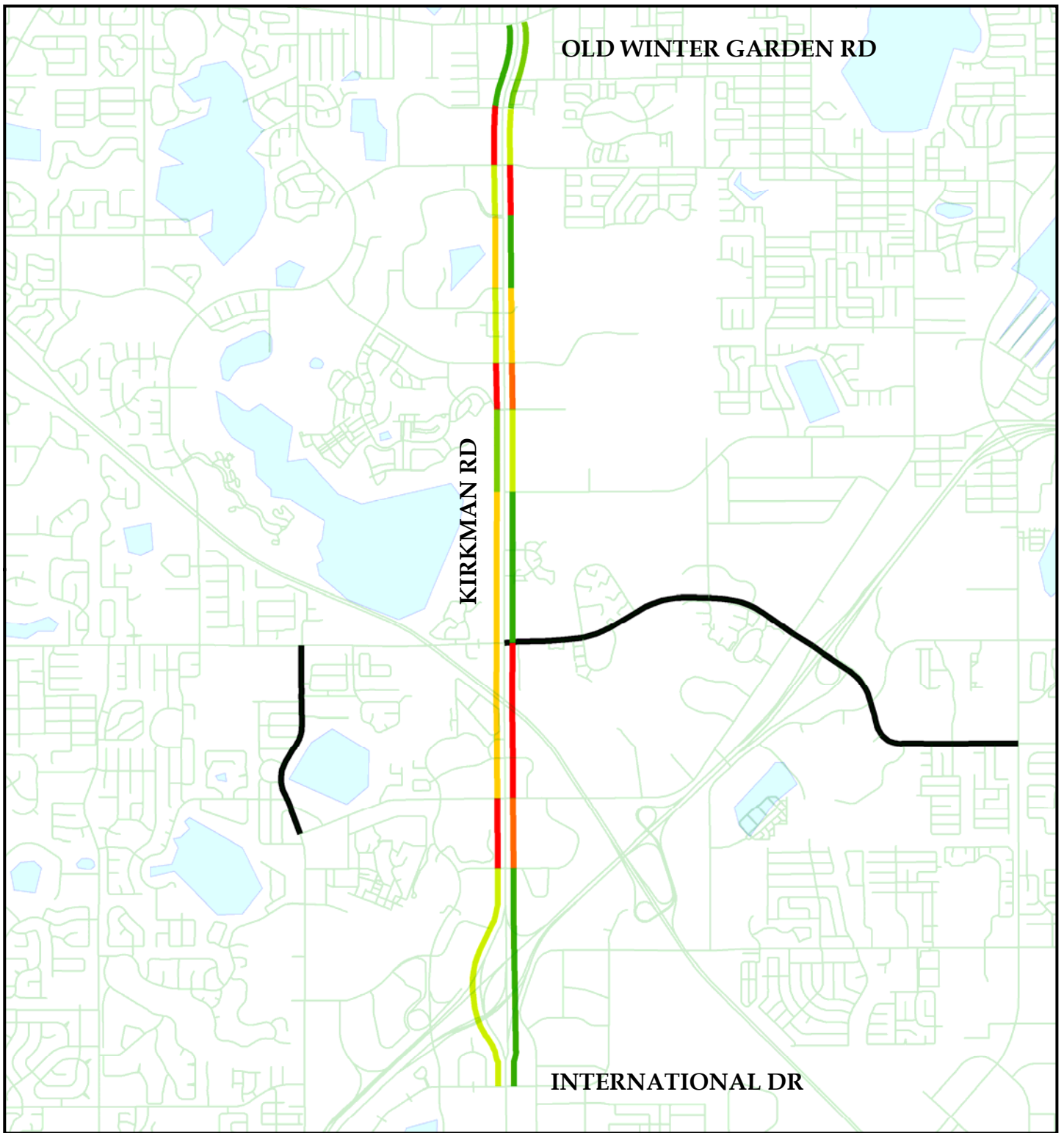
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.2 0.4 Miles







### Kirkman Road - PM Peak

Date of Collection: 2/19/2009 Distance - 5.2 Miles

From :International Dr

To : Old Winter Garden Rd

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 26.50 MPH SB Avg Speed : 23.60 MPH

NB Travel Time : 11.70 Min SB Travel Time :13.23 Min

NB Delay Time : 3.57 Min SB Delay Time : 5.52 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

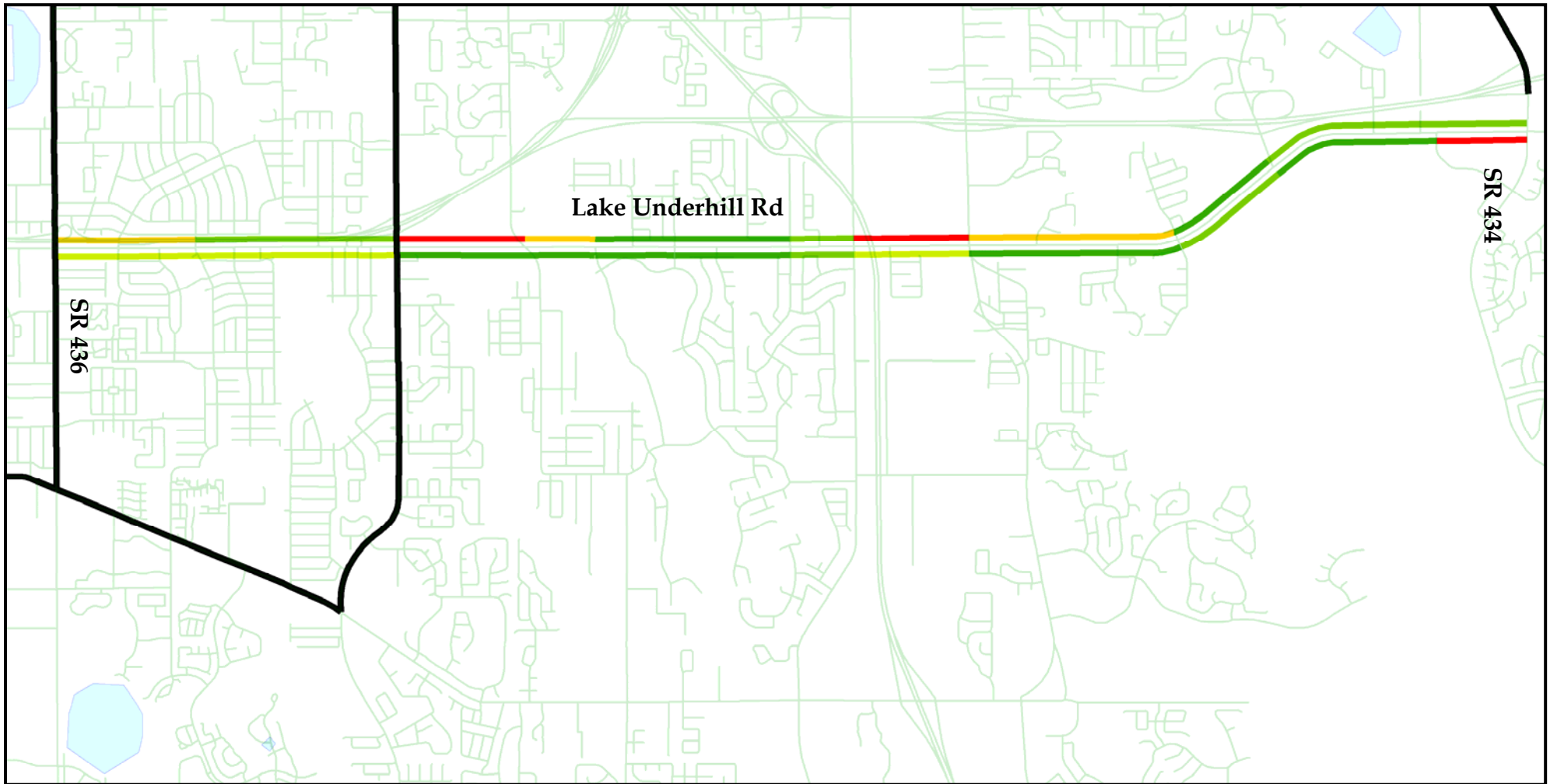
#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.2 0.4 Miles





### Lake Underhill Road - AM Peak

Date of Collection: 2/03/2009 & 2/04/2009 Distance - 6.7 Miles

From :SR 436

To : SR 434

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 29.40 MPH

EB Travel Time : 13.40 Min

EB Delay Time : 2.40 Min

WB Avg Speed : 21.20 MPH

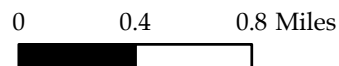
WB Travel Time : 18.54 Min

WB Delay Time : 5.04 Min

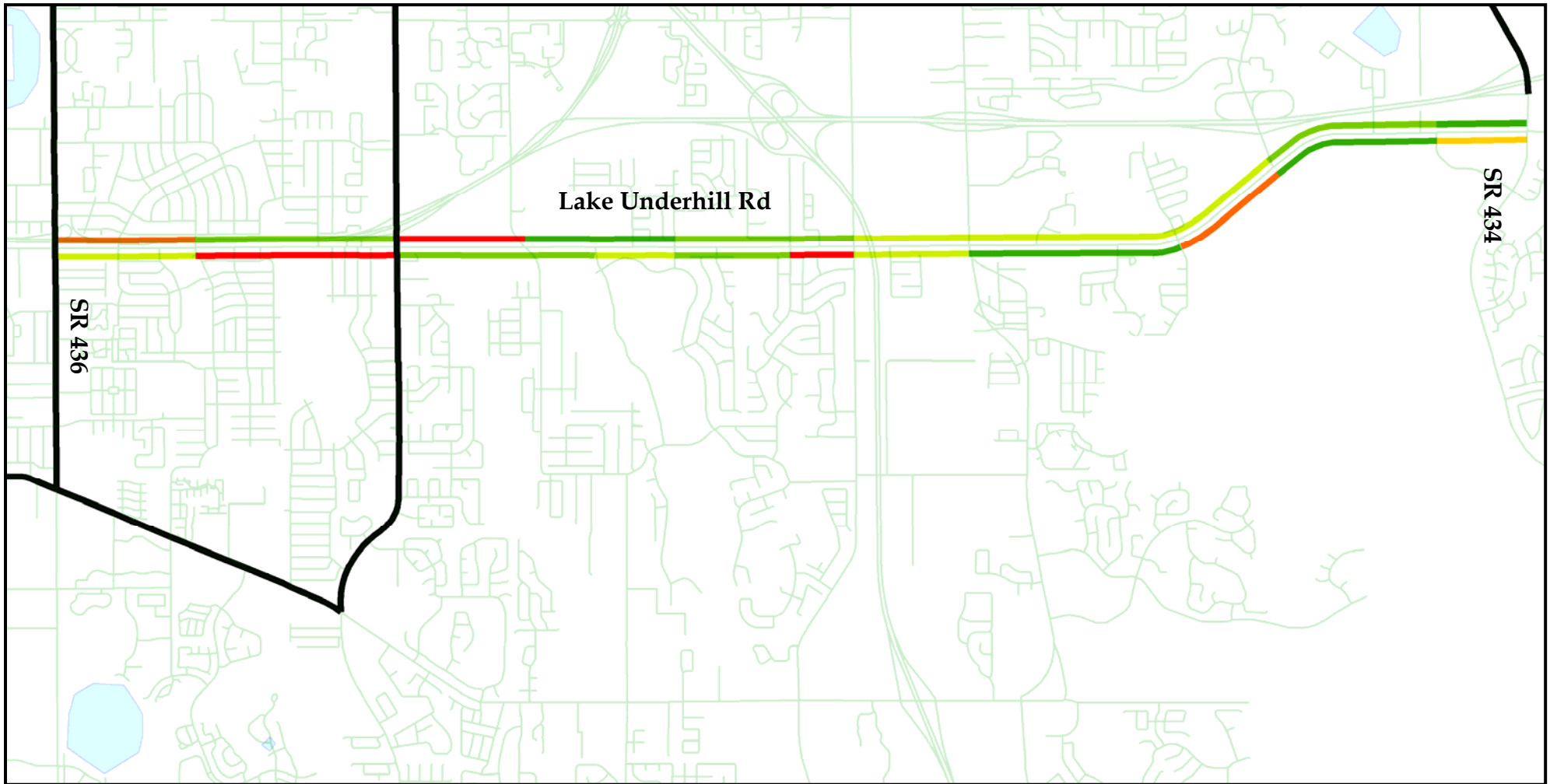
## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |







### Lake Underhill Road - PM Peak

Date of Collection: 2/04/2009 & 2/05/2009 Distance - 6.7 Miles

From :SR 436

To : SR 434

Start Time : 4:15 PM

End Time : 6:00 PM

EB Avg Speed : 21.80 MPH

EB Travel Time : 18.02 Min

EB Delay Time : 4.67 Min

WB Avg Speed : 23.30 MPH

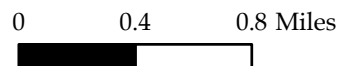
WB Travel Time : 16.92 Min

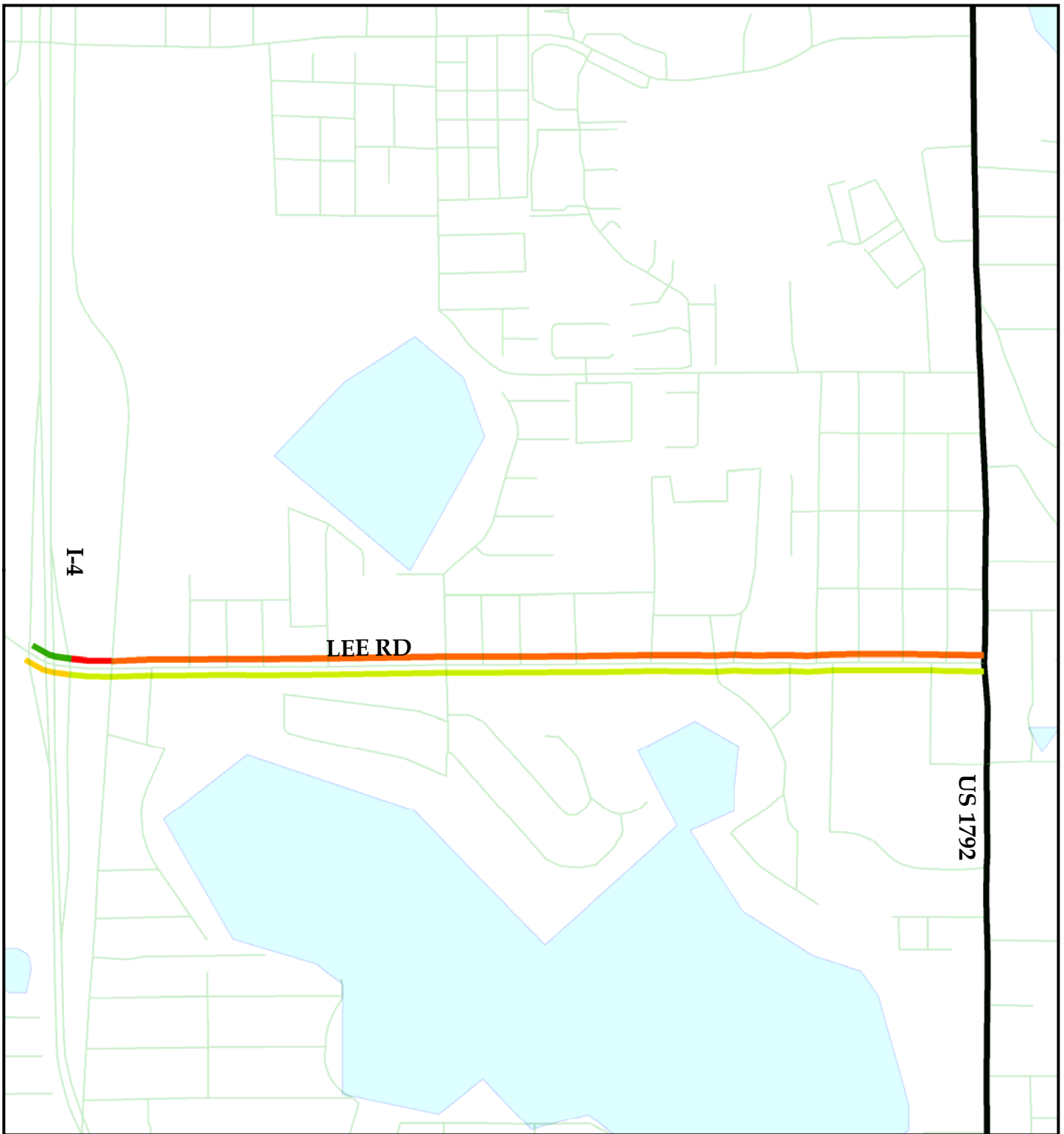
WB Delay Time : 4.65 Min

## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### Lee Road - AM Peak

Date of Collection: 2/19/2009 Distance - 1.3 Miles

From : I-4

To : US 1792

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 26.60 MPH

EB Travel Time : 2.95 Min

EB Delay Time : 0.87 Min

WB Avg Speed : 16.80 MPH

WB Travel Time : 4.67 Min

WB Delay Time : 0.73 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

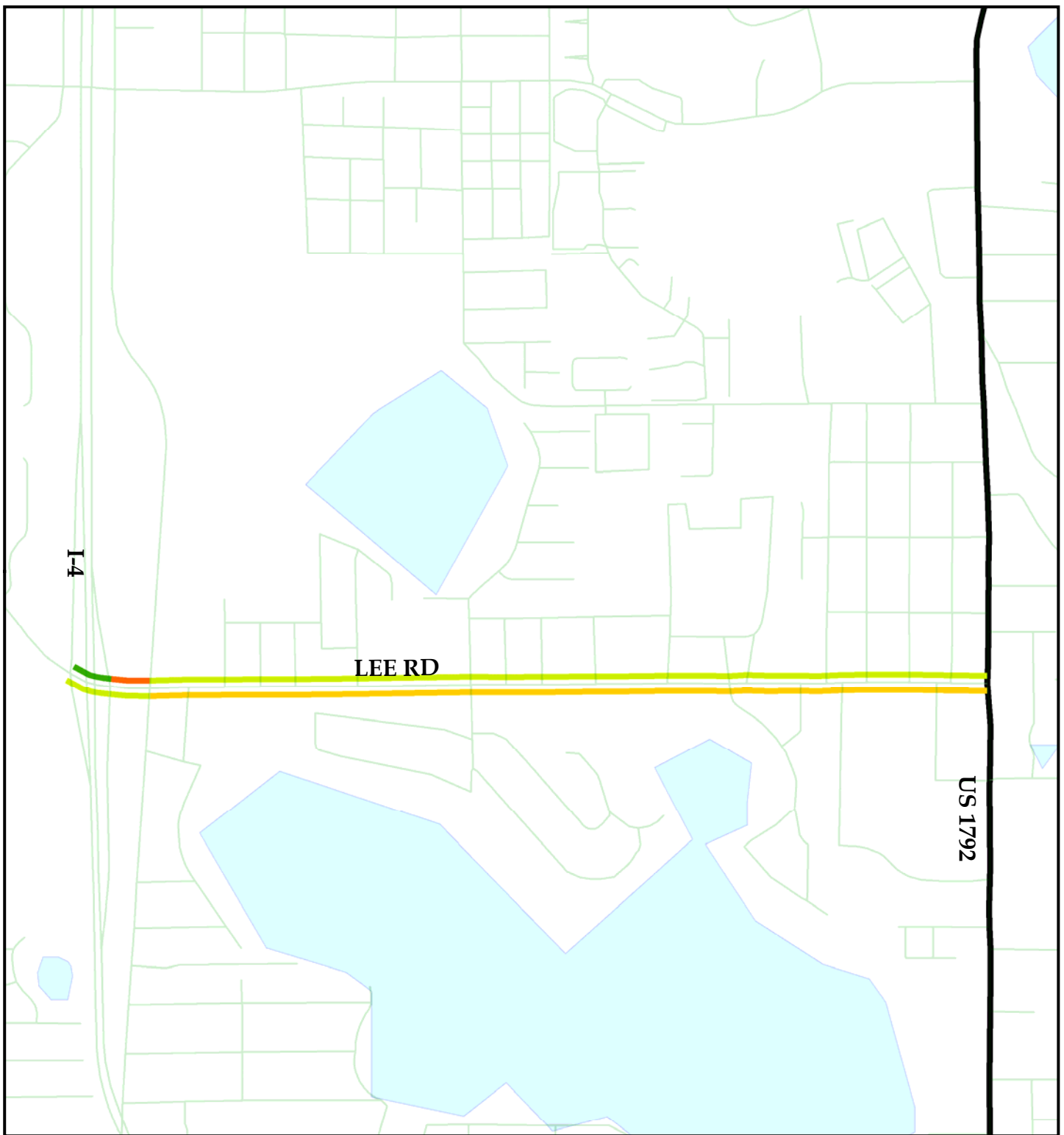
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.07 0.14 Miles





### Lee Road - PM Peak

Date of Collection: 2/26/2009 Distance - 1.3 Miles

From : I-4

To : US 1792

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 18.40 MPH

EB Travel Time : 4.28 Min

EB Delay Time : 1.68 Min

WB Avg Speed : 24.40 MPH

WB Travel Time : 3.22 Min

WB Delay Time : 0.72 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

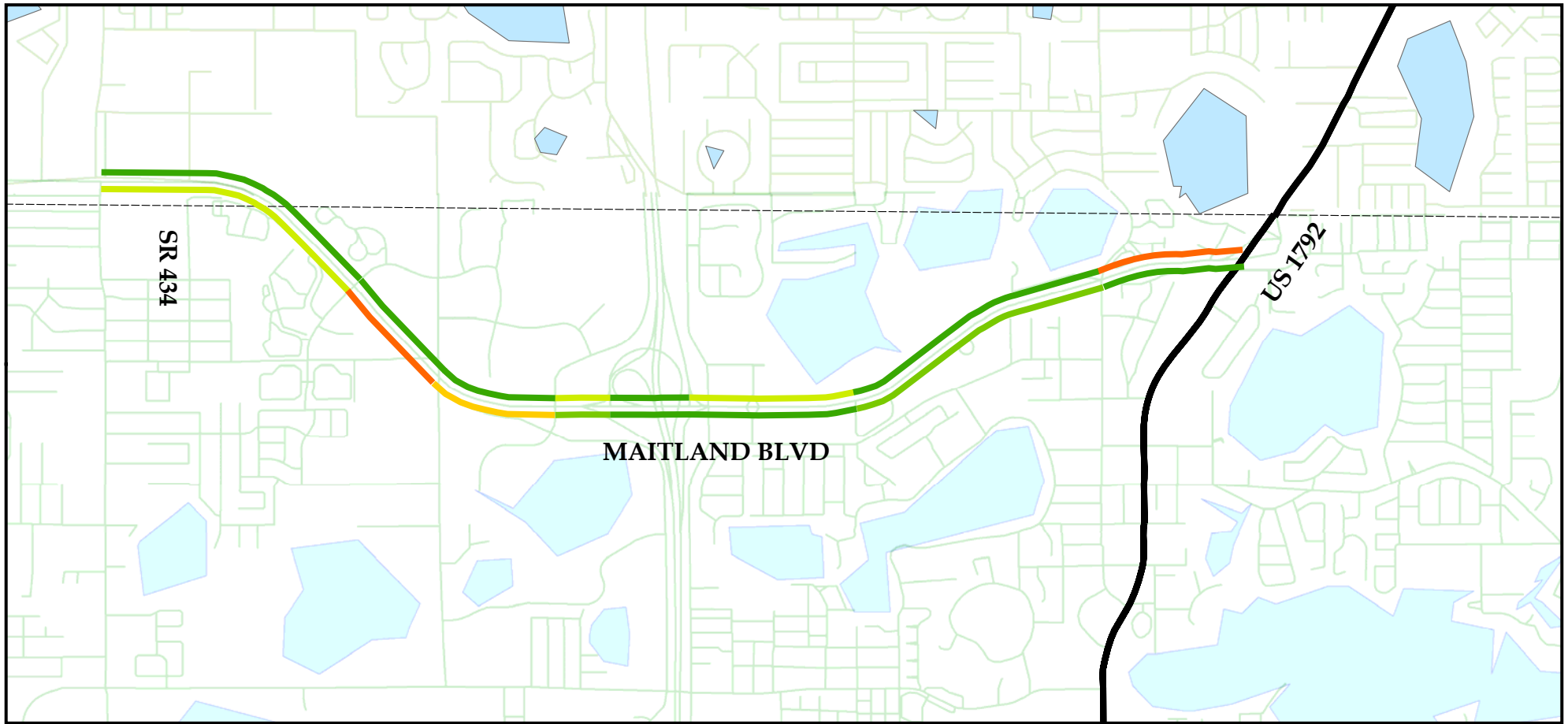
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.07 0.14 Miles





### Maitland Boulevard - AM Peak

Date of Collection: 2/19/2009 Distance - 3.7 Miles

From : SR 434

To : US 1792

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 28.20 MPH

EB Travel Time : 7.97 Min

EB Delay Time : 2.15 Min

WB Avg Speed : 31.70 MPH

WB Travel Time : 7.09 Min

WB Delay Time : 3.29 Min

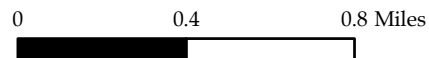
## 2009 METROPLAN ORLANDO Travel Time Study

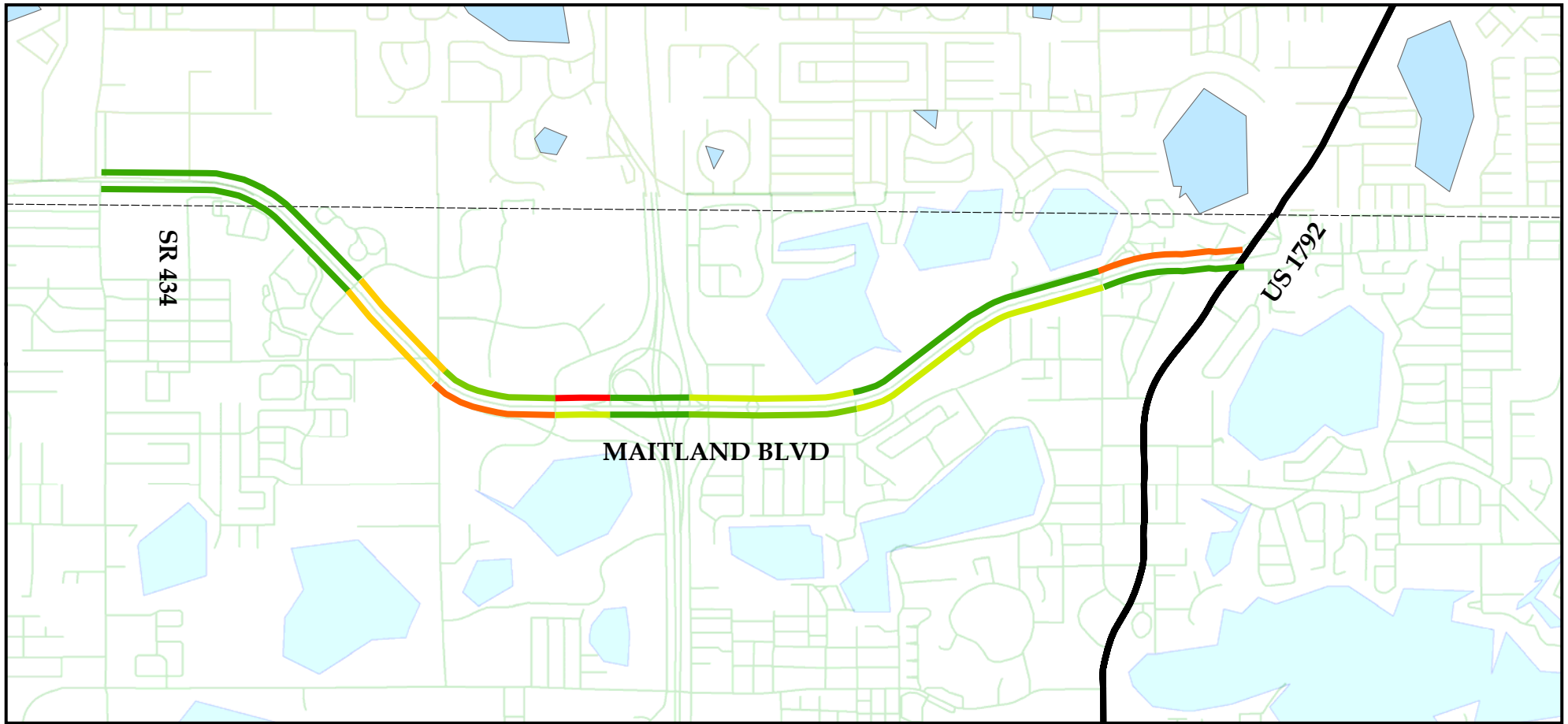
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Maitland Boulevard - PM Peak

Date of Collection: 2/19/2009 Distance - 3.7 Miles

From : SR 434

To : US 1792

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 27.50 MPH

EB Travel Time : 8.19 Min

EB Delay Time : 2.92 Min

WB Avg Speed : 27.20 MPH

WB Travel Time : 8.28 Min

WB Delay Time : 3.87 Min

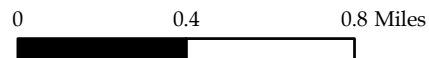
## 2009 METROPLAN ORLANDO Travel Time Study

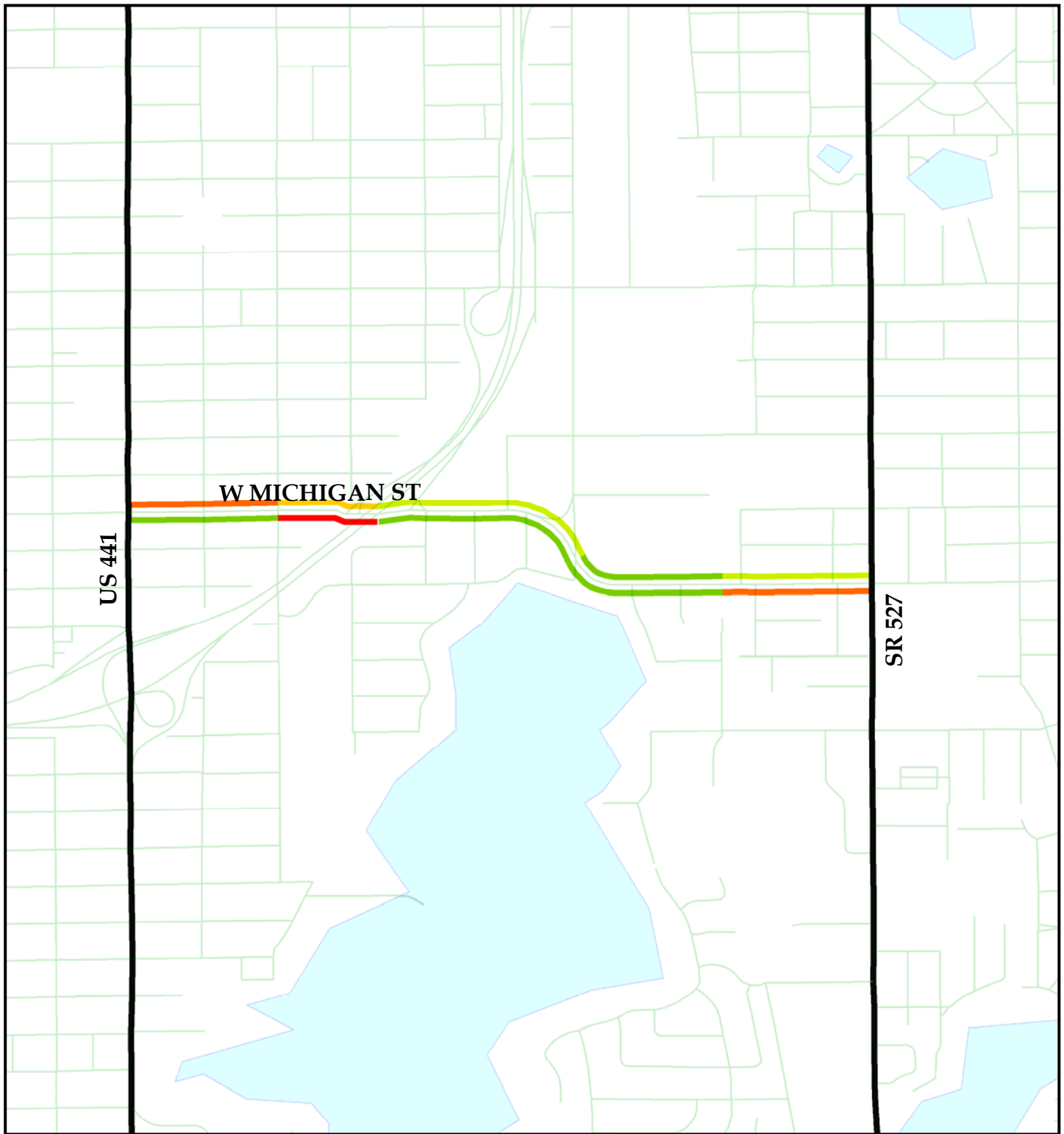
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Michigan Avenue - AM Peak

Date of Collection: 3/17/2009 Distance - 1.3 Miles

From : US 441

To : SR 527

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 21.90 MPH

EB Travel Time : 3.53 Min

EB Delay Time : 1.22 Min

WB Avg Speed : 21.90 MPH

WB Travel Time : 3.54 Min

WB Delay Time : 1.66 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

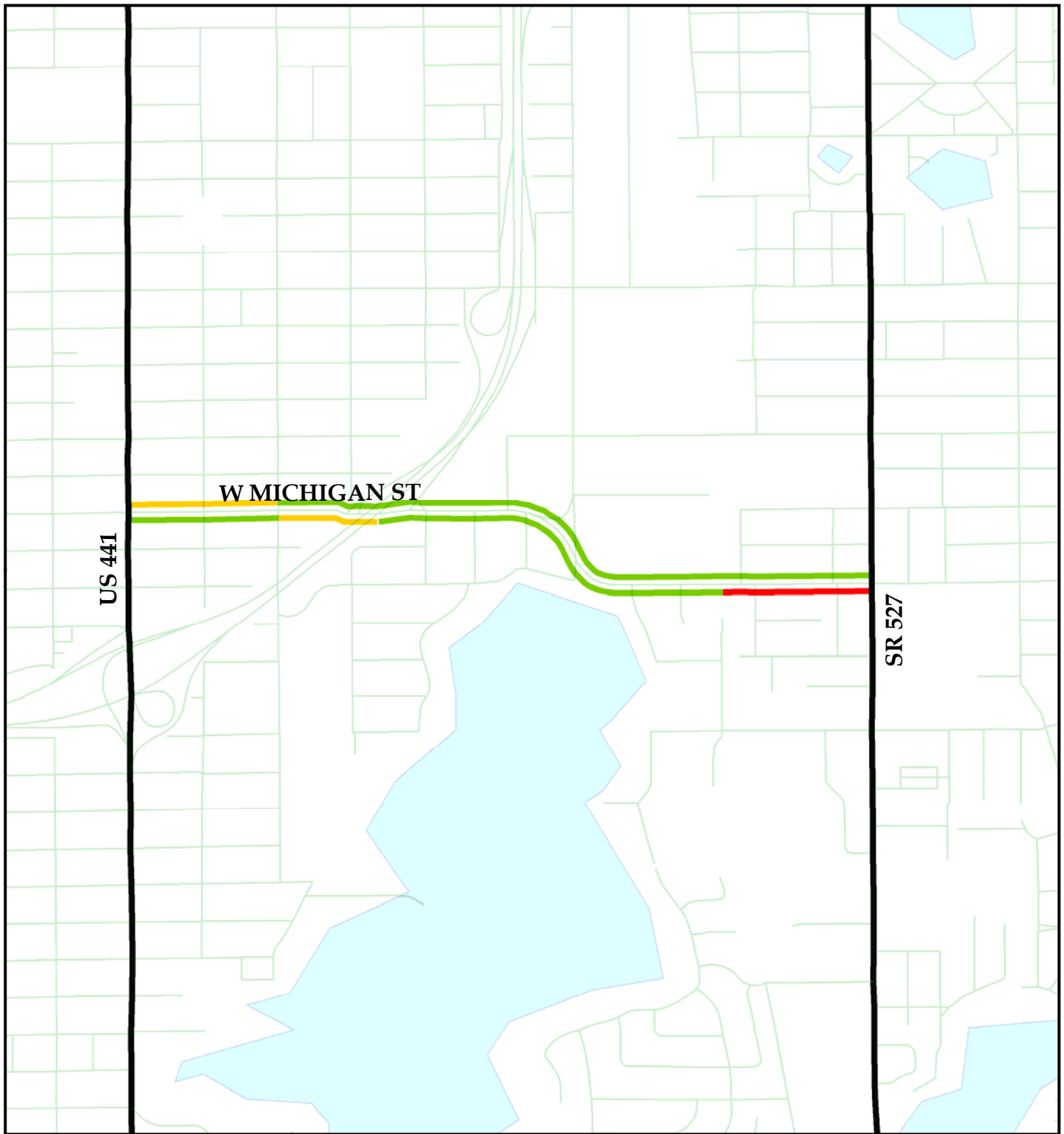
#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies



0 0.05 0.1 Miles





### Michigan Avenue - PM Peak

Date of Collection: 3/19/2009 Distance - 1.3 Miles

From : US 441

To : SR 527

Start Time : 4:00 PM

End Time : 5:45 PM

EB Avg Speed : 19.30 MPH

EB Travel Time : 4.01 Min

EB Delay Time : 1.31 Min

WB Avg Speed : 27.50 MPH

WB Travel Time : 2.81 Min

WB Delay Time : 0.51 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

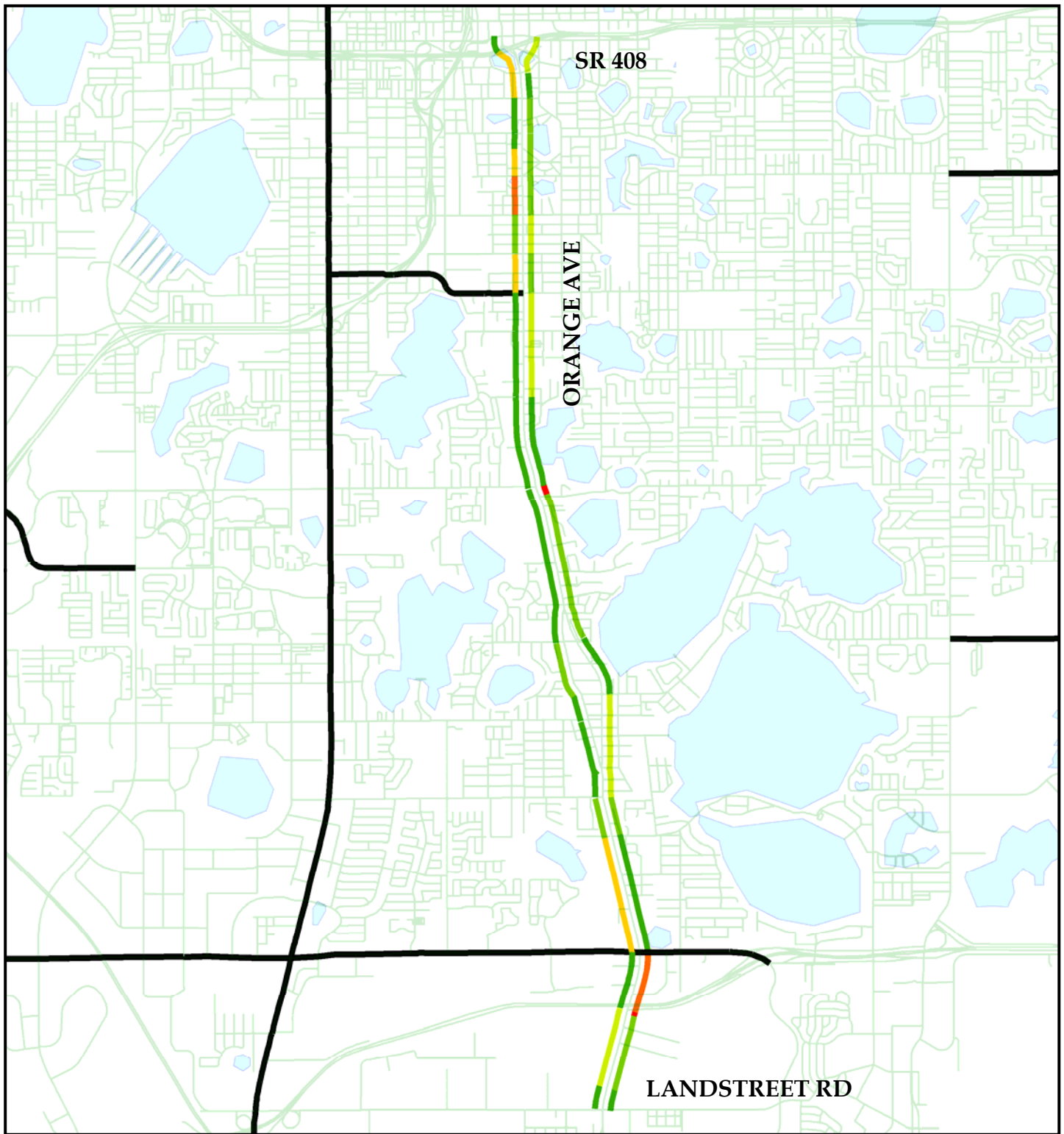
- Travel Time Study Roads
- County Boundaries
- Water Bodies



0 0.05 0.1 Miles







### Orange Avenue - AM Peak

Date of Collection: 2/26/2009 & 3/03/2009 Distance - 7.0 Miles

From : Landstreet Road

To : SR 408

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 27.40 MPH SB Avg Speed : 27.90 MPH

NB Travel Time : 15.39 Min SB Travel Time : 15.24 Min

NB Delay Time : 5.01 Min SB Delay Time : 5.13 Min

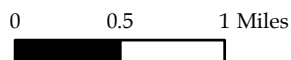
## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

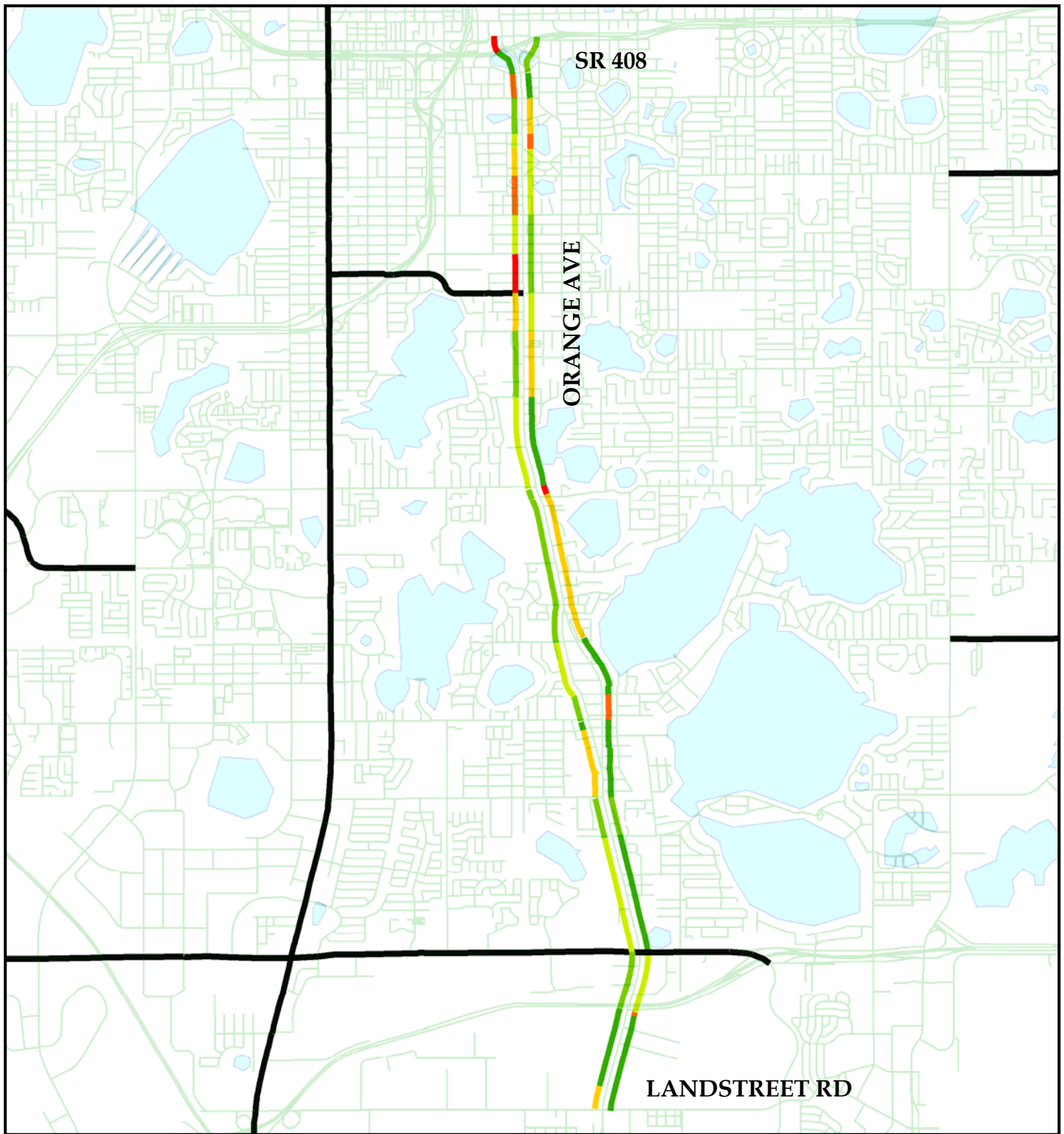
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies







### Orange Avenue - PM Peak

Date of Collection: 3/05/2009 & 3/17/2009 Distance - 7.0 Miles

From : Landstreet Road

To : SR 408

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 26.20 MPH SB Avg Speed : 23.60 MPH

NB Travel Time : 16.09 Min SB Travel Time : 18.00 Min

NB Delay Time : 4.89 Min SB Delay Time : 8.33 Min

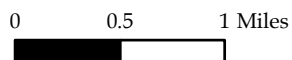
## 2009 METROPLAN ORLANDO Travel Time Study

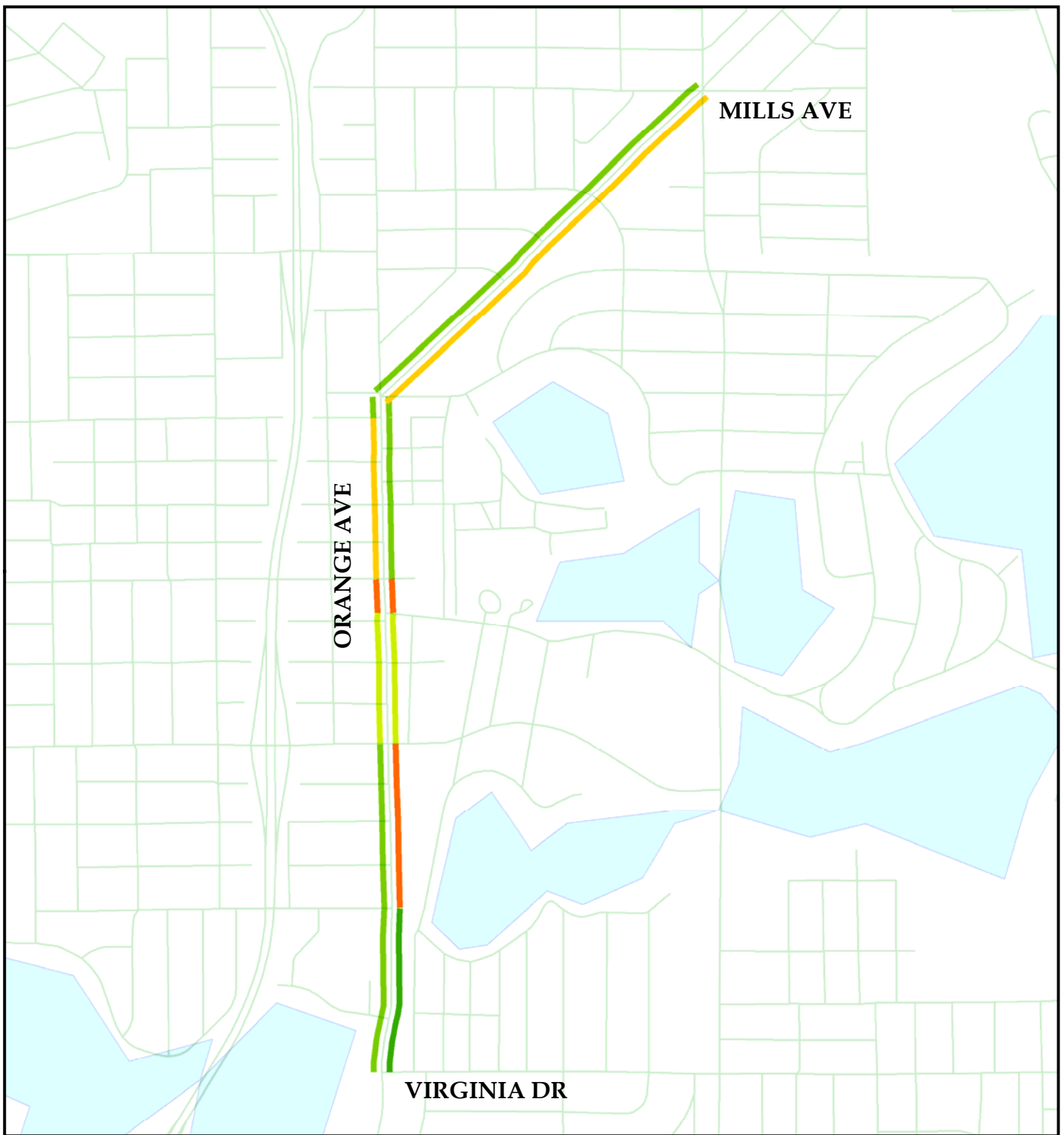
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





### Orange Avenue - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/24/2009 Distance - 1.5 Miles

From : Virginia Dr

To : Mills Ave

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 18.20 MPH SB Avg Speed : 22.20 MPH

NB Travel Time : 5.61 Min SB Travel Time : 4.59 Min

NB Delay Time : 2.17 Min SB Delay Time : 2.01 Min

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

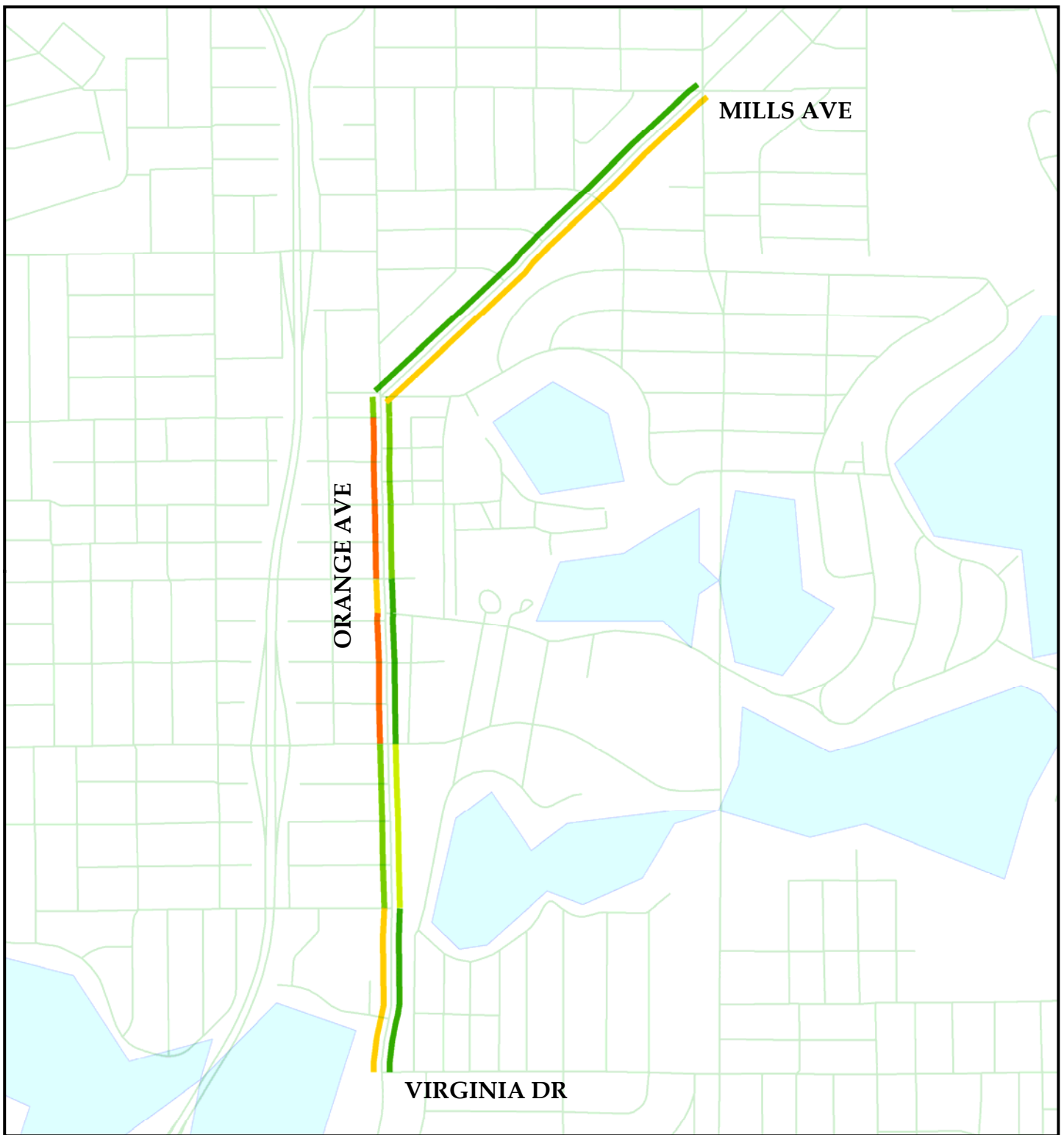
#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.075 0.15 Miles





### Orange Avenue - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/26/2009 Distance - 1.5 Miles

From : Virginia Dr

To : Mills Ave

Start Time : 4:15 PM

End Time : 6:00 PM

NB Avg Speed : 21.70 MPH SB Avg Speed : 20.20 MPH

NB Travel Time : 4.70 Min SB Travel Time : 5.06 Min

NB Delay Time : 2.34 Min SB Delay Time : 1.93 Min

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

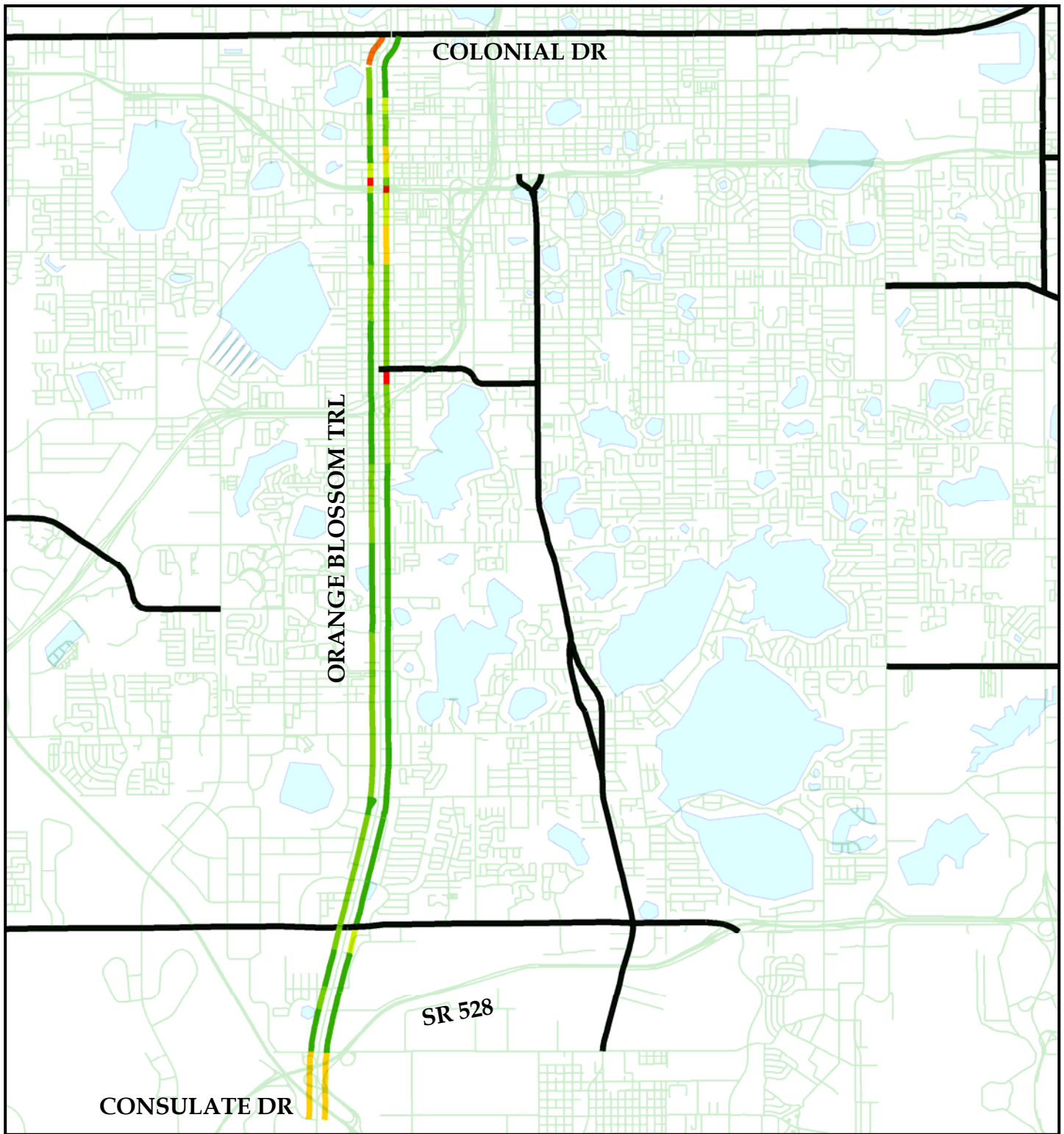
#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.075 0.15 Miles





### Orange Blossom Trail - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 3/04/2009 & 3/05/2009 Distance - 8.6 Miles

From : Colonial Drive

To : SR 528

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 30.10 MPH SB Avg Speed : 31.40 MPH

NB Travel Time : 17.15 Min SB Travel Time : 16.46 Min

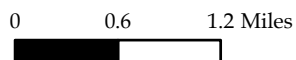
NB Delay Time : 6.61 Min SB Delay Time : 4.55 Min

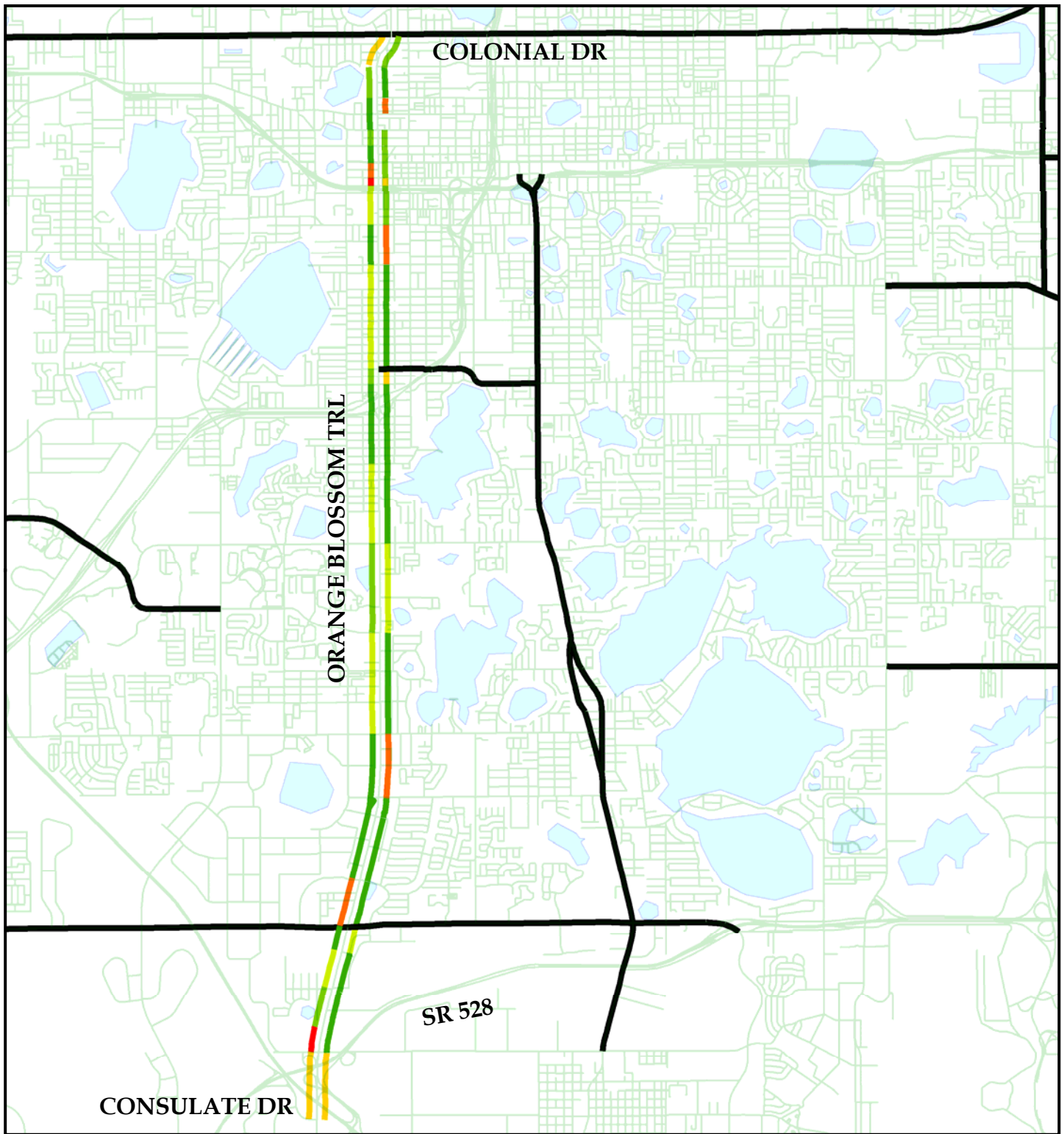
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





### Orange Blossom Trail - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 3/18/2009 & 3/19/2009 Distance - 8.6 Miles

From : Colonial Drive

To : SR 528

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 28.30 MPH SB Avg Speed : 26.40 MPH

NB Travel Time : 18.25 Min SB Travel Time : 19.59 Min

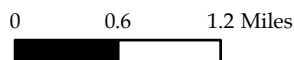
NB Delay Time : 4.81 Min SB Delay Time : 8.40 Min

#### LOS

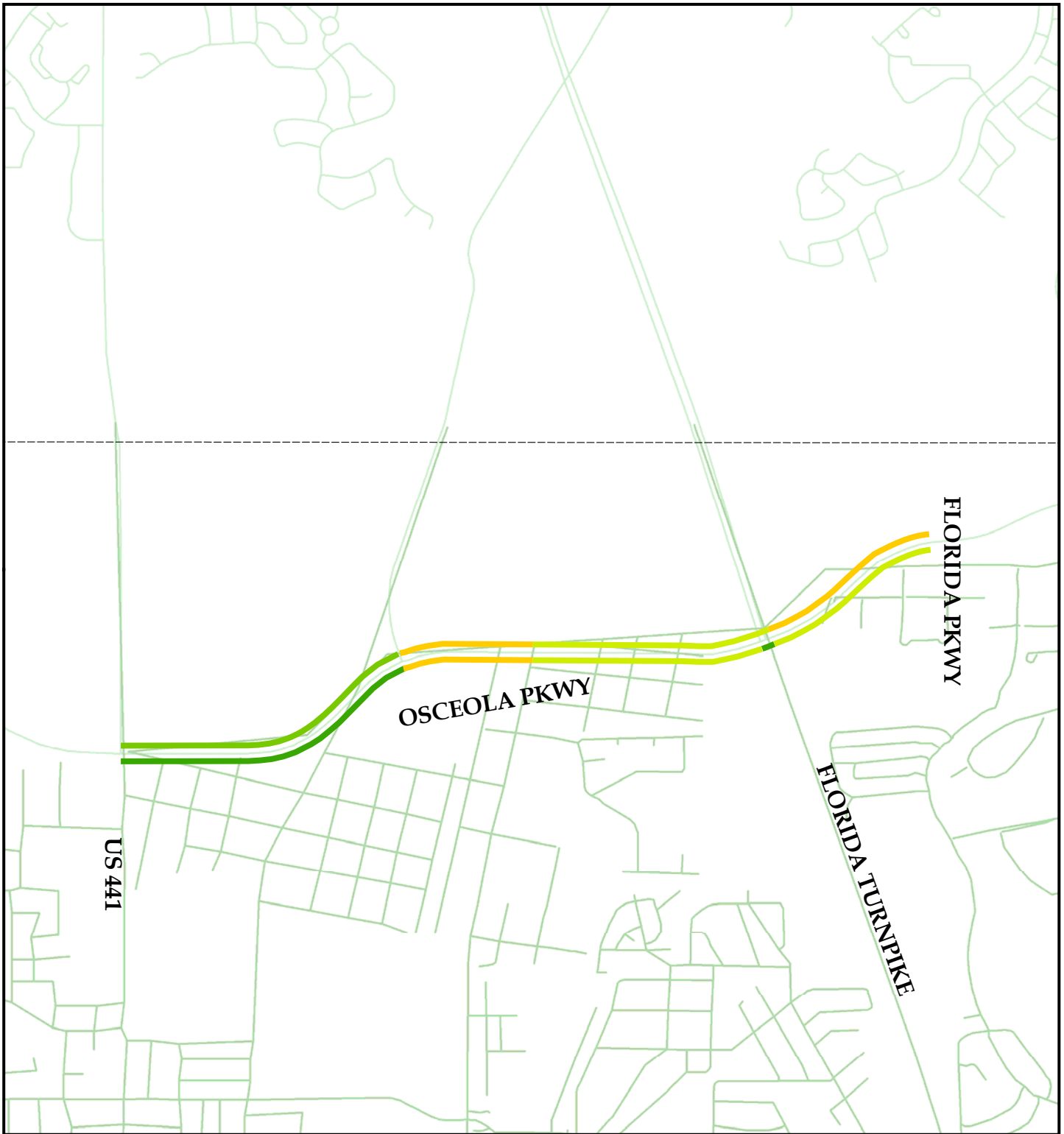
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies







### Osceola Parkway - AM Peak

Date of Collection: 3/24/2009 Distance - 1.7 Miles

From : US 441

To : Florida Turnpike

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 28.80 MPH

WB Avg Speed : 23.70 MPH

EB Travel Time : 4.15 Min

WB Travel Time : 5.04 Min

EB Delay Time : 1.44 Min

WB Delay Time : 1.82 Min

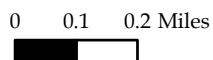
## 2009 METROPLAN ORLANDO Travel Time Study

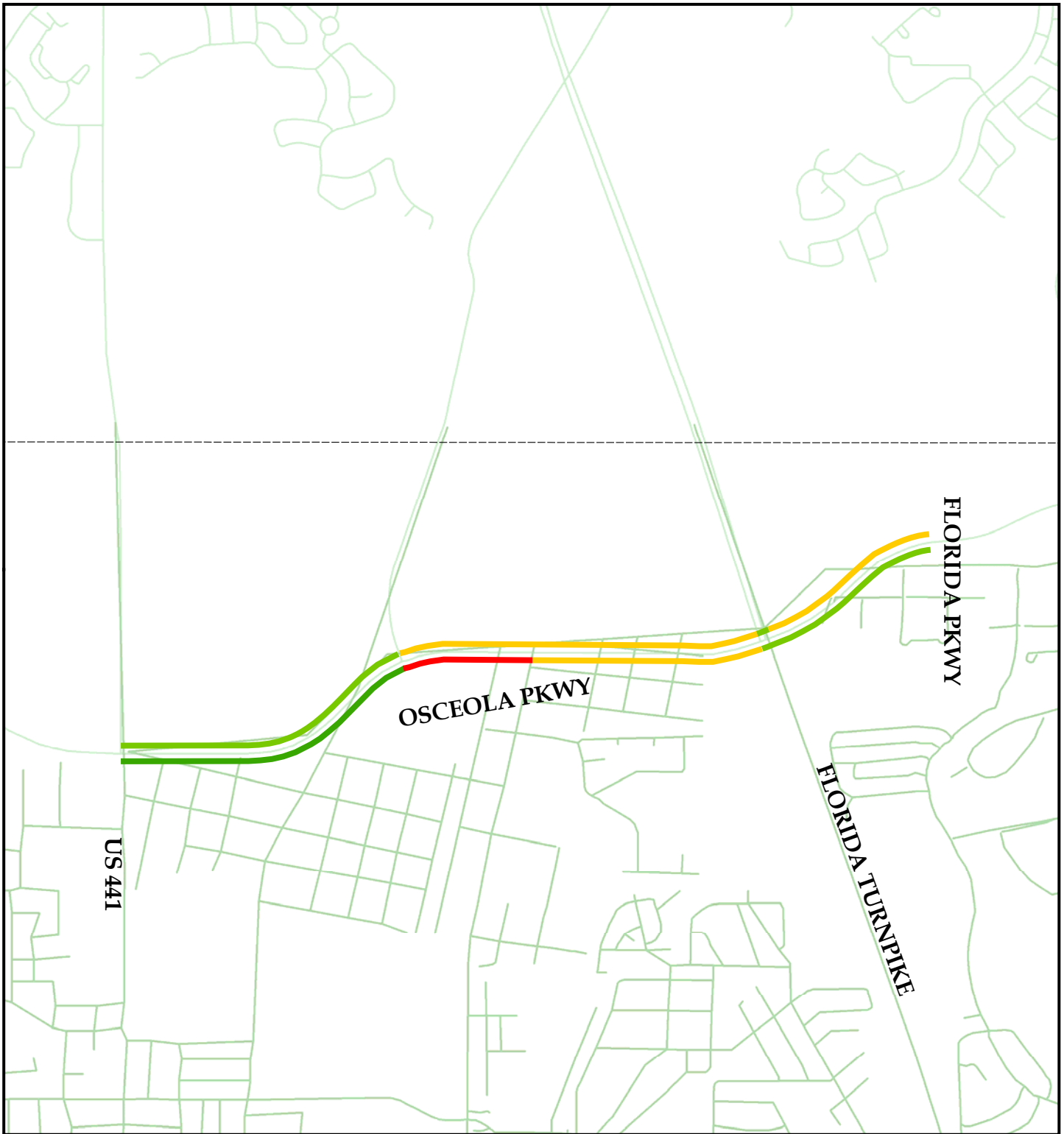
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Osceola Parkway - PM Peak

Date of Collection: 3/31/2009 Distance - 1.7 Miles

From : US 441

To : Florida Turnpike

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 22.90 MPH

WB Avg Speed : 22.60 MPH

EB Travel Time : 5.22 Min

WB Travel Time : 5.28 Min

EB Delay Time : 2.15 Min

WB Delay Time : 1.92 Min

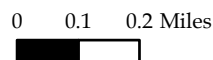
## 2009 METROPLAN ORLANDO Travel Time Study

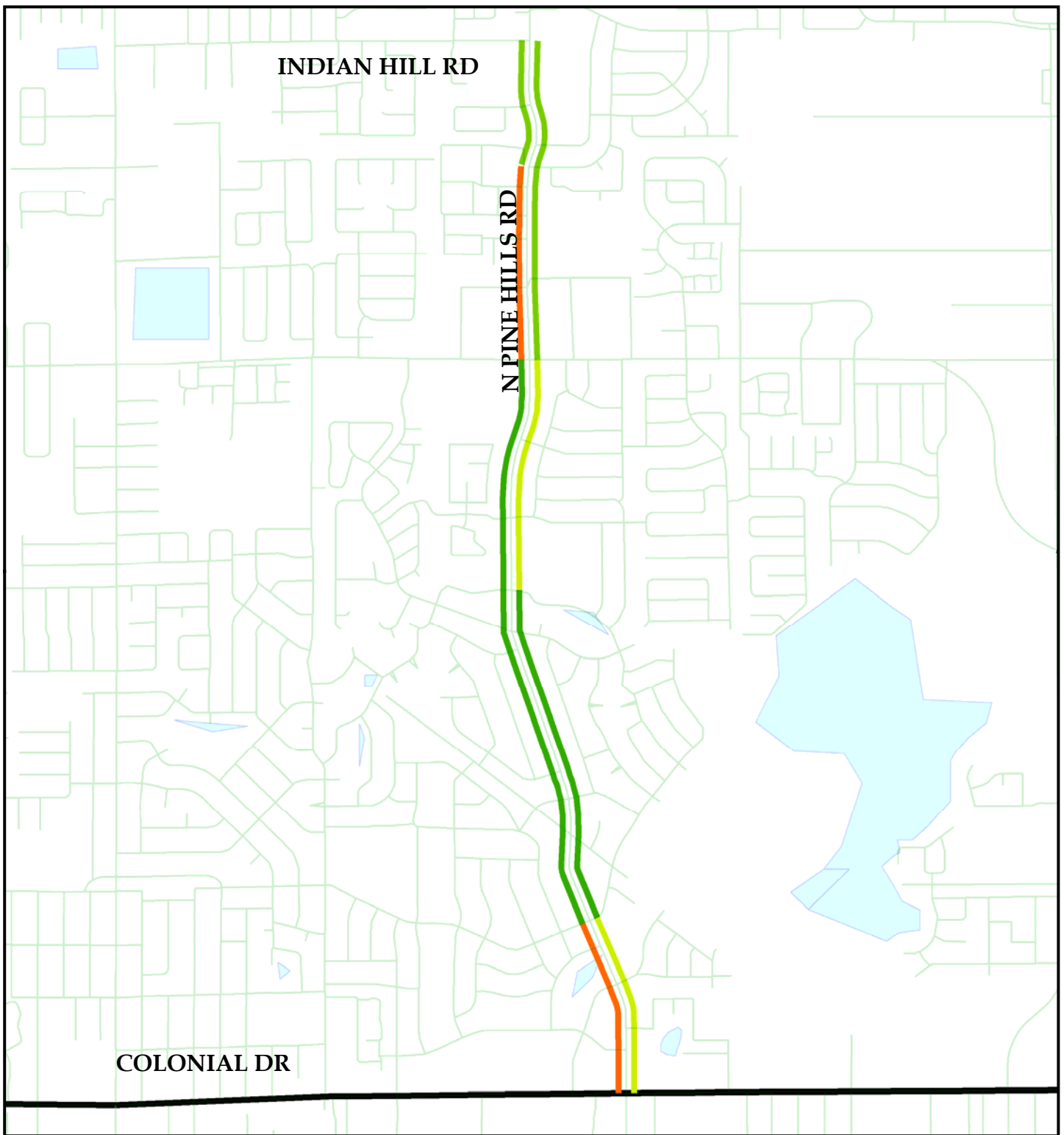
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Pine Hills Road - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/03/2009 Distance - 2.5 Miles

From : Colonial Drive

To : Indian Hill Road

Start Time : 7:00 AM

End Time : 8:45 AM

NB Avg Speed : 29.10 MPH SB Avg Speed : 24.40 MPH

NB Travel Time : 5.25 Min SB Travel Time : 6.27 Min

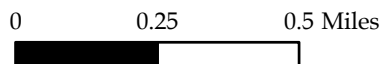
NB Delay Time : 1.33 Min SB Delay Time : 2.33 Min

#### LOS

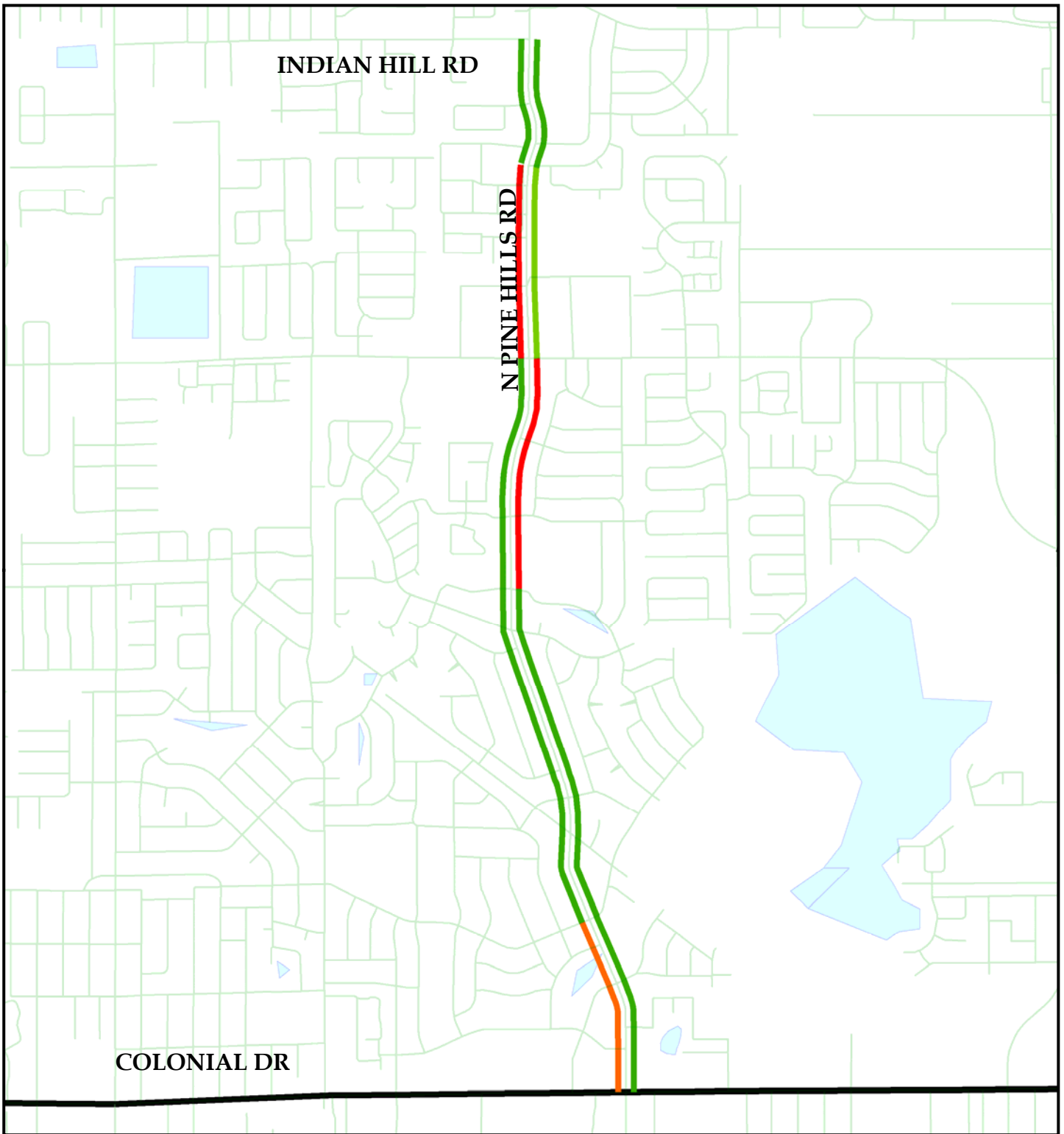
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Pine Hills Road - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/11/2009 Distance - 2.5 Miles

From : Colonial Drive

To : Indian Hill Road

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 25.40 MPH SB Avg Speed : 23.10 MPH

NB Travel Time : 6.02 Min SB Travel Time : 6.62 Min

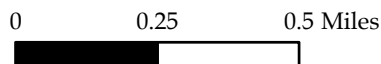
NB Delay Time : 1.47 Min SB Delay Time : 2.86 Min

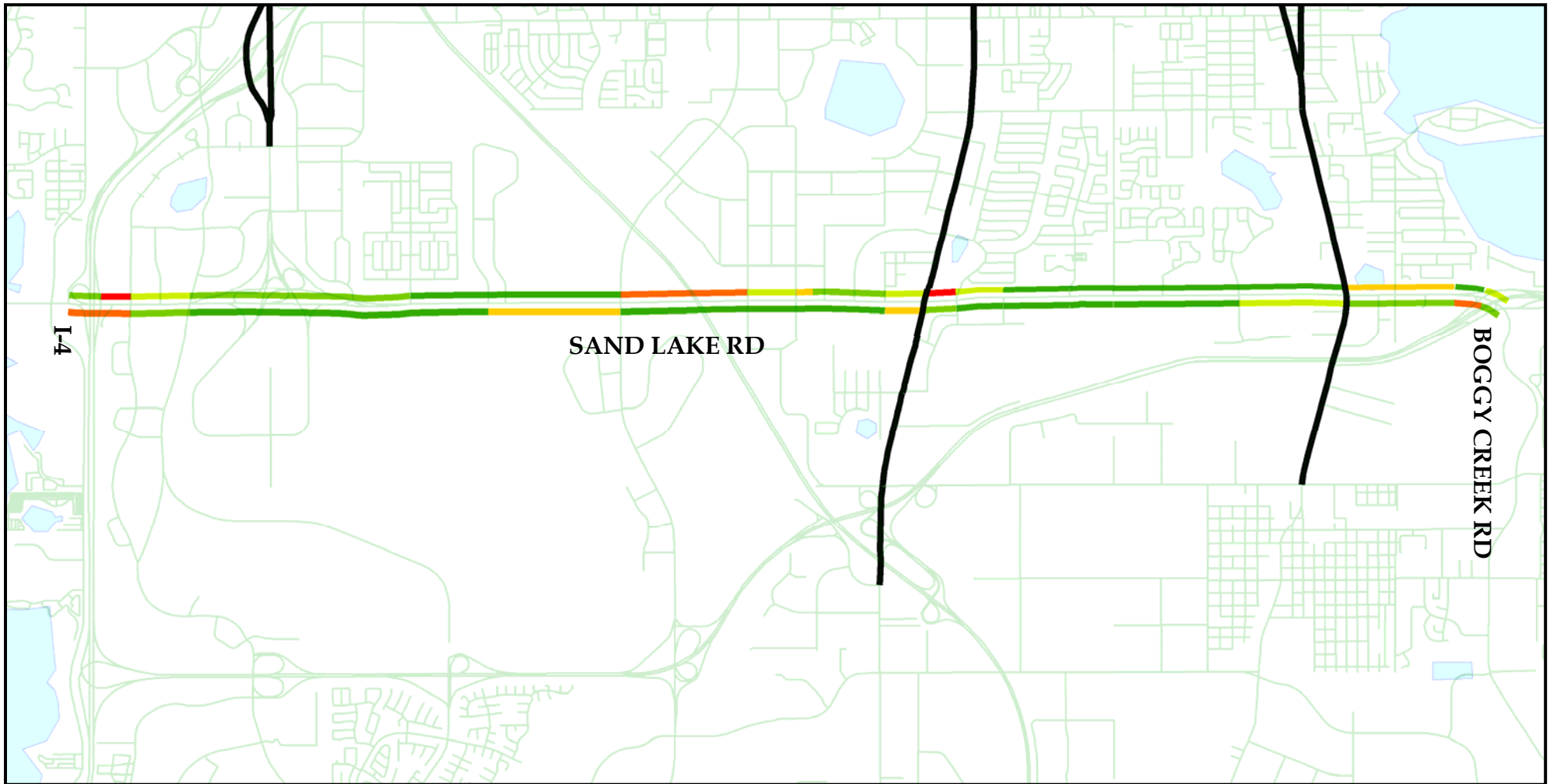
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Sand Lake Road - AM Peak

Date of Collection: 2/25/2009 Distance - 7.6 Miles

From :I-4

To : Boggy Creek Road

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 35.00 MPH

EB Travel Time : 13.05 Min

EB Delay Time : 3.72 Min

WB Avg Speed : 29.80 MPH

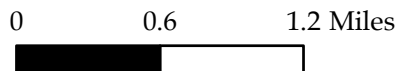
WB Travel Time : 15.32 Min

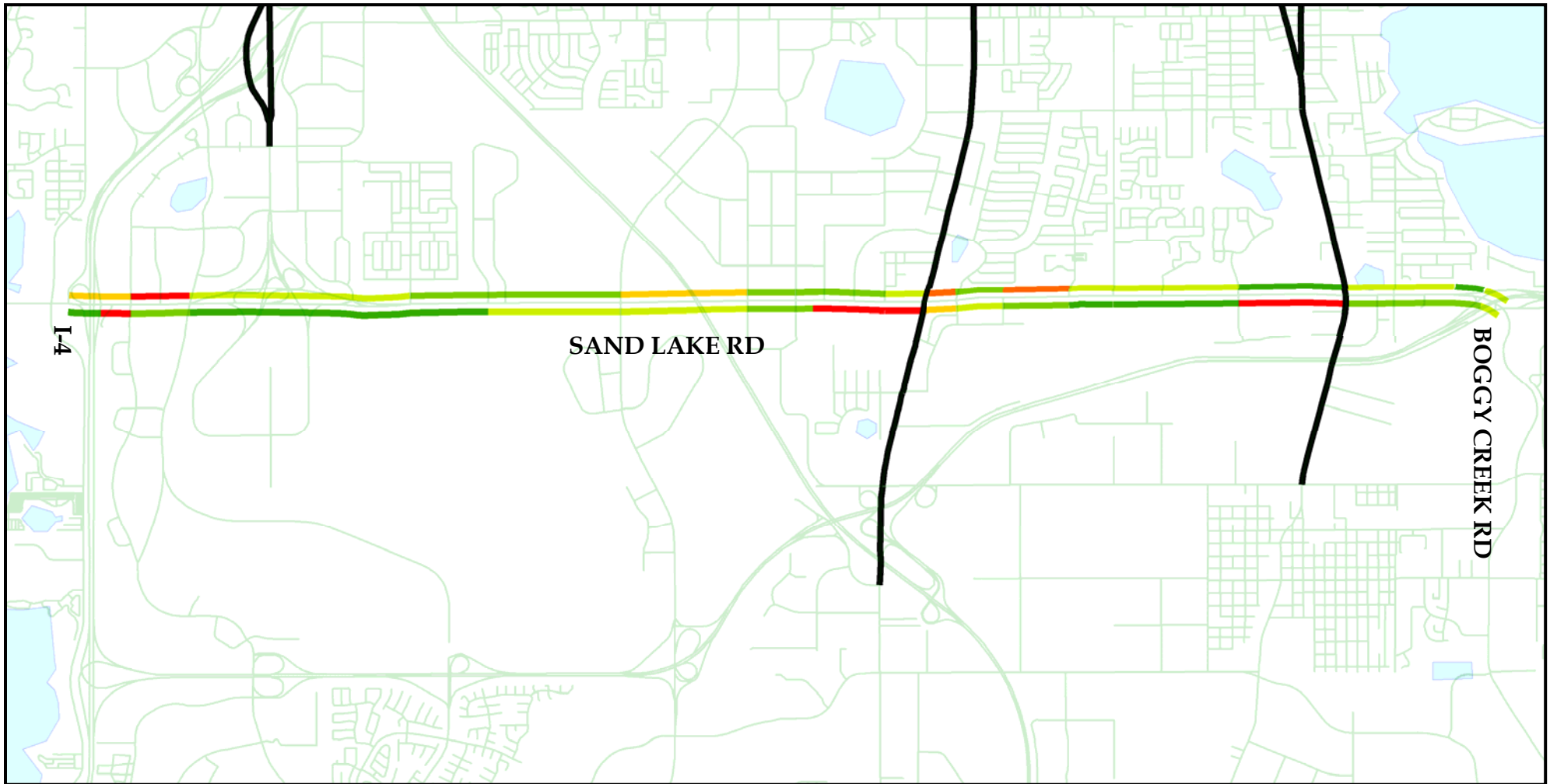
WB Delay Time : 5.46 Min

## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### Sand Lake Road - PM Peak

Date of Collection: 3/04/2009 & 3/05/2009 Distance - 7.6 Miles

From : I-4  
 To : Boggy Creek Road  
 Start Time : 4:00 PM  
 End Time : 6:00 PM

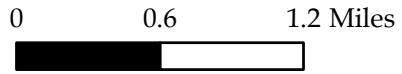
EB Avg Speed : 24.60 MPH  
 EB Travel Time : 18.59 Min  
 EB Delay Time : 6.95 Min

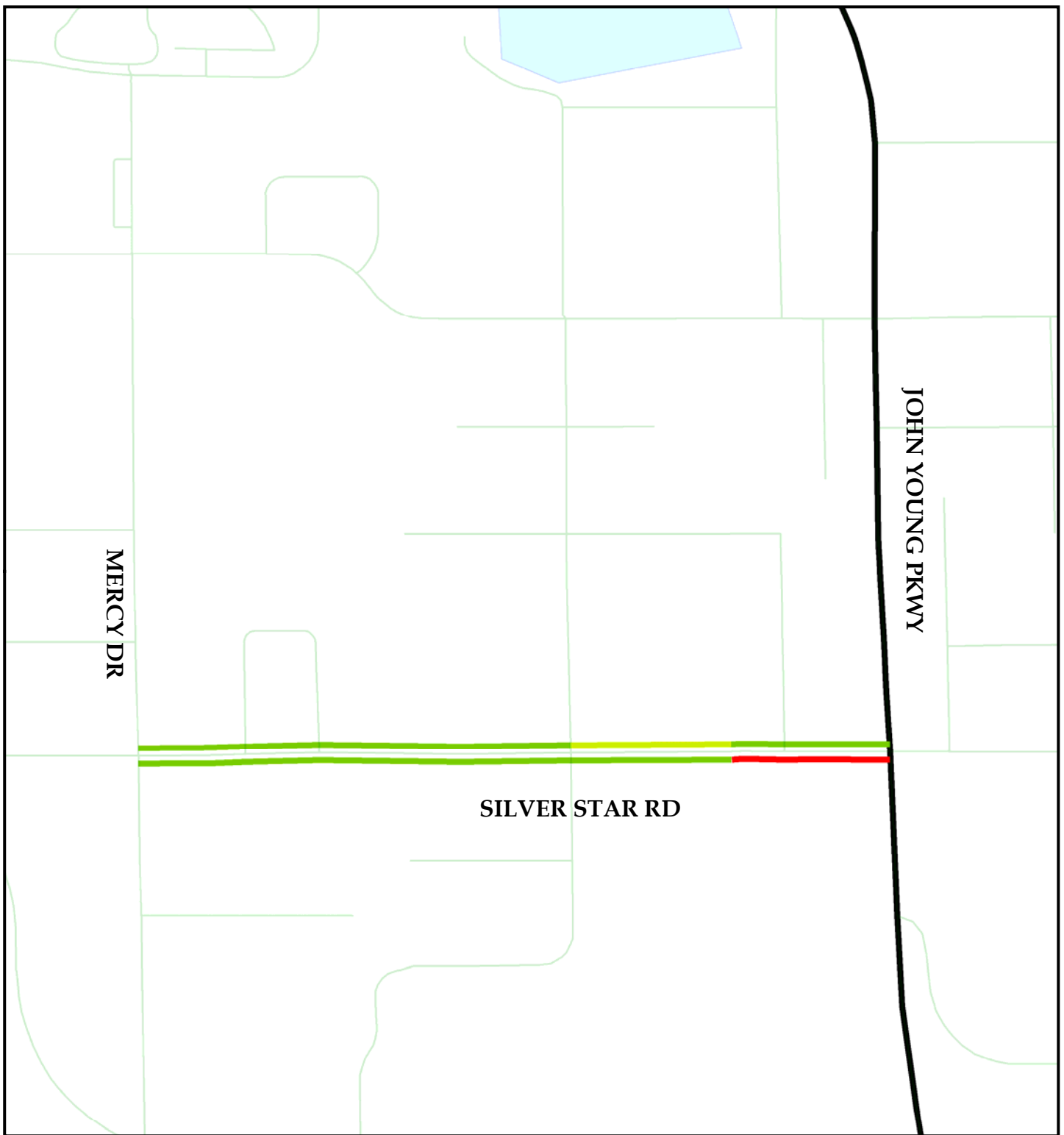
WB Avg Speed : 27.20 MPH  
 WB Travel Time : 16.81 Min  
 WB Delay Time : 5.41 Min

## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### Silver Star Road - AM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 8/25/2009 Distance - 0.86 Miles

From : Mercy Drive

To : John Young Parkway

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 20.90 MPH WB Avg Speed : 30.50 MPH

EB Travel Time : 2.47 Min WB Travel Time : 1.69 Min

EB Delay Time : 0.96 Min WB Delay Time : 0.47 Min



0 0.07 0.14 Miles



#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### Silver Star Road - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 8/25/2009 Distance - 0.86 Miles

From : Mercy Drive

To : John Young Parkway

Start Time : 4:15 PM

End Time : 6:00 PM

EB Avg Speed : 18.50 MPH WB Avg Speed : 27.70 MPH

EB Travel Time : 2.79 Min WB Travel Time : 1.86 Min

EB Delay Time : 1.88 Min WB Delay Time : 0.25 Min

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

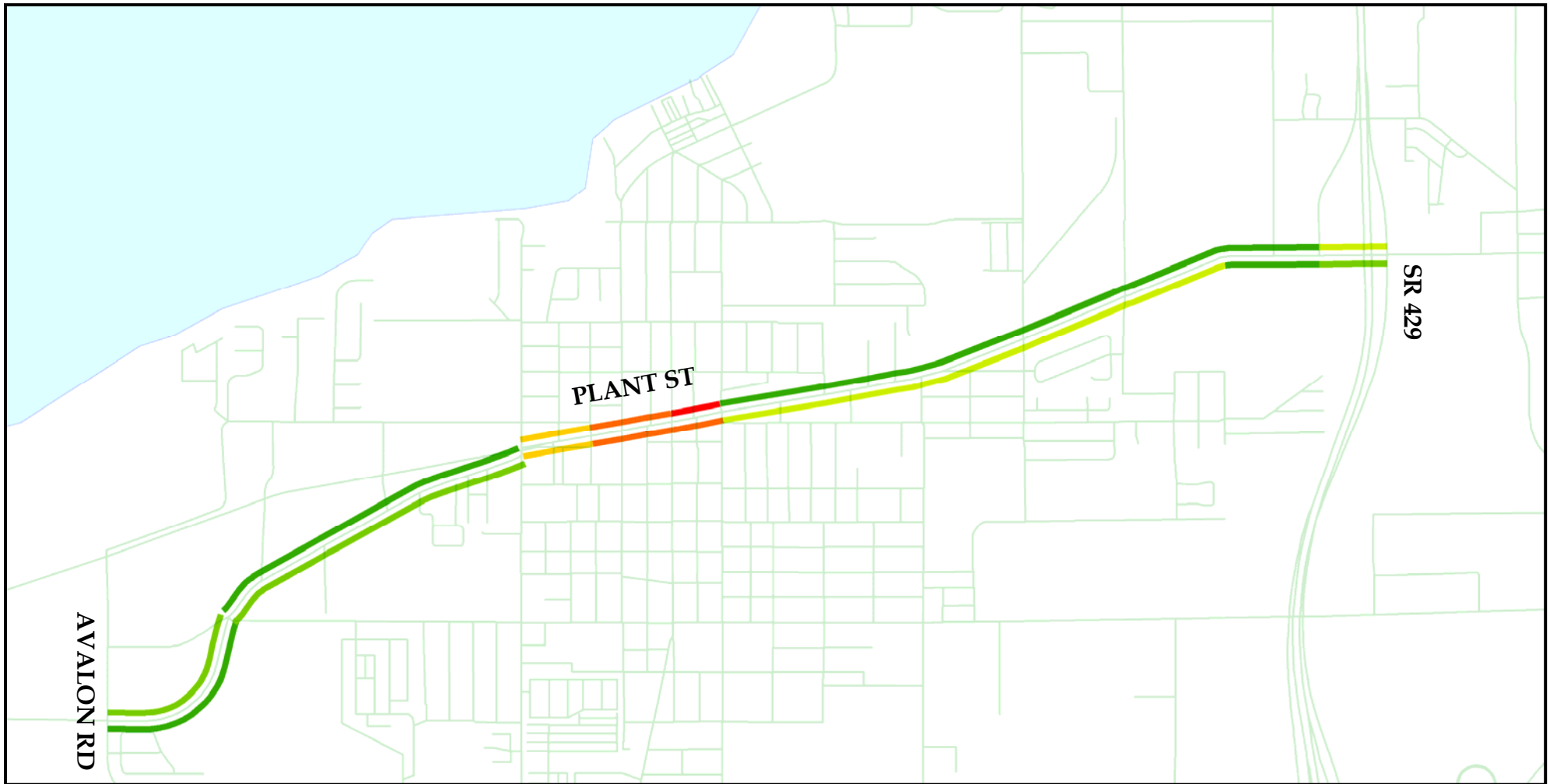
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.06 0.12 Miles





### Plant Street - AM Peak

Date of Collection: 1/29/2009 Distance - 3.5 Miles

From :Avalon Road

To : SR 429

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 22.80 MPH

EB Travel Time : 9.30 Min

EB Delay Time : 2.19 Min

WB Avg Speed : 24.10 MPH

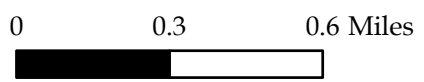
WB Travel Time : 8.78 Min

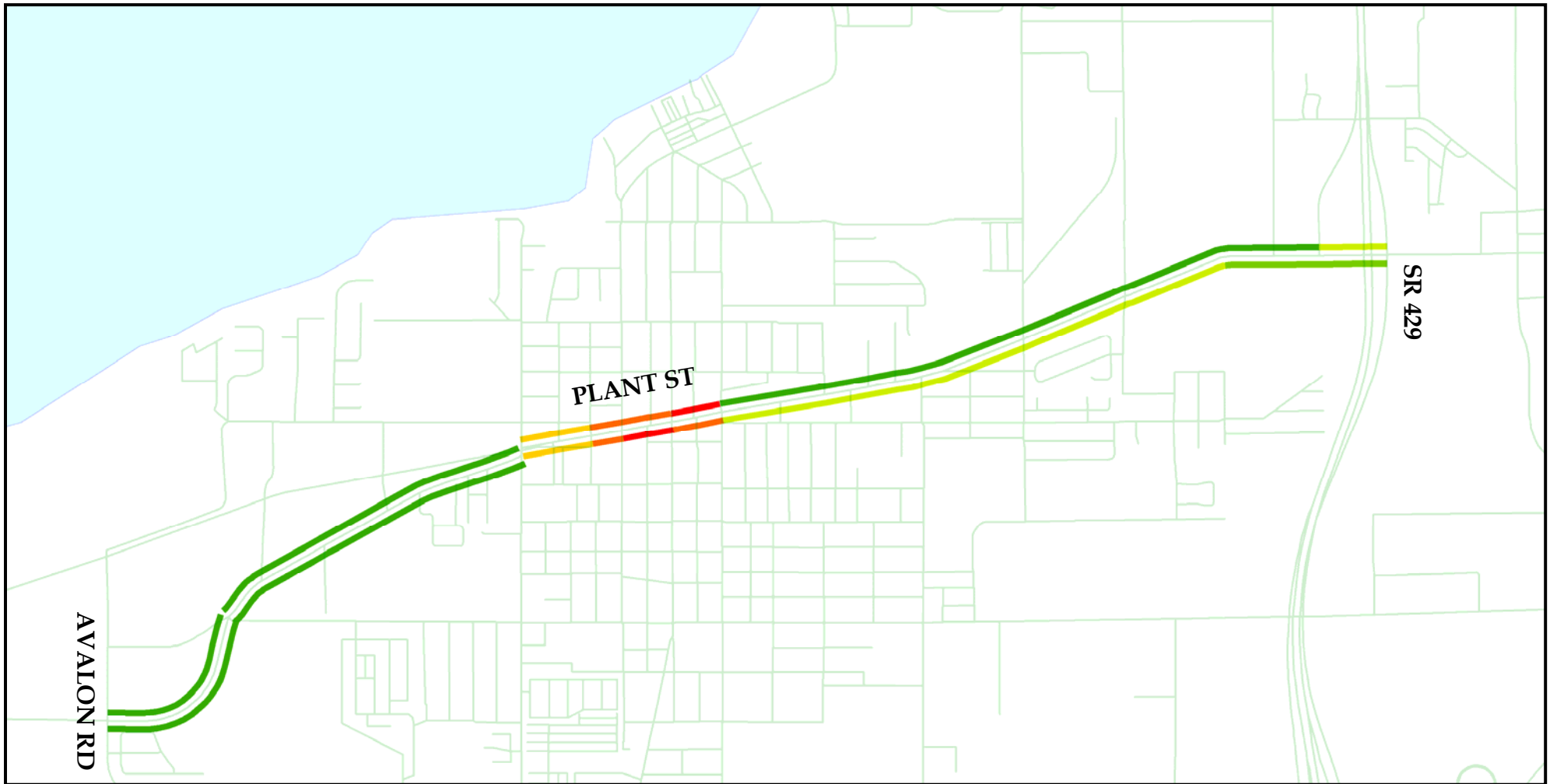
WB Delay Time : 1.03 Min

## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### Plant Street - PM Peak

Date of Collection: 2/04/2009 Distance - 3.5 Miles

From :Avalon Road

To : SR 429

Start Time : 4:15 PM

End Time : 6:00 PM

EB Avg Speed : 25.10 MPH

EB Travel Time : 8.44 Min

EB Delay Time : 1.53 Min

WB Avg Speed : 24.20 MPH

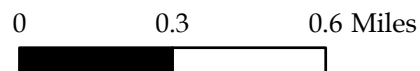
WB Travel Time : 8.75 Min

WB Delay Time : 1.23 Min

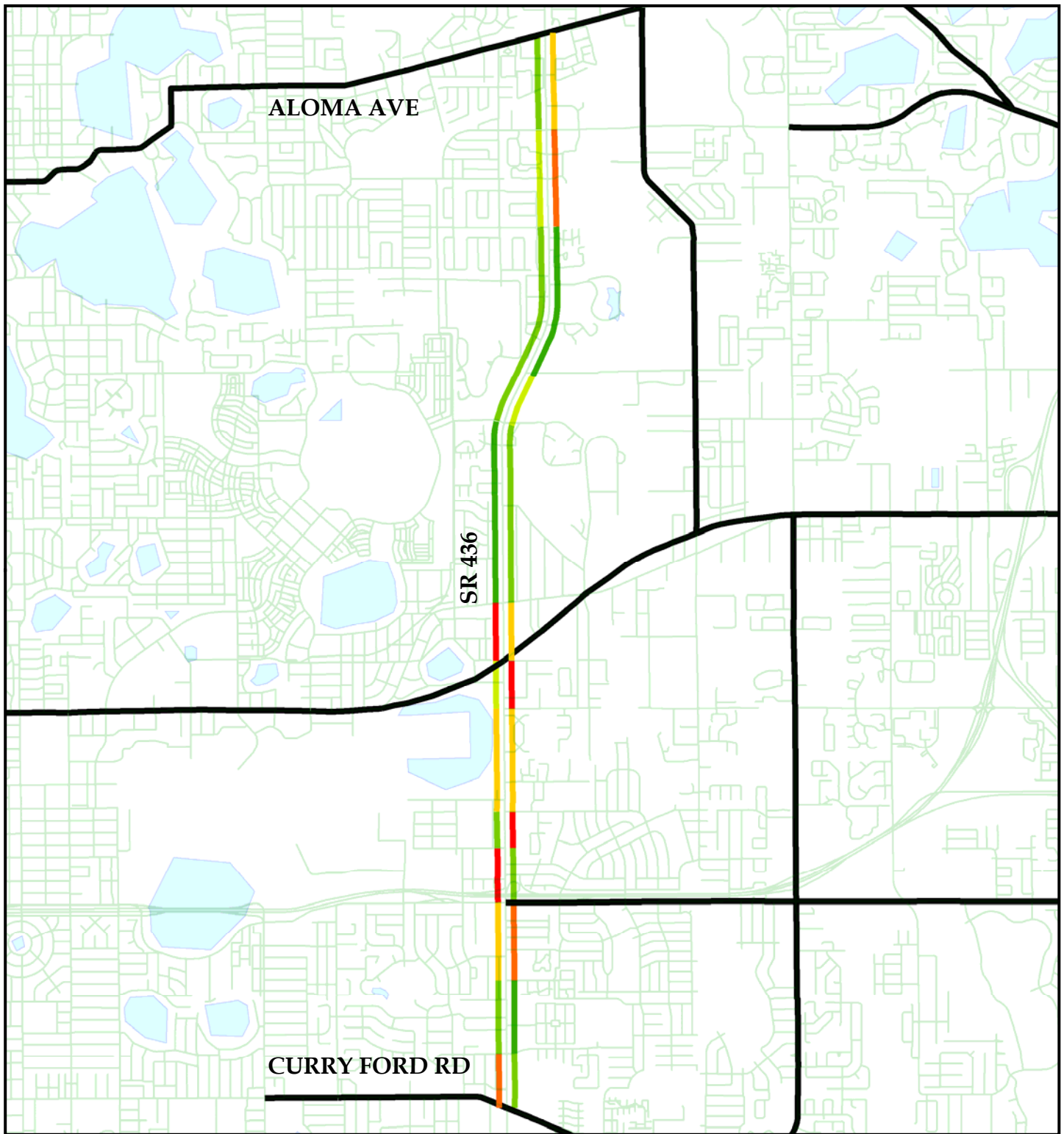
## 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |







### SR 436 - AM Peak

Date of Collection: 2/11/2009 Distance - 5.6 Miles

From : Aloma Avenue

To : Curry Ford Road

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 24.50 MPH SB Avg Speed : 25.50 MPH

NB Travel Time : 13.59 Min SB Travel Time : 13.05 Min

NB Delay Time : 6.09 Min SB Delay Time : 4.71 Min

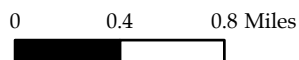
## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

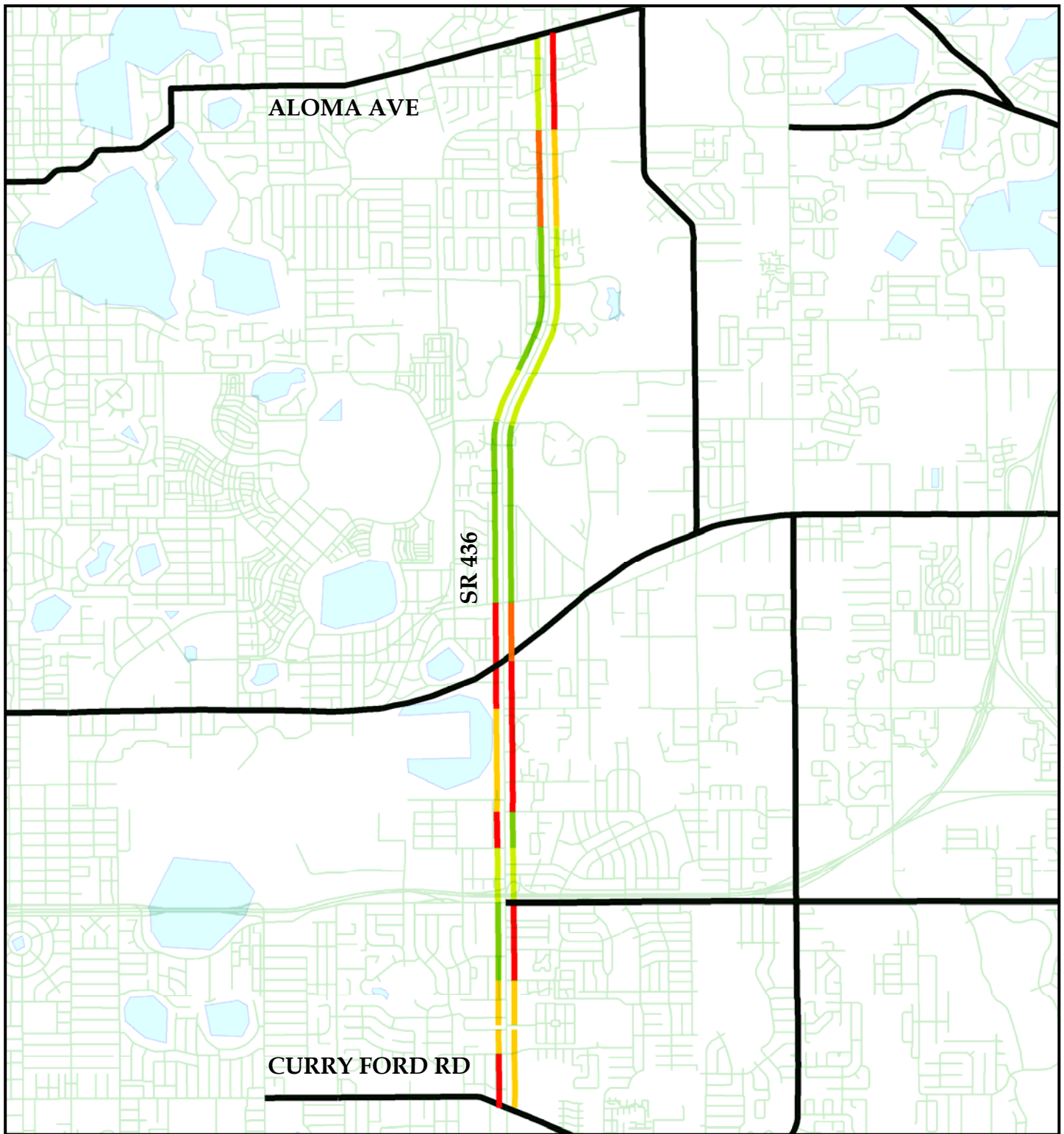
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies







### SR 436 - PM Peak

Date of Collection: 2/11/2009 & 2/12/2009 Distance - 5.6 Miles

From : Aloma Avenue

To : Curry Ford Road

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 19.90 MPH SB Avg Speed : 19.70 MPH

NB Travel Time : 16.73 Min SB Travel Time : 16.91 Min

NB Delay Time : 7.36 Min SB Delay Time : 8.07 Min

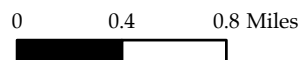
## 2009 METROPLAN ORLANDO Travel Time Study

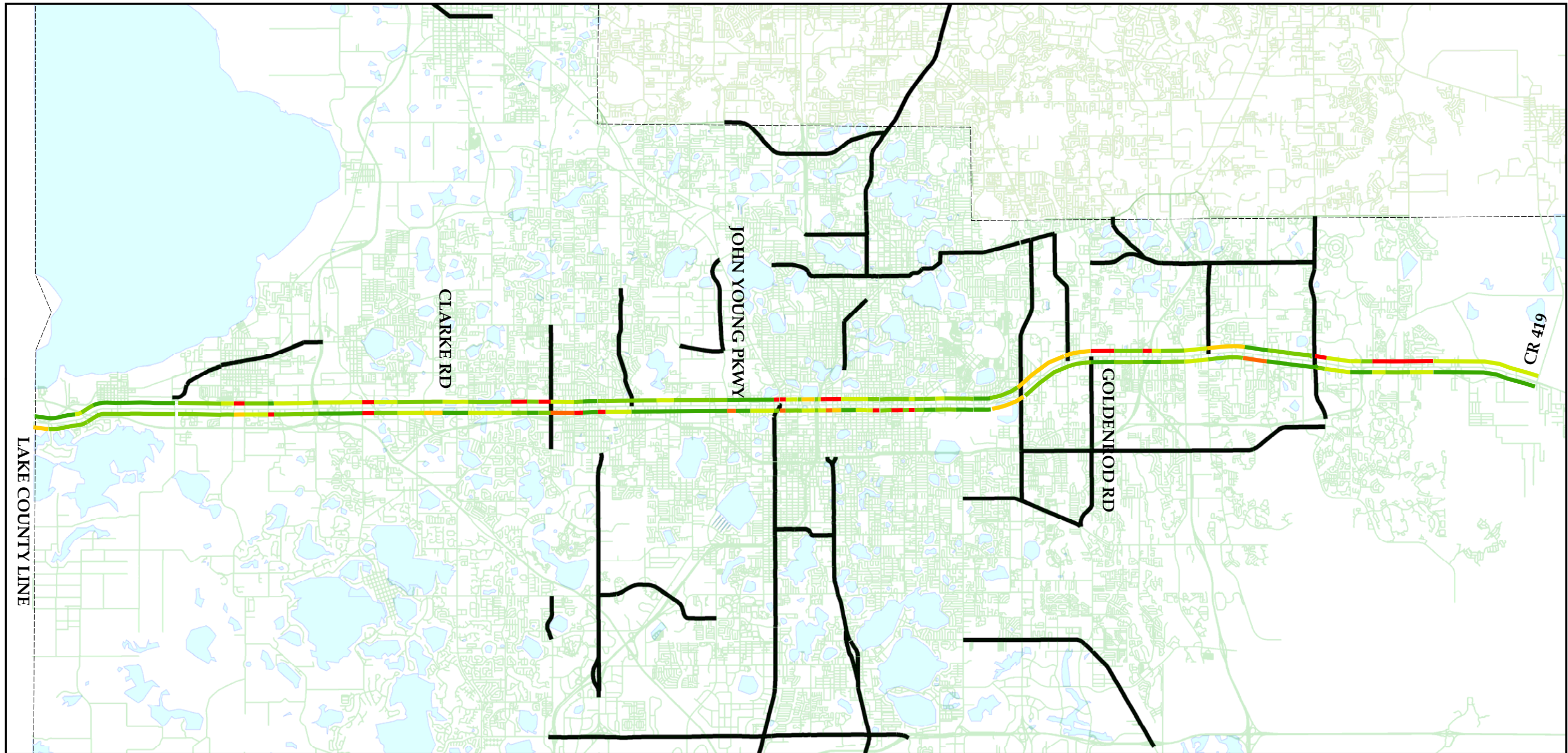
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Travel Time Study Roads
- County Boundaries
- Water Bodies





**SR 50 Part A - AM Peak**

Date of Collection: 1/27/2009 Distance - 8.4 Miles  
 From : Lake County Line Start Time : 7:00 AM  
 To : Clarke Road End Time : 9:00 AM

EB Avg Speed : 32.80 MPH WB Avg Speed : 35.00 MPH  
 EB Travel Time : 15.15 Min WB Travel Time : 14.20 Min  
 EB Delay Time : 3.50 Min WB Delay Time : 4.46 Min

**SR 50 Part B - AM Peak**

Date of Collection: 2/10/2009 Distance - 6.5 Miles  
 From : Clarke Road Start Time : 7:00 AM  
 To : John Young Parkway End Time : 9:00 AM

EB Avg Speed : 39.90 MPH WB Avg Speed : 33.20 MPH  
 EB Travel Time : 12.82 Min WB Travel Time : 11.54 Min  
 EB Delay Time : 3.92 Min WB Delay Time : 2.62 Min

**SR 50 Part C - AM Peak**

Date of Collection: 2/18 & 2/19/2009 Distance - 8.1 Miles  
 From : John Young Parkway Start Time : 7:00 AM  
 To : Goldenrod Road End Time : 9:00 AM

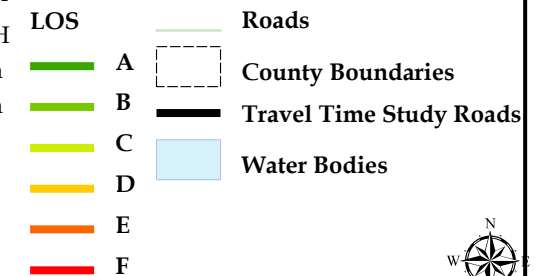
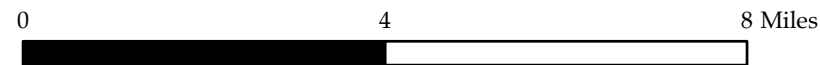
EB Avg Speed : 24.60 MPH WB Avg Speed : 24.10 MPH  
 EB Travel Time : 19.35 Min WB Travel Time : 19.73 Min  
 EB Delay Time : 7.20 Min WB Delay Time : 8.03 Min

**SR 50 Part D - AM Peak**

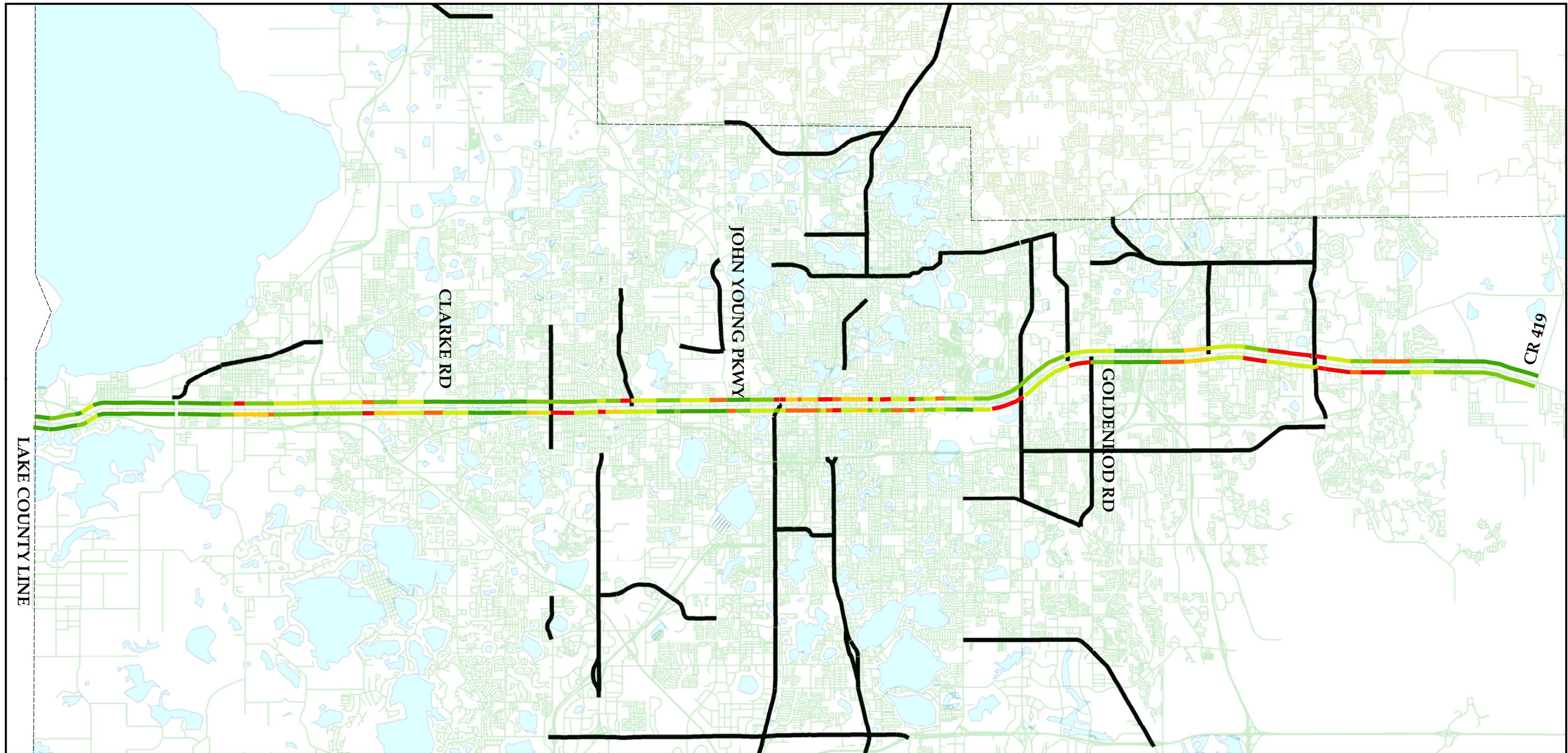
Date of Collection: 3/03 & 3/04/2009 Distance - 9.5 Miles  
 From : Goldenrod Road Start Time : 7:00 AM  
 To : CR 419 End Time : 9:00 AM

EB Avg Speed : 34.90 MPH WB Avg Speed : 20.30 MPH  
 EB Travel Time : 16.27 Min WB Travel Time : 28.03 Min  
 EB Delay Time : 4.71 Min WB Delay Time : 6.70 Min

**2009 METROPLAN ORLANDO  
 Travel Time Study**







**SR 50 Part A - PM Peak**

Date of Collection: 1/27/2009 Distance - 8.4 Miles  
 From : Lake County Line Start Time : 4:00 PM  
 To : Clarke Road End Time : 6:00 PM

EB Avg Speed : 34.30 MPH WB Avg Speed : 33.00 MPH  
 EB Travel Time : 14.50 Min WB Travel Time : 15.05 Min  
 EB Delay Time : 3.12 Min WB Delay Time : 4.33 Min

**SR 50 Part B - PM Peak**

Date of Collection: 2/10/2009 Distance - 6.5 Miles  
 From : Clarke Road Start Time : 4:00 PM  
 To : John Young Parkway End Time : 6:00 PM

EB Avg Speed : 29.50 MPH WB Avg Speed : 28.80 MPH  
 EB Travel Time : 12.98 Min WB Travel Time : 13.27 Min  
 EB Delay Time : 4.05 Min WB Delay Time : 3.96 Min

**SR 50 Part C - PM Peak**

Date of Collection: 2/19 & 2/24/2009 Distance - 8.1 Miles  
 From : John Young Parkway Start Time : 4:00 PM  
 To : Goldenrod Road End Time : 6:00 PM

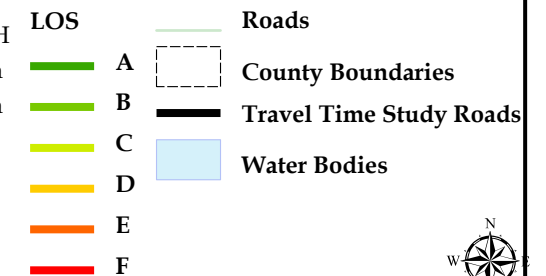
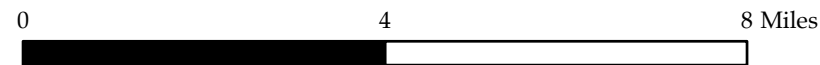
EB Avg Speed : 18.20 MPH WB Avg Speed : 19.90 MPH  
 EB Travel Time : 26.21 Min WB Travel Time : 23.94 Min  
 EB Delay Time : 12.08 Min WB Delay Time : 10.91 Min

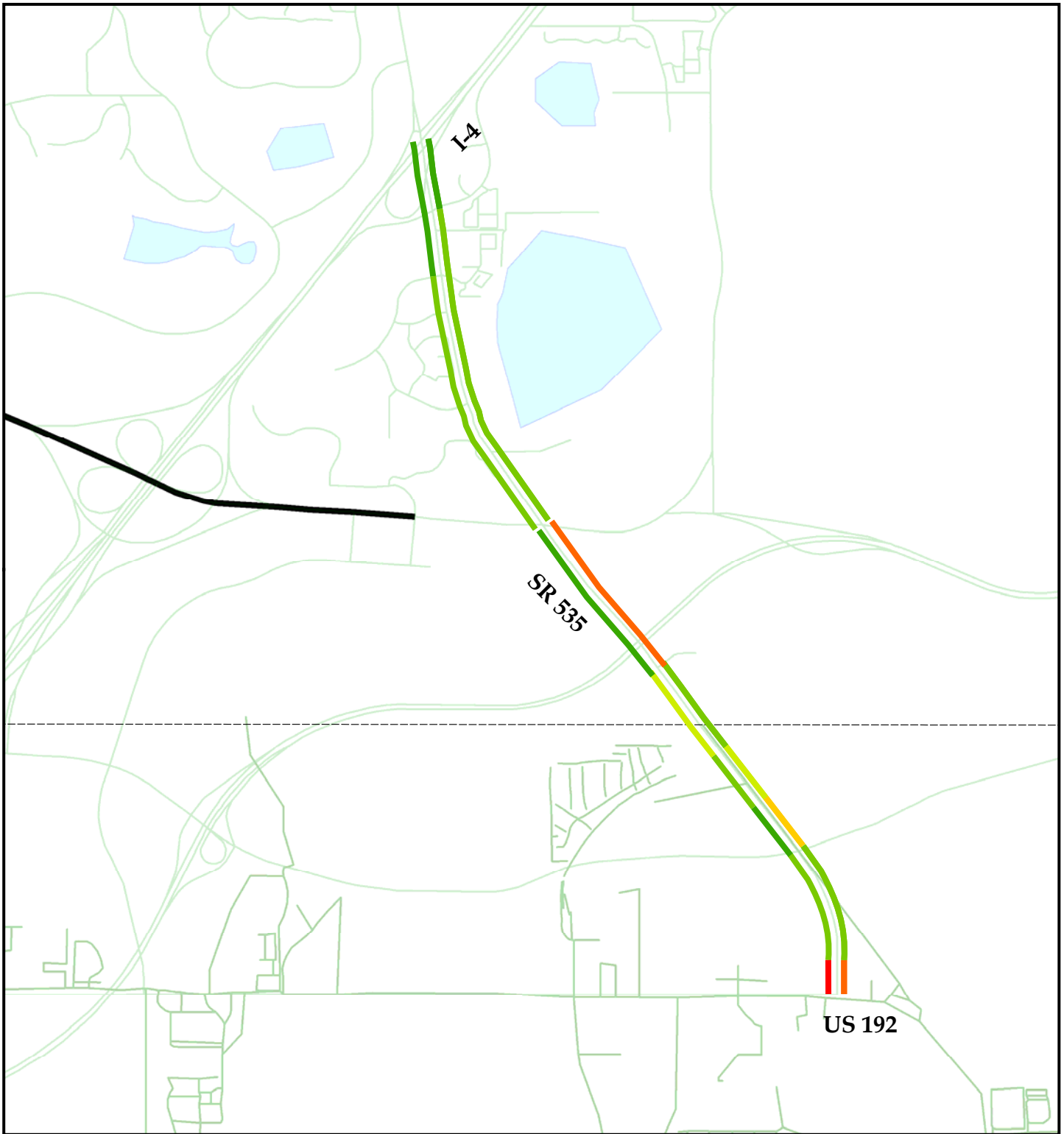
**SR 50 Part D - PM Peak**

Date of Collection: 3/17 & 3/18/2009 Distance - 9.5 Miles  
 From : Goldenrod Road Start Time : 4:00 PM  
 To : CR 419 End Time : 6:00 PM

EB Avg Speed : 20.70 MPH WB Avg Speed : 30.70 MPH  
 EB Travel Time : 27.40 Min WB Travel Time : 18.50 Min  
 EB Delay Time : 10.65 Min WB Delay Time : 4.91 Min

**2009 METROPLAN ORLANDO  
 Travel Time Study**





### SR 535 - AM Peak

Date of Collection: 3/17/2009 Distance - 3.7 Miles

From : US 192

To : I-4

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 28.80 MPH SB Avg Speed : 33.80 MPH

NB Travel Time : 7.39 Min SB Travel Time : 6.30 Min

NB Delay Time : 2.66 Min SB Delay Time : 2.10 Min

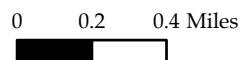
## 2009 METROPLAN ORLANDO Travel Time Study

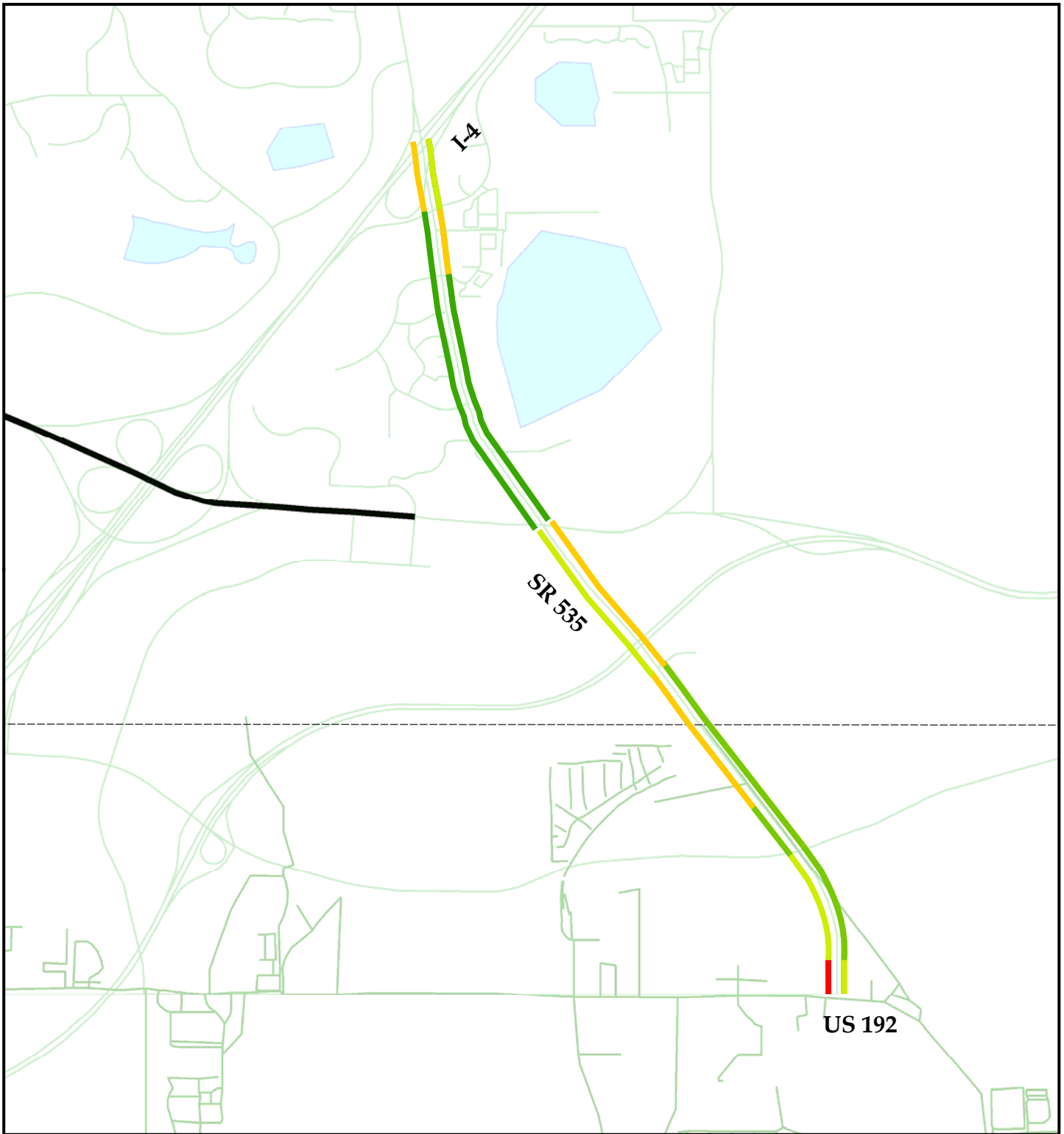
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### SR 535 - PM Peak

Date of Collection: 3/24/2009 Distance - 3.7 Miles

From : US 192

To : I-4

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 33.20 MPH SB Avg Speed : 28.80 MPH

NB Travel Time : 6.42 Min SB Travel Time : 7.39 Min

NB Delay Time : 1.36 Min SB Delay Time : 1.46 Min

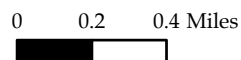
## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

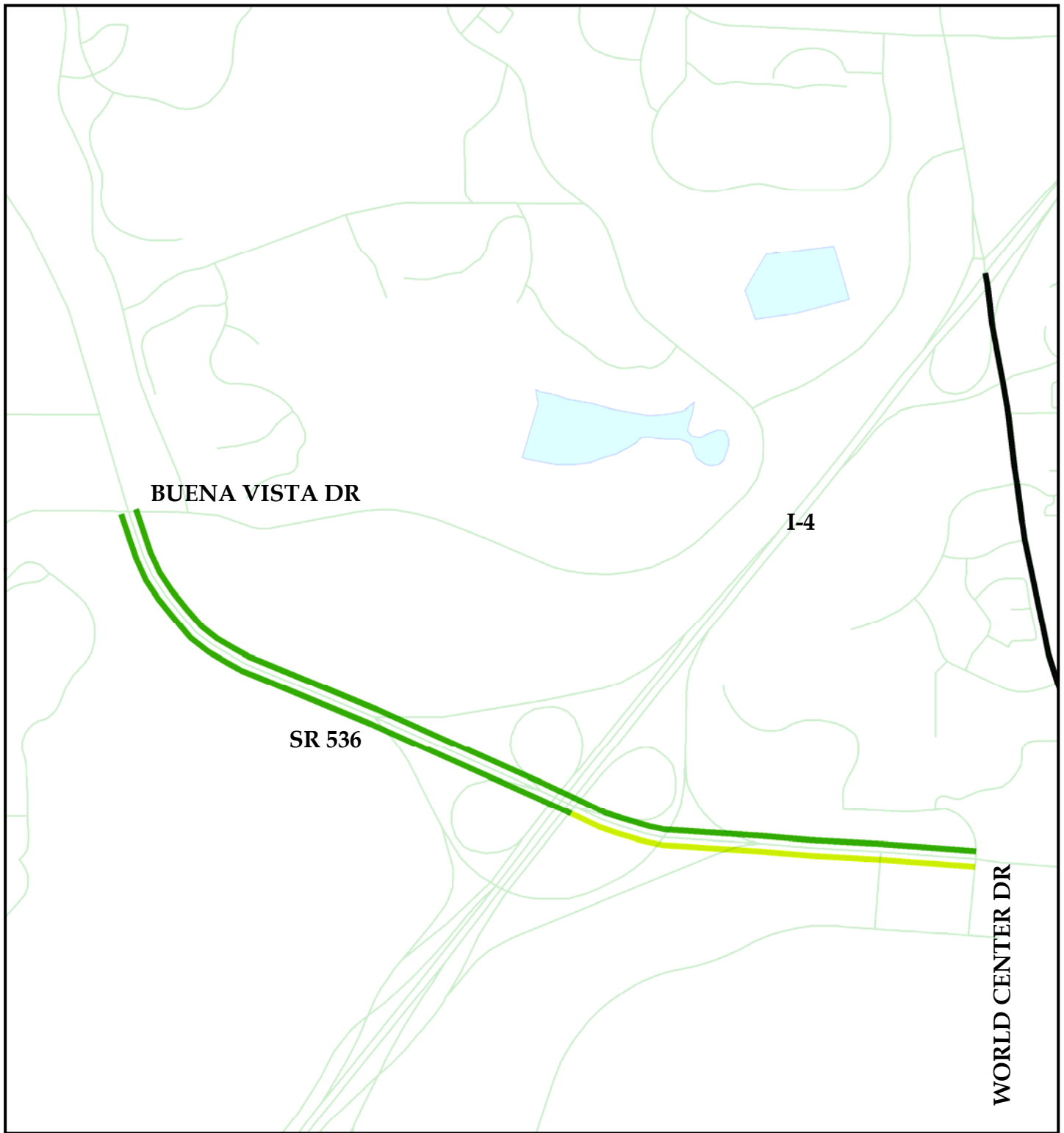
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### SR 536 - AM Peak

Date of Collection: 3/18/2009 Distance - 2.23 Miles

From : Buena Vista Dr

To : World Center Dr

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 39.60 MPH

EB Travel Time : 3.38 Min

EB Delay Time : 0.81 Min

WB Avg Speed : 50.30 MPH

WB Travel Time : 2.26 Min

WB Delay Time : 0.00 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

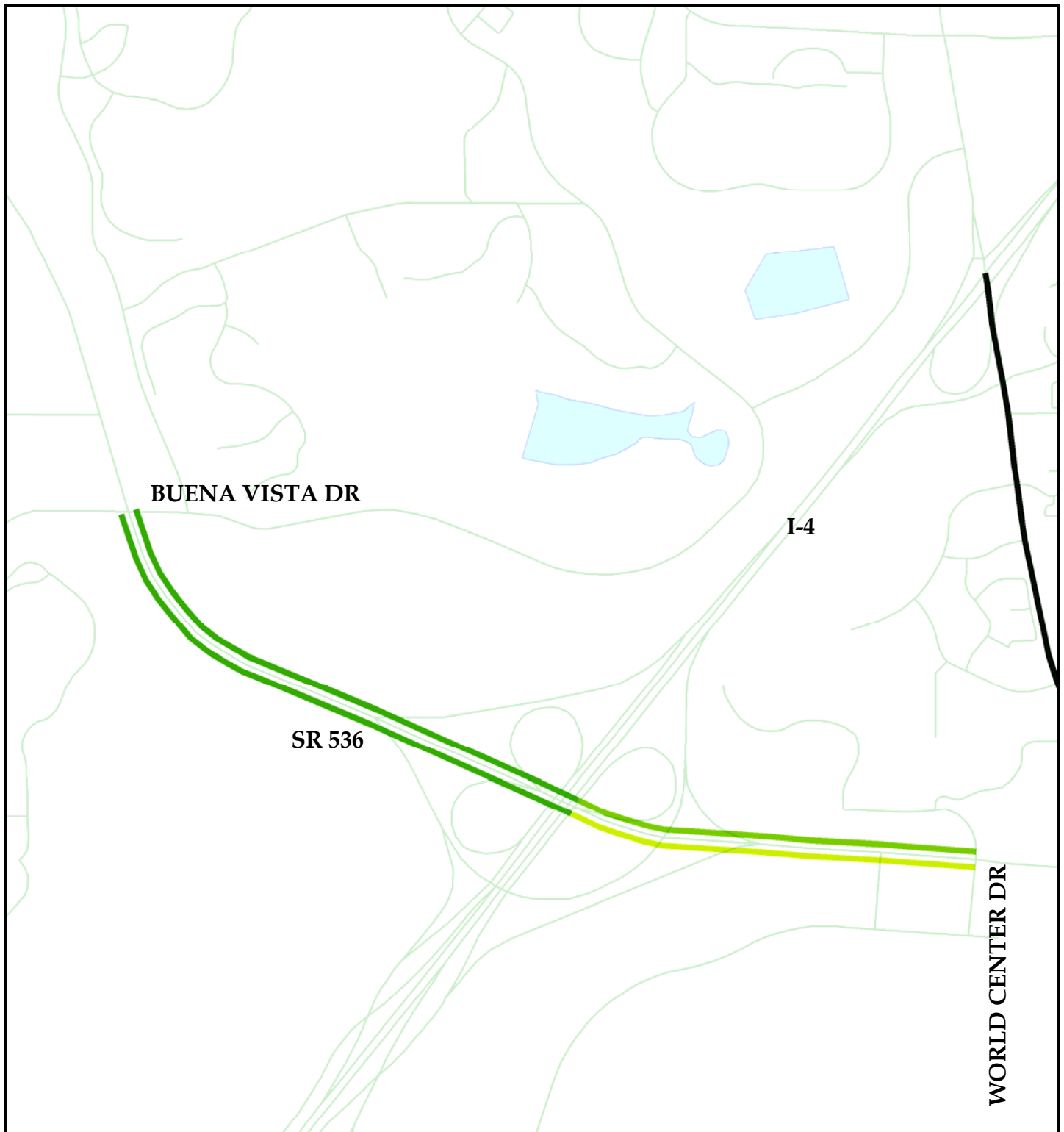
#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.070.14 Miles





### SR 536 - PM Peak

Date of Collection: 3/25/2009 Distance - 2.23 Miles

From : Buena Vista Dr

To : World Center Dr

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 39.80 MPH

EB Travel Time : 3.36 Min

EB Delay Time : 1.00 Min

WB Avg Speed : 47.10 MPH

WB Travel Time : 2.84 Min

WB Delay Time : 0.00 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

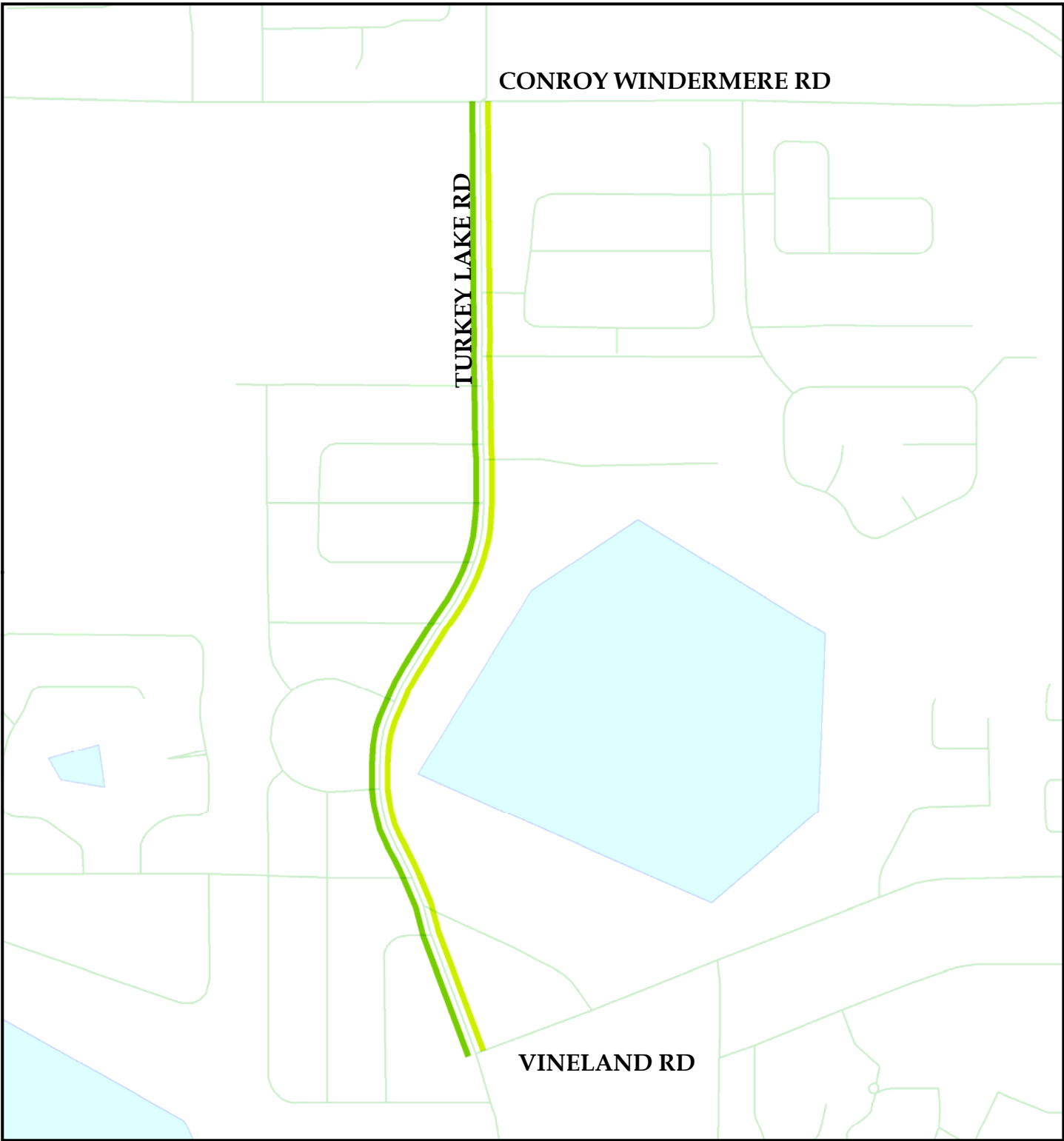
#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads



0 0.070.14 Miles





### Turkey Lake Road - AM Peak

### 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/18/2009 Distance - 1.0 Miles

From : Vineland Road

To : Conroy Windermere Road

Start Time : 7:15 AM

End Time : 9:00 AM

NB Avg Speed : 27.30 MPH SB Avg Speed : 34.80 MPH

NB Travel Time : 2.13 Min SB Travel Time : 1.67 Min

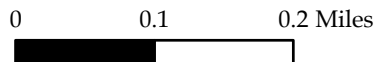
NB Delay Time : 0.47 Min SB Delay Time : 0.17 Min

**LOS**

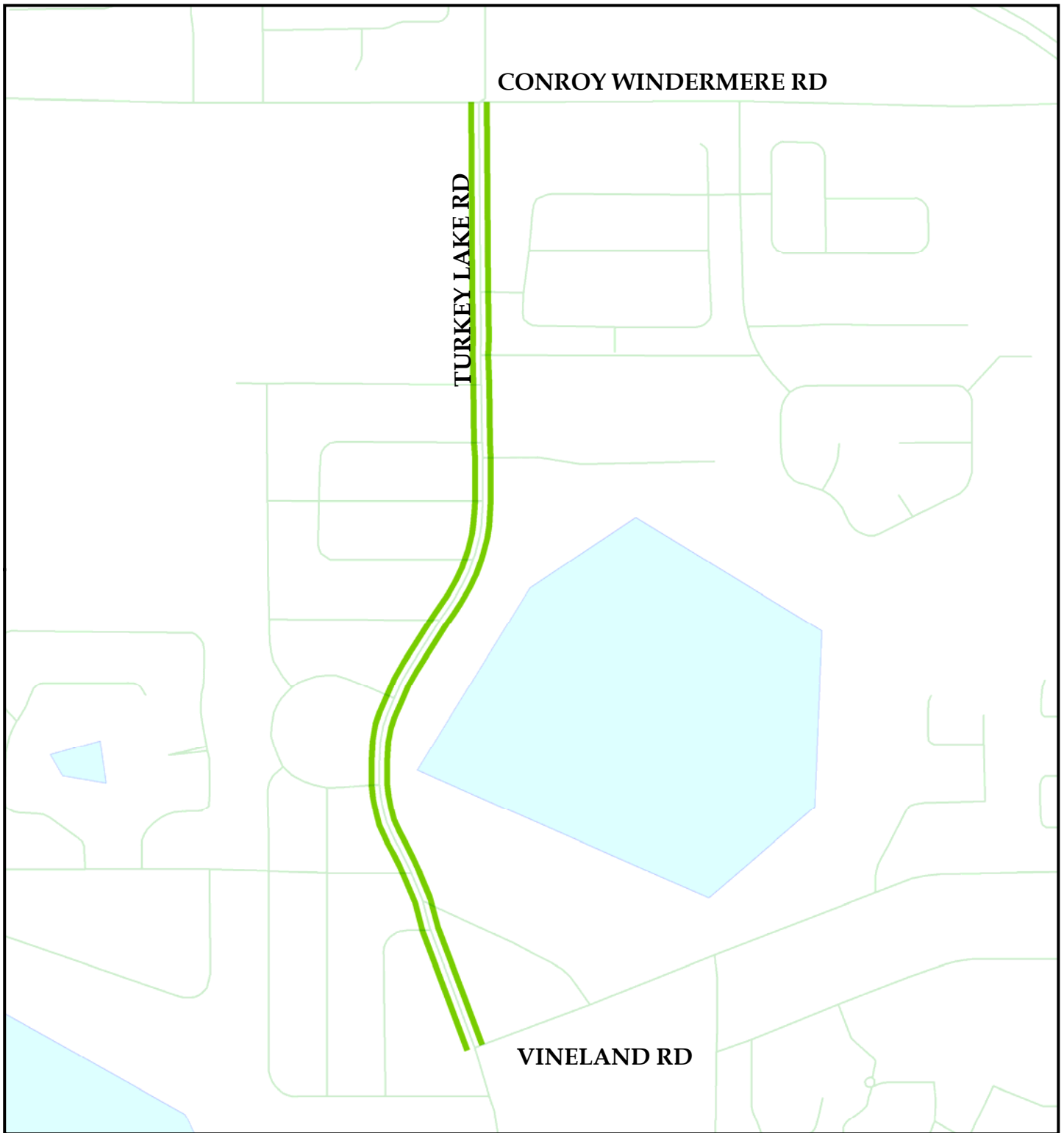
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

**Roads**

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### Turkey Lake Road - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 2/25/2009 Distance - 1.0 Miles

From : Vineland Road

To : Conroy Windermere Road

Start Time : 4:15 PM

End Time : 6:00 PM

NB Avg Speed : 30.90 MPH SB Avg Speed : 33.40 MPH

NB Travel Time : 1.88 Min SB Travel Time : 1.74 Min

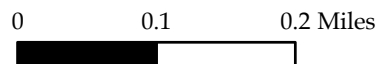
NB Delay Time : 0.17 Min SB Delay Time : 0.10 Min

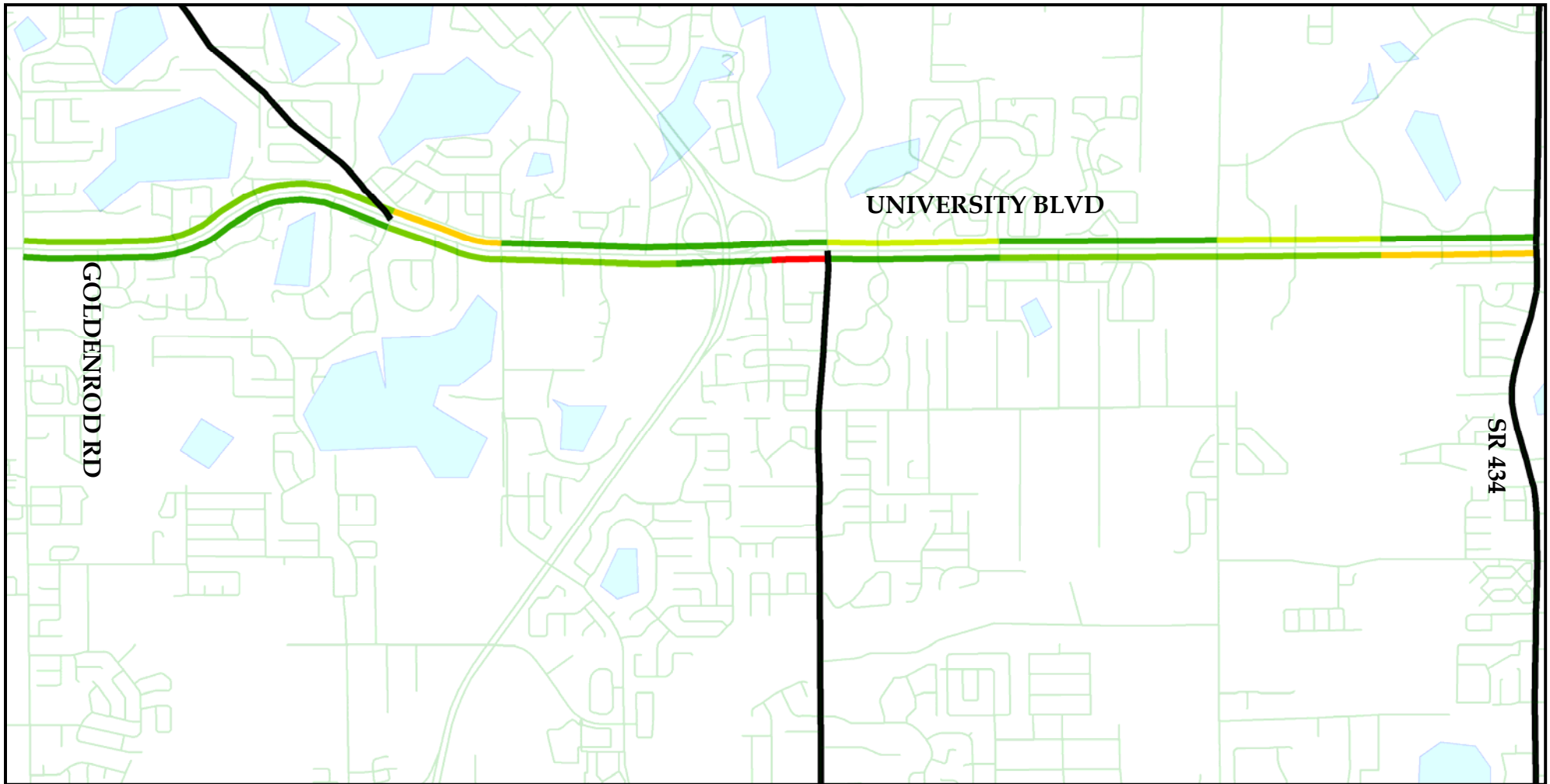
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- County Boundaries
- Water Bodies
- Travel Time Study Roads





### University Boulevard - AM Peak

Date of Collection: 2/11/2009 Distance - 4.9 Miles

From : Goldenrod Road

To : SR 434

Start Time : 7:00 AM

End Time : 8:45 AM

EB Avg Speed : 30.10 MPH

EB Travel Time : 9.57 Min

EB Delay Time : 3.17 Min

WB Avg Speed : 30.30 MPH

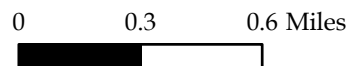
WB Travel Time : 9.49 Min

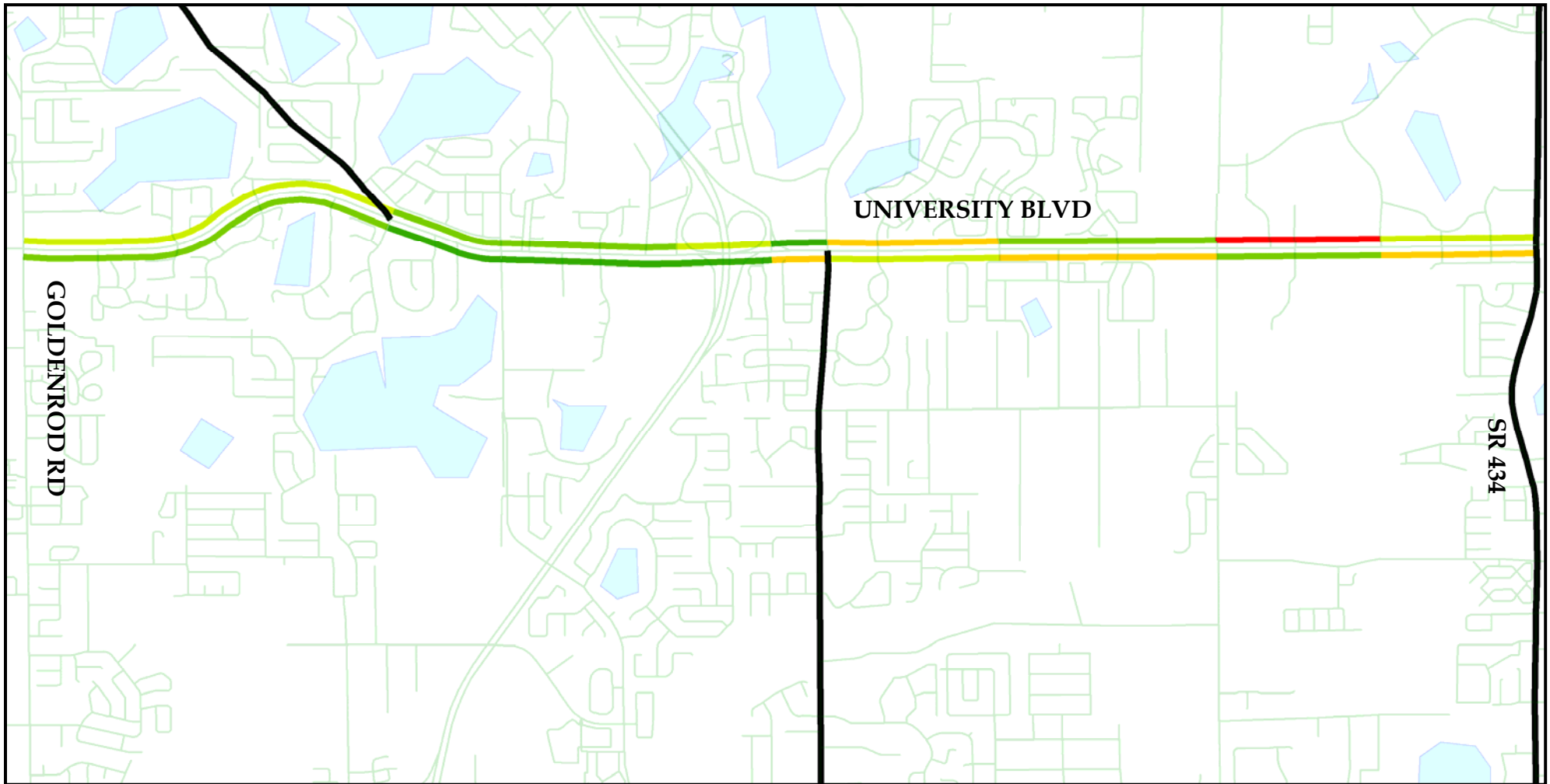
WB Delay Time : 4.32 Min

### 2009 METROPLAN ORLANDO

### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | - - - County Boundaries   |
| — C        | ■ Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### University Boulevard - PM Peak

Date of Collection: 2/17/2009 Distance - 4.9 Miles

From : Goldenrod Road

To : SR 434

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 27.80 MPH

EB Travel Time : 10.34 Min

EB Delay Time : 3.86 Min

WB Avg Speed : 24.50 MPH

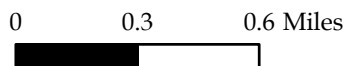
WB Travel Time : 11.76 Min

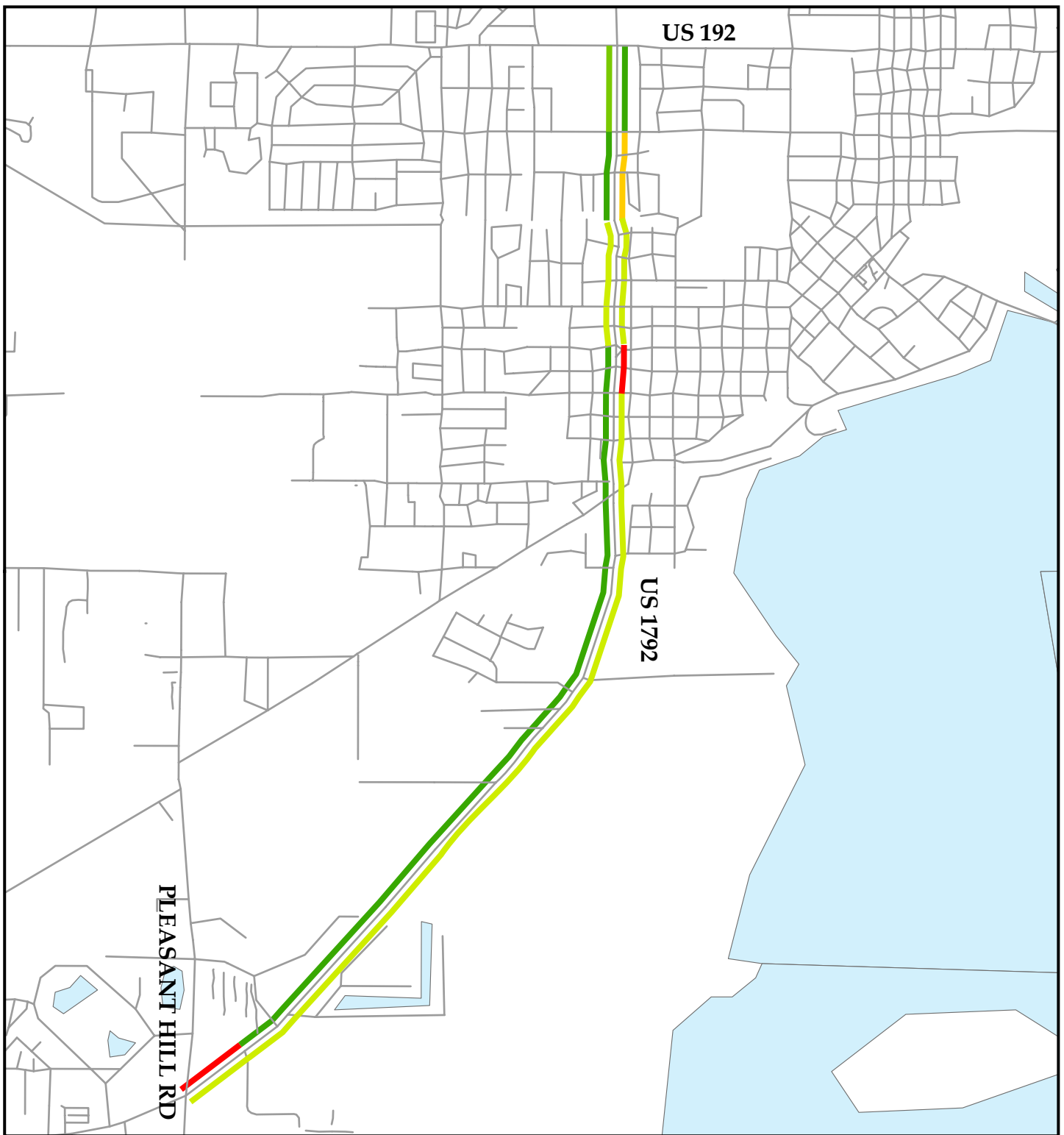
WB Delay Time : 5.93 Min

### 2009 METROPLAN ORLANDO

#### Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | — Travel Time Study Roads |
| — B        | — County Boundaries       |
| — C        | — Water Bodies            |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### US 1792 - AM Peak

Date of Collection: 3/25/2009 Distance - 3.5 Miles

From : US 192

To : Pleasant Hill Road

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 26.90 MPH

NB Travel Time : 7.74 Min

NB Delay Time : 2.34 Min

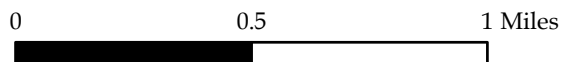
SB Avg Speed : 37.60 MPH

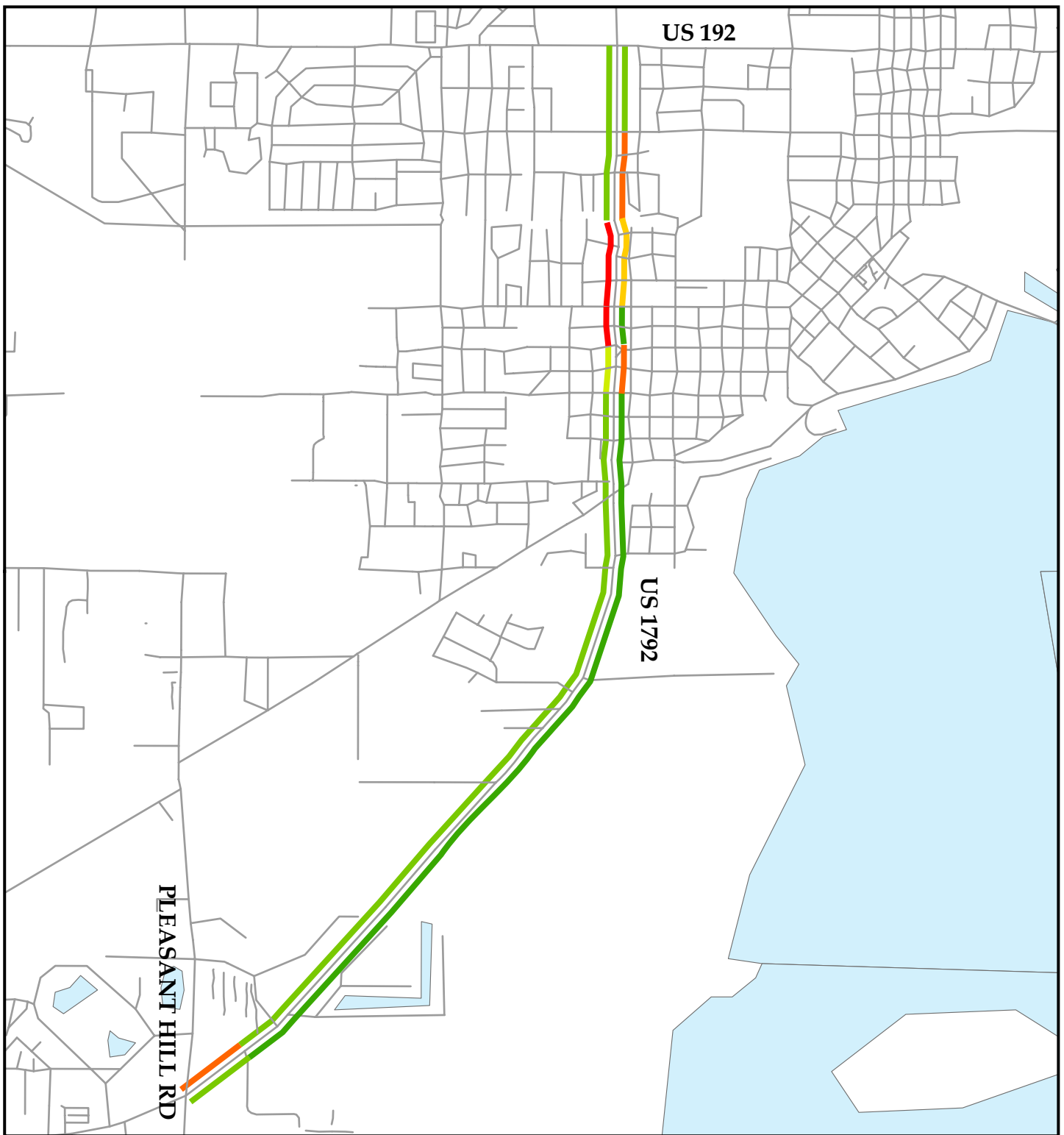
SB Travel Time : 5.54 Min

SB Delay Time : 1.83 Min

## 2009 METROPLAN ORLANDO Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| <b>A</b>   | — County Boundaries       |
| <b>B</b>   | — Water Bodies            |
| <b>C</b>   | — Travel Time Study Roads |
| <b>D</b>   |                           |
| <b>E</b>   |                           |
| <b>F</b>   |                           |





### US 1792 - PM Peak

Date of Collection: 4/02/2009 Distance - 3.5 Miles

From : US 192

To : Pleasant Hill Road

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 34.40 MPH

NB Travel Time : 6.06 Min

NB Delay Time : 2.03 Min

SB Avg Speed : 28.70 MPH

SB Travel Time : 7.26 Min

SB Delay Time : 1.34 Min

## 2009 METROPLAN ORLANDO Travel Time Study

LOS

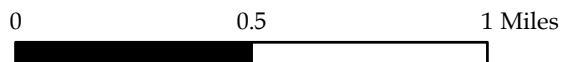
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

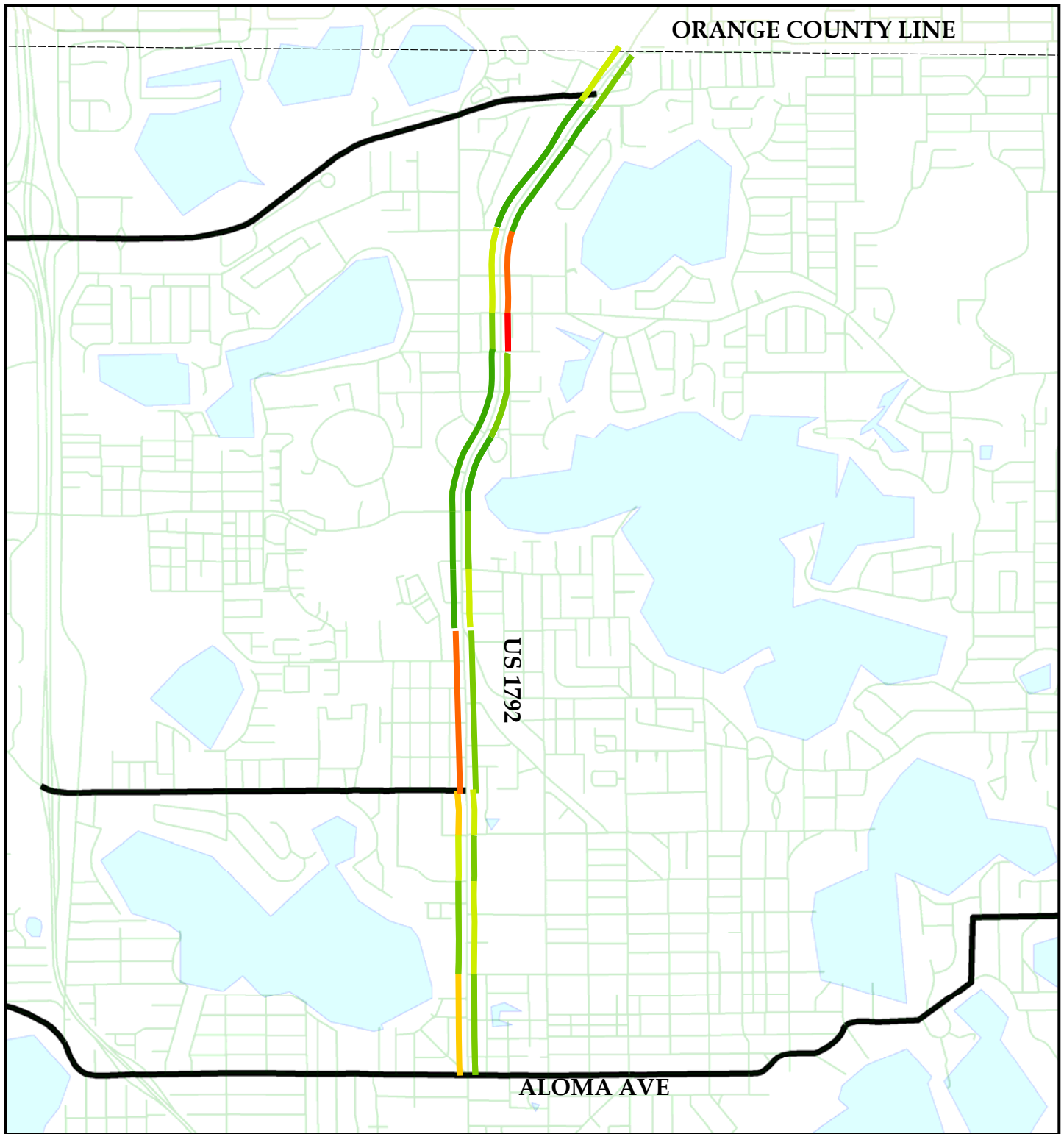
— Roads

▭ County Boundaries

▭ Water Bodies

▬ Travel Time Study Roads





### US1792 Part A - AM Peak

Date of Collection: 3/05/2009 Distance - 3.4 Miles

From : Aloma Avenue

To : Orange County Line

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 26.80 MPH SB Avg Speed : 25.00 MPH

NB Travel Time : 7.98 Min SB Travel Time : 8.56 Min

NB Delay Time : 2.98 Min SB Delay Time : 2.23 Min

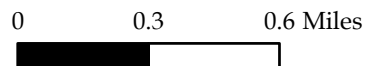
## 2009 METROPLAN ORLANDO Travel Time Study

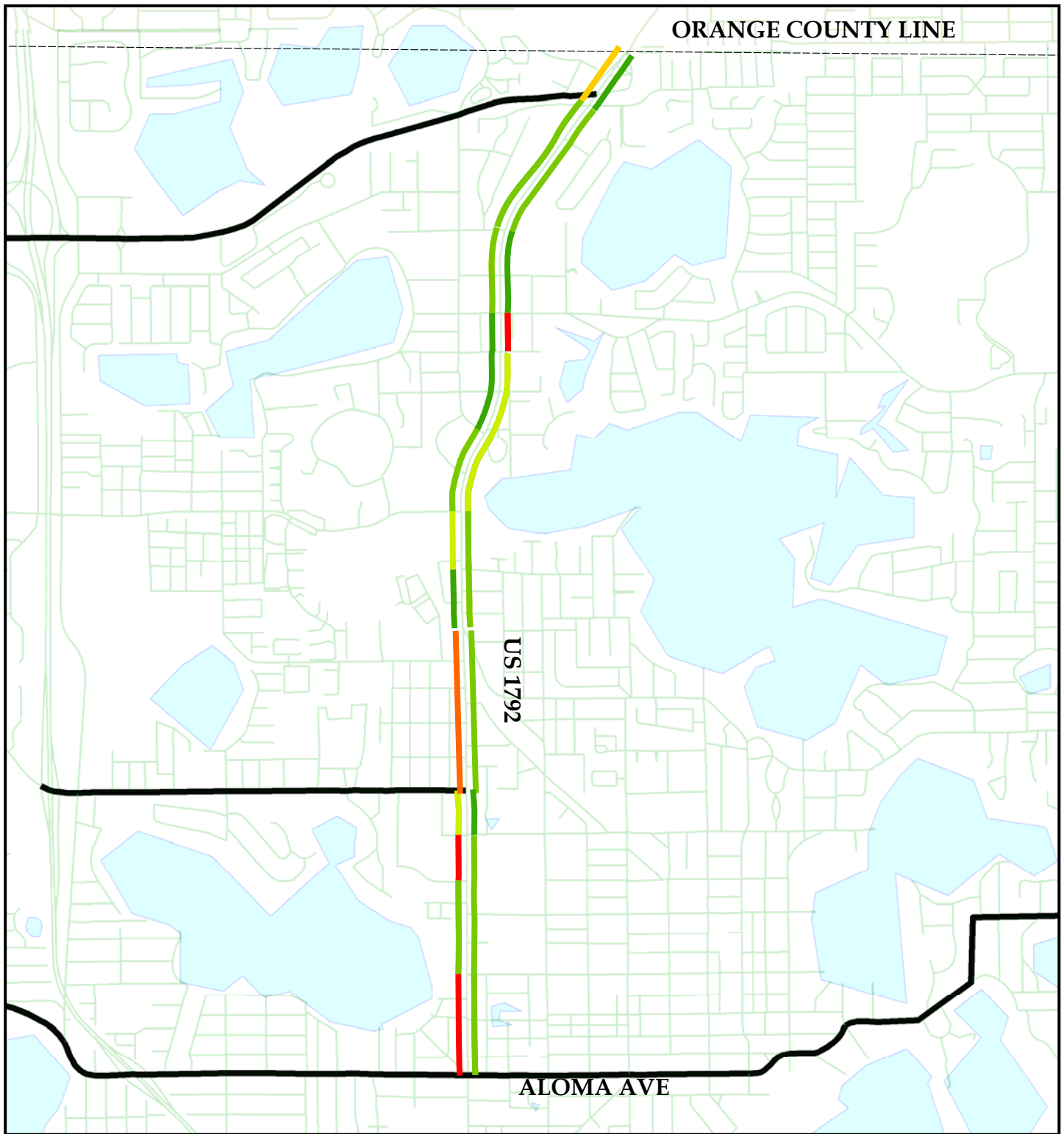
#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads





### US1792 Part A - PM Peak

## 2009 METROPLAN ORLANDO Travel Time Study

Date of Collection: 3/05/2009 Distance - 3.4 Miles

From : Aloma Avenue

To : Orange County Line

Start Time : 4:00 PM

NB Avg Speed : 24.30 MPH SB Avg Speed : 24.60 MPH

End Time : 6:00 PM

NB Travel Time : 8.79 Min SB Travel Time : 8.69 Min

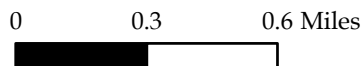
NB Delay Time : 4.43 Min SB Delay Time : 3.91 Min

#### LOS

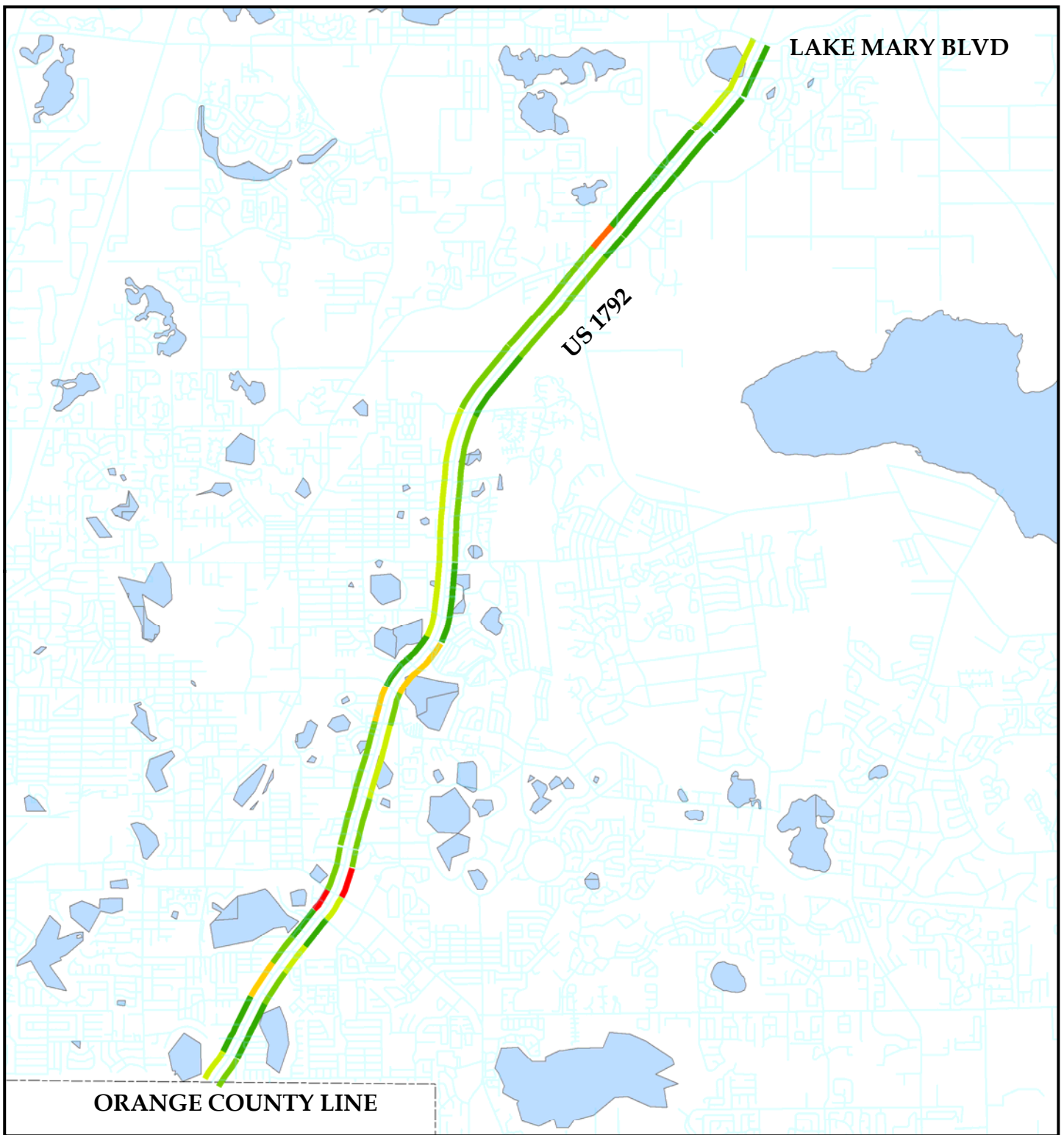
- A
- B
- C
- D
- E
- F

#### Roads

- Roads
- County Boundaries
- Water Bodies
- Travel Time Study Roads







### US 1792 Part B - AM Peak

Date of Collection: 3/18/2009 & 3/19/2009 Distance - 9.6 Miles

From : Orange County Line

To : Lake Mary Boulevard

Start Time : 7:00 AM

End Time : 9:00 AM

NB Avg Speed : 34.40 MPH

NB Travel Time : 15.73 Min

NB Delay Time : 7.58 Min

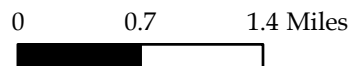
SB Avg Speed : 33.00 MPH

SB Travel Time : 16.42 Min

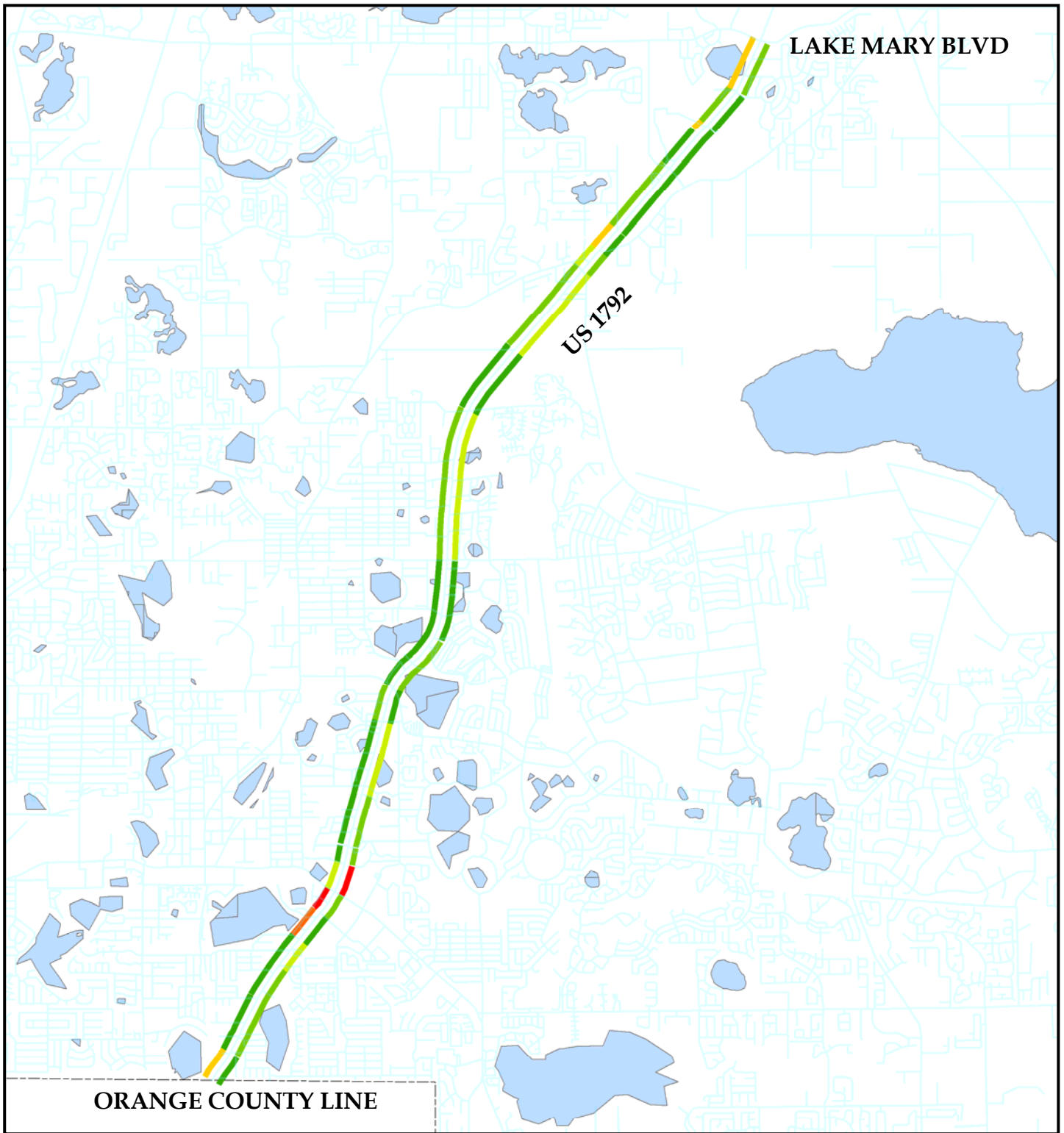
SB Delay Time : 4.36 Min

## 2009 METROPLAN ORLANDO Travel Time Study

- |            |                   |
|------------|-------------------|
| <b>LOS</b> | Roads             |
| A          | County Boundaries |
| B          | Water Bodies      |
| C          |                   |
| D          |                   |
| E          |                   |
| F          |                   |







## US 1792 Part B - PM Peak

Date of Collection: 3/26/2009 & 4/11/2009 Distance - 9.6 Miles

From : Orange County Line

To : Lake Mary Boulevard

Start Time : 4:00 PM

End Time : 6:00 PM

NB Avg Speed : 32.00 MPH

NB Travel Time : 16.92 Min

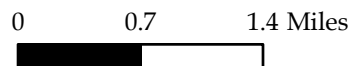
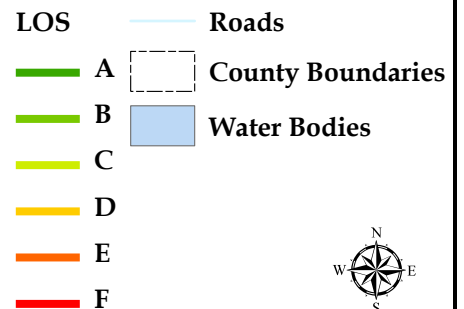
NB Delay Time : 5.03 Min

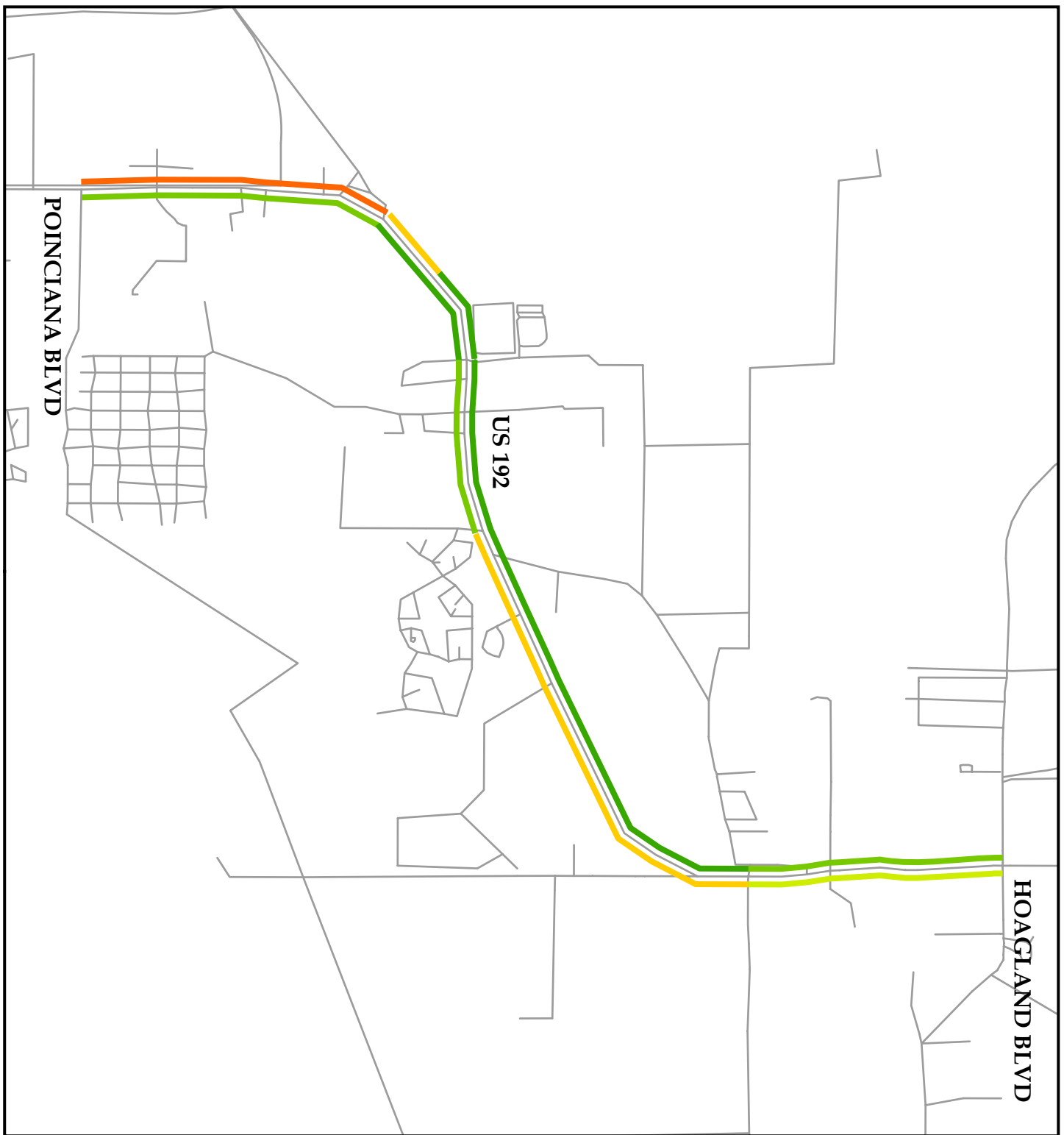
SB Avg Speed : 33.30 MPH

SB Travel Time : 16.28 Min

SB Delay Time : 4.26 Min

## 2009 METROPLAN ORLANDO Travel Time Study





### US 192 - AM Peak

Date of Collection: 3/26/2009 Distance - 4.3 Miles

From : Poinciana Blvd

To : Hoagland Blvd

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 38.50 MPH

EB Travel Time : 6.22 Min

EB Delay Time : 1.49 Min

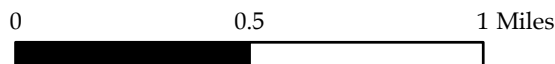
WB Avg Speed : 34.10 MPH

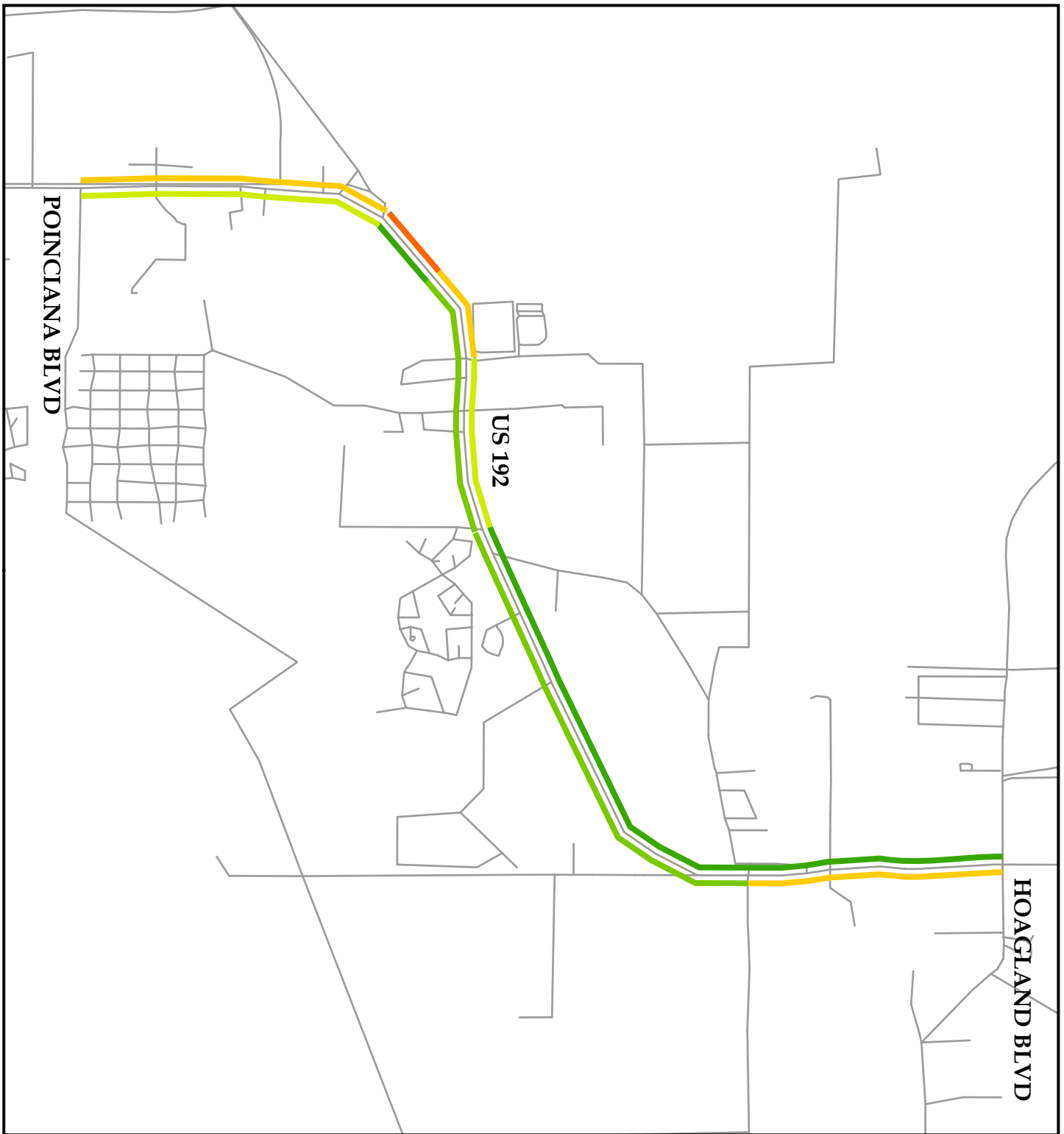
WB Travel Time : 7.03 Min

WB Delay Time : 1.84 Min

## 2009 METROPLAN ORLANDO Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | - - - County Boundaries   |
| — B        | ■ Water Bodies            |
| — C        | — Travel Time Study Roads |
| — D        |                           |
| — E        |                           |
| — F        |                           |





### US 192 - PM Peak

Date of Collection: 4/01/2009 Distance - 4.3 Miles

From : Poinciana Blvd

To : Hoagland Blvd

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 32.00 MPH

EB Travel Time : 7.49 Min

EB Delay Time : 1.73 Min

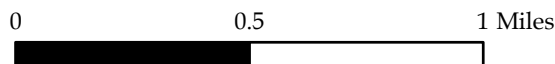
WB Avg Speed : 31.10 MPH

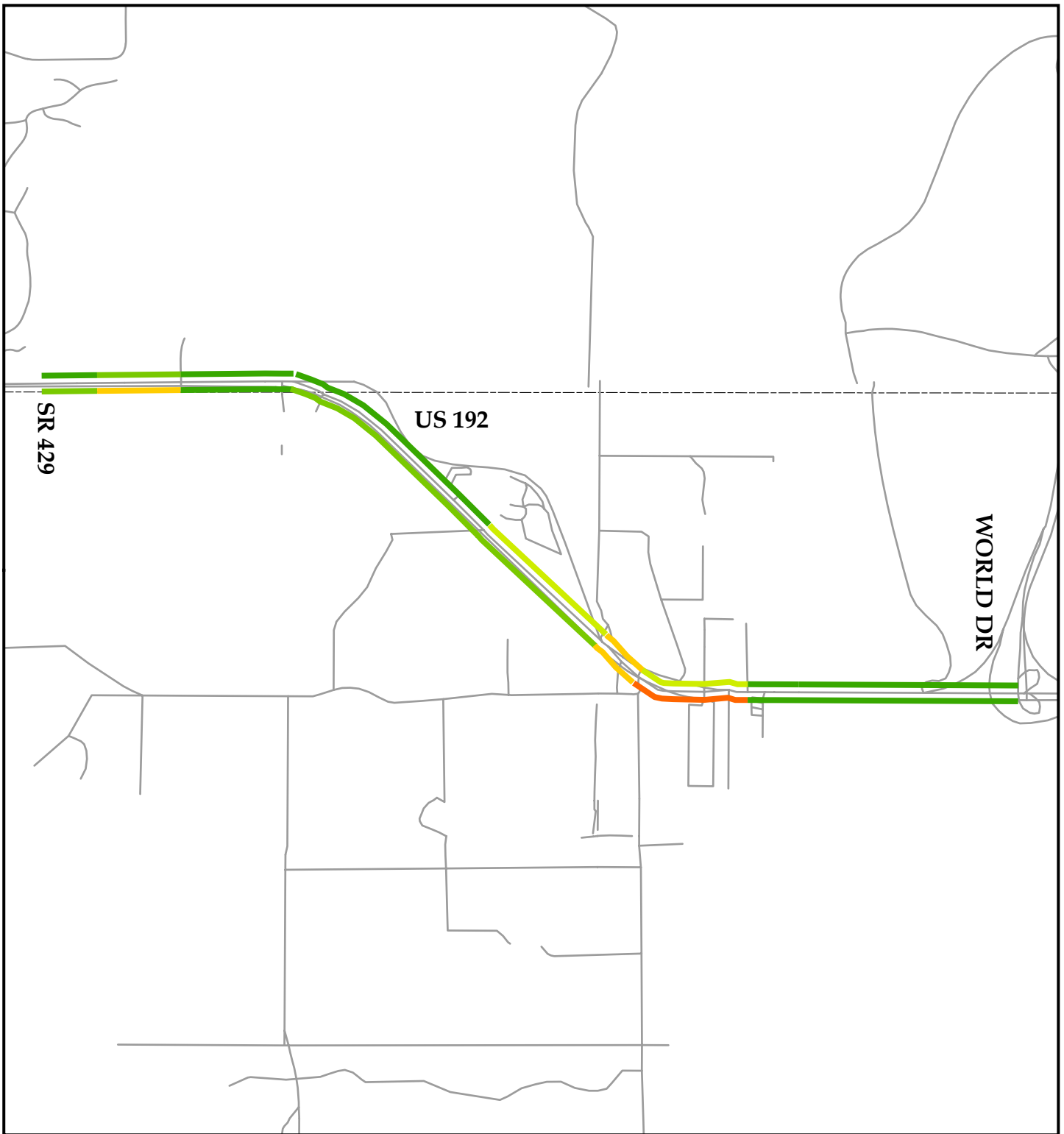
WB Travel Time : 7.69 Min

WB Delay Time : 2.81 Min

## 2009 METROPLAN ORLANDO Travel Time Study

- |            |                           |
|------------|---------------------------|
| <b>LOS</b> | — Roads                   |
| — A        | - - - County Boundaries   |
| — B        | □ Water Bodies            |
| — C        | — Travel Time Study Roads |
| — D        |                           |
| — E        |                           |
| — F        |                           |





## US 192 - AM Peak

Date of Collection: 3/19/2009 Distance - 3.5 Miles

From : SR 429

To : World Drive

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 37.10 MPH

EB Travel Time : 5.35 Min

EB Delay Time : 1.04 Min

WB Avg Speed : 39.60 MPH

WB Travel Time : 5.01 Min

WB Delay Time : 1.78 Min

## 2009 METROPLAN ORLANDO Travel Time Study

LOS

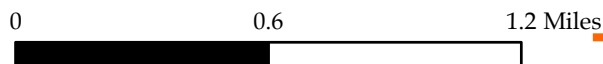
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

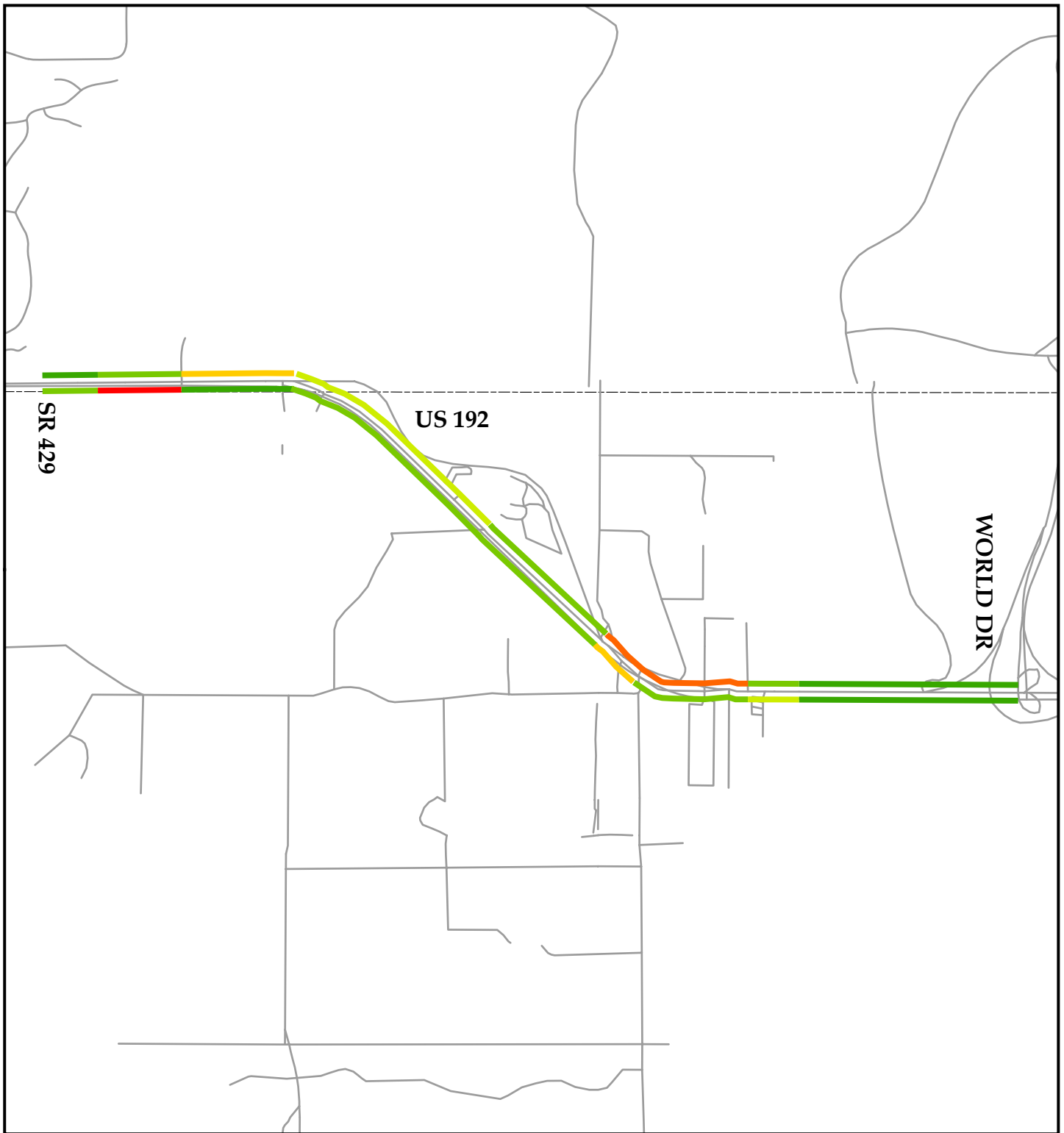
— Roads

▭ County Boundaries

▭ Water Bodies

▬ Travel Time Study Roads





## US 192 - PM Peak

Date of Collection: 3/26/2009 Distance - 3.5 Miles

From : SR 429

To : World Drive

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 35.20 MPH

EB Travel Time : 5.64 Min

EB Delay Time : 2.64 Min

WB Avg Speed : 30.10 MPH

WB Travel Time : 6.59 Min

WB Delay Time : 2.53 Min

## 2009 METROPLAN ORLANDO Travel Time Study

LOS

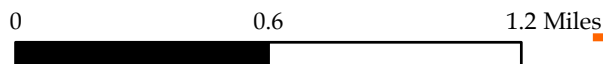
- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

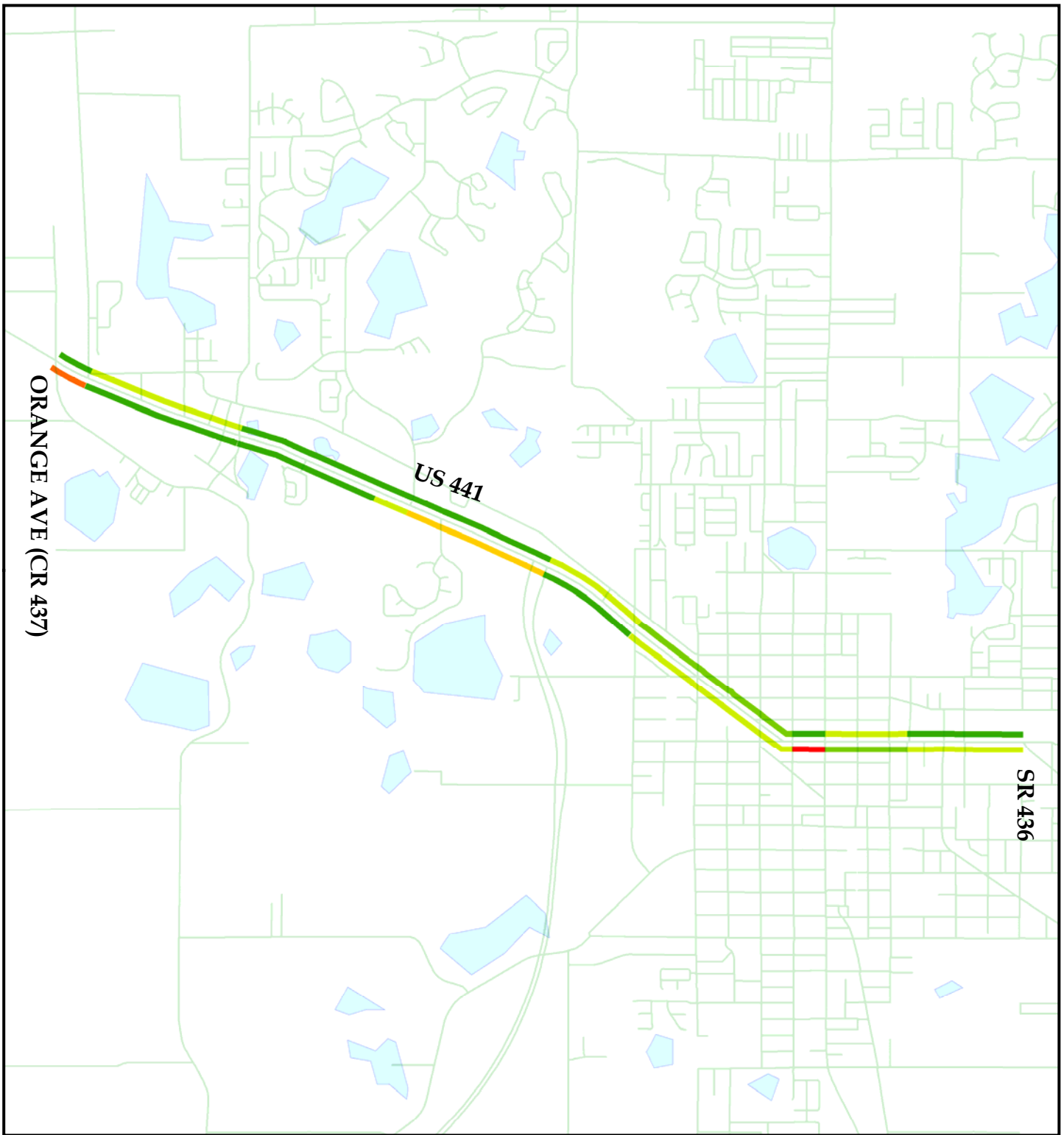
— Roads

▭ County Boundaries

▭ Water Bodies

▬ Travel Time Study Roads





### US 441 - AM Peak

Date of Collection: 2/24/2009 Distance - 4.3 Miles

From : Orange Avenue (CR 437)

To : SR 436

Start Time : 7:00 AM

End Time : 9:00 AM

EB Avg Speed : 25.60 MPH

EB Travel Time : 10.14 Min

EB Delay Time : 3.12 Min

WB Avg Speed : 32.90 MPH

WB Travel Time : 7.92 Min

WB Delay Time : 1.67 Min

## 2009 METROPLAN ORLANDO Travel Time Study

#### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

#### Roads



#### County Boundaries

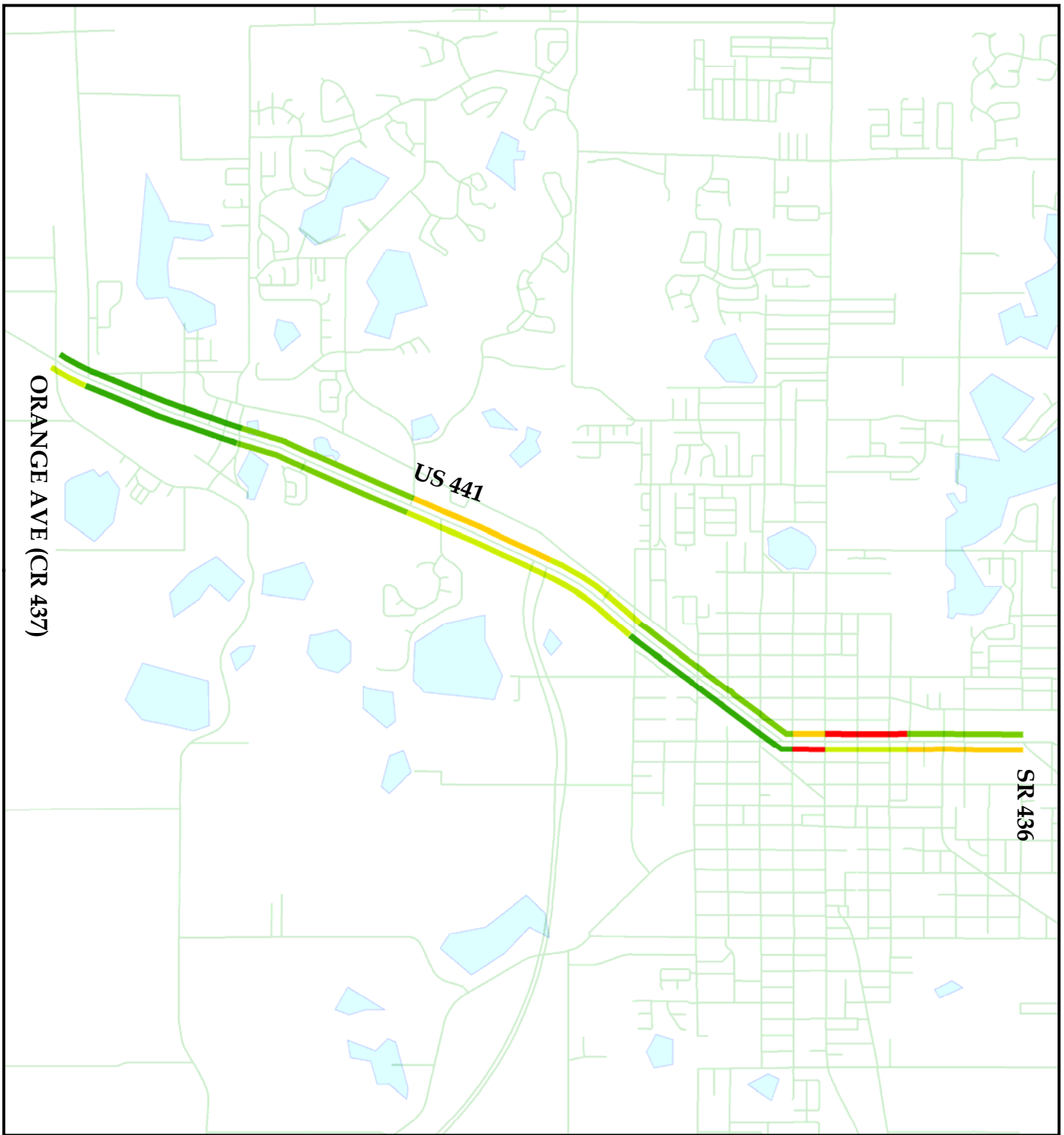


#### Water Bodies



0 0.1 0.2 Miles





## US 441 - PM Peak

Date of Collection: 2/24/2009 Distance - 4.3 Miles

From : Orange Avenue (CR 437)

To : SR 436

Start Time : 4:00 PM

End Time : 6:00 PM

EB Avg Speed : 27.20 MPH

EB Travel Time : 9.55 Min

EB Delay Time : 3.79 Min

WB Avg Speed : 24.90 MPH

WB Travel Time : 10.44 Min

WB Delay Time : 3.88 Min

## 2009 METROPLAN ORLANDO Travel Time Study

### LOS

- █ A
- █ B
- █ C
- █ D
- █ E
- █ F

### Roads



### County Boundaries



### Water Bodies



0 0.1 0.2 Miles

