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Memo

To:	Rob Brancheau, GOAA Brad Friel, GOAA		
From:	Jamie Krzeminski, PE, PTOE	Project:	East Airfield EA
CC:	Jason McGlashan, HDR Doug Rillstone, Broad & Cassel Marcos Marchena / Chris Wilson, Marchena & Graham Mike Arnold / Sarah Brammell, ESA		
Date:	May 23, 2011	Job No:	148787

RE: East Airfield EA – Transportation Analysis Appendix, Revised

This memo is a revised version of the transportation analysis completed to support the Environmental Assessment (EA) for the East Airfield Development Area (EADA) at Orlando International Airport (OIA). Additional documentation is provided in this summary report related to the trip rates used for the EADA, and new information is provided which has become available since our previous analysis and justifies that **no roadway segments will experience a disruption in local traffic patterns that substantially reduce the level of service (LOS) as a result of the Proposed Action** (i.e., development of the EADA). The original EA transportation analysis memo dated October 7, 2008 is included as Exhibit A.

Off-Site Roadway Impacts Background

As background information, it is important to note that in accordance with the Federal Aviation Administration (FAA) Policy and Procedures Concerning the Use of Airport Revenue; Notice, 64 Fed. Reg. 7,696, 7,720 (February 19, 1999) (Revenue Use Policy), GOAA has never participated in off-airport improvements for aviation-related projects at OIA. Historically, GOAA has conducted traffic impact studies to evaluate off-airport roadway conditions, identified roadway segments that merit widening or new construction and worked with other government agencies to advocate completing the off-airport improvements. GOAA has not been precluded from advancing or constructing airport projects because an off-airport transportation project has not been completed by another local government agency. In its role of advocate GOAA has facilitated the following completed projects as examples:

- Goldenrod Road Extension and new interchange at SR 528 (with connection to Heintzelman Boulevard)
- Conway Road widening from 2 to 4 lanes
- SR 436 widening from 4 to 6 lanes
- Modified interchange at SR 436 and SR 528
- Widening of Narcoossee Road (multiple segments)

FAA Review Standards vs. DRI Standards

FAA's *Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions For Airport Actions,* Chapter 7 Environmental Assessment, Table 7-1, Significance Thresholds and *Environmental Desk Reference for Airport Actions,* Chapter 18 Social Impacts, provide the relevant review standards for determining social impacts, including transportation, in the review of airport-related environmental documents. Relative to transportation effects, the applicant is to provide information on the Proposed Action's potential to cause a disruption of local traffic patterns that substantially reduce the LOS of any airport access roads or roads in the areas immediately surrounding the airport, with discussion of any unacceptable changes in roadway LOS.

It should be noted that the FAA review standards differ from the transportation analysis required as part of Florida's Development of Regional Impact (DRI) process, which assesses project significance based on the project contributing a volume to a roadway segment equal to or greater than 5% of the roadway's maximum service volume at the adopted LOS. The DRI transportation analysis study area is traditionally established based on roadways identified as being significantly impacted by the project, plus one roadway segment beyond where the project significance ends. Roadways are identified as having a significant and adverse impact on a roadway segment if the project meets the 5% significance test and the roadway is projected to operate deficiently (below its adopted LOS standard).

Differences in the two methodologies can be summarized as follows:

- The DRI study area tends to be large and considers regional impacts defined by the 5% project significance threshold. Conversely, the FAA guidelines only require evaluation of airport access roads or roads in areas immediately surrounding the airport.
- Regional roadways may be projected to experience an unacceptable change in roadway LOS in the future even without a Proposed Action based solely on the projected growth of non-project, background traffic. The FAA guidelines imply that a roadway would only be identified as having a transportation impact based on the Proposed Action if the Proposed Action causes the unacceptable change in roadway LOS. In contrast, the DRI methodology considers total traffic, and not whether a particular roadway segment would operate deficiently without the Proposed Action (with non-project, background traffic only), that is, a roadway can operate adversely without being significantly impacted by the project based on the DRI methodology and definitions.

The EADA will go through additional DRI level of review in order to be incorporated into the OIA Amended and Restated Development Order, or alternatively, through the local development level of review. The transportation analysis previously provided used the more stringent DRI methodology and not the standard referenced in FAA guidance documents.

Orlando Southeast Sector Plan History

More than 15 years ago, the City of Orlando identified Southeast Orlando as a Future Growth Center with OIA as the primary economic and employment generator. In 1999, the City of Orlando adopted the Southeast Sector Plan, as part of the City's Growth Management Plan Future Land Use Element. The Southeast Sector Plan provides development guidelines and standards for Southeast Orlando, including the EADA, envisioned to provide a full range of uses, services, amenities, and activities to fill the needs of the ultimate population of roughly 65,000. The plan states:

> *"The Orlando International Airport is a strong and growing economic engine within the region. The Greater Orlando Aviation Authority, GOAA, plans to construct a fourth runway, expand terminal facilities, build new onsite roadways, pursue regional rail transit linkages, and actively market airport-related industrial, office and commercial development. The Southeast Orlando area is directly adjacent to this significant regional center and has the potential to benefit by serving as a prime location for new office and industrial development. In addition, the Southeast Orlando area's location can capitalize on traffic to the airport through strategically placed commercial/lodging activities, and by providing a full range of housing that is both affordable and convenient for airport employees."* [*Southeast Orlando Sector Plan Development Guidelines and Standards, May 10, 1999*]

The Southeast Sector Plan designates the future land use for the EADA as Airport Support District, a land use category which includes the primary employment locations within the Southeast Orlando community [Section 68.105, Orlando City Code]. As such, the EADA has since 1999 been envisioned by the City for a high level of employment intensity, and the surrounding infrastructure has been planned and designed to accommodate the development of the EADA and surrounding uses.

It can be seen that proposed development in Southeast Orlando represents the fulfillment of a well conceived plan, and the EADA is consistent with and is an important component of the Sector Plan.

Trip Generation Rates

The appropriate trip generation rates for aviation support development have long been discussed at OIA. The Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition* is used as the professional standard for trip generation rates for traffic impact analyses. There are no land use categories in the ITE document that cover the specific use and trip-making characteristics of the very specialized uses generally located at aviation facilities. In the past, the trip generation of aviation support parcels including the EADA has been estimated using light industrial, manufacturing, or warehousing trip rates, or using a blended rate based on a combination of these rates in ITE *Trip Generation*. However, in 2008, GOAA authorized HDR to collect traffic data from various properties located at OIA along the Tradeport Drive and Hangar Boulevard corridors that represented existing aviation support uses consistent with the types of uses planned for at the EADA. This is consistent with guidance in ITE's *Trip Generation Handbook: An ITE Recommended Practice*, which states: "if the description of a site is not covered by the land use classifications presented in *Trip Generation*, the analysis should collect local data and establish a local rate." [*ITE Trip Generation Handbook: An ITE Recommended Practice*] The traffic data collection was undertaken at existing aviation support uses at OIA based on the established guidelines in the ITE Recommended Practice, including:

- Number of sites – at least three sites (and preferably five) are recommended to be surveyed. A total of 10 individual aviation support sites were counted at OIA, which were ultimately separated into two categories, with 6 and 4 sites representing Category A: Airport Support District (aircraft maintenance/manufacturing hangar/cargo facilities) and Category B: Airport Support Area (office/flight training centers/air traffic control facilities), respectively.
- Duration – counts were conducted for the recommended 7-day period, with the exception of the air traffic control tower, which was counted for the minimum preferred length of 48 hours.
- Verification – all automatic driveway counts were verified and adjusted based on one-hour manual counts completed at each count location.
- Acceptable use of weighted average trip generation rate – all weighted average trip rates computed for OIA aviation support were verified as acceptable according to ITE standards, which requires that the weighted average trip generation rate is based on at least three data points with a computed standard deviation that is no more than 110 percent of the weighted average rate.
- Site selection – sites selected all had reasonably full occupancy; were mature (at least two years old); and were able to be isolated for counting purposes.

As an example, monitored trip rates have been used for traffic analyses at OIA for the South Terminal DRI, which made use of monitored traffic volumes at the airport's cordon line to accurately establish the airport's trip generation and to project the anticipated trip generation of the proposed South Terminal. The analysis was accepted by the reviewing agencies (including the City of Orlando, East Central Florida Regional Planning Council, and FDOT) and incorporated into the OIA Amended and Restated Development Order.

The monitored trip generation rates for the two land use categories are as follows:

- Category A: Daily = 7.23 trips/KSF PM Peak Hour = 0.42 trips/KSF (60% enter, 40% exit)
- Category B: Daily = 9.50 trips/KSF PM Peak Hour = 0.50 trips/KSF (26% enter, 74% exit)

It was noted that the monitored OIA aviation support trip rates for daily traffic were higher than the blended ITE daily trip rate (combination of light industrial, manufacturing, and warehousing), but that the monitored PM peak hour trip rates were lower than the blended ITE PM peak hour rates. This is expected considering that many of the OIA aviation support uses have three employee shifts, resulting in more trips per day compared to the uses that are represented by ITE rates (and many of which do not operate with employee shifts). However, because the employee shift changes at OIA often occur outside of the 4-6 PM commuter peak period, the trip generation during this crucial period is lower than ITE rates. It is also noted in the ITE land use descriptions for light industrial, manufacturing, and warehousing that the peak hour of the generator typically

coincided with the peak hour of the adjacent street traffic. However, for the OIA aviation support uses, the monitored rates showed that in nearly all cases, the peak hour of the generator did not coincide with the peak hour of the adjacent street traffic, further supporting the expected outcome that many aviation support trips occur outside the most critical commuter peak periods.

The DRI transportation analysis traditionally focuses on the PM peak period, which represents the most critical and congested time period of the day. The EADA analysis using the monitored rates is based on the projected conditions during the PM peak period and also includes, for informational purposes, the daily trip generation based on monitored rates.

The aviation support traffic data and computation of monitored aviation support trip generation rates is included in Exhibit B.

Transportation Analysis Results

Based on the use of the monitored trip rates and a total EADA development program of 6.1 million square feet depicted in the preferred alternative (see Figure 4.3-4 of the EA document), the Proposed Action is projected to generate 46,709 daily trips and 2,654 PM peak hour trips (1,398 entering, 1,256 exiting). Based on the projected trip generation and the use of the DRI transportation methodology, the following four roadway segments were originally identified in the October 2008 traffic analysis as having DRI impacts:

- Narcoossee Road, Lee Vista Boulevard to SR 528/Beachline Expressway
- Narcoossee Road, SR 528/Beachline Expressway to Dowden Road
- Narcoossee Road, Dowden Road to Lake Nona Boulevard
- SR 436/Semoran Boulevard, Hoffner Avenue to SR 528/Beachline Expressway

It should be noted that each of these four roadway segments are projected to operate deficiently in the future based solely on the growth of non-EADA background traffic even in the absence of the EADA development. As such, the addition of the Proposed Action would not cause a disruption in traffic patterns which reduces the roadway LOS. Further, none of the four segments are projected to have DRI impacts based on current information, as detailed in the following section.

Addressing Previously Identified Impacts

Since the completion of the EA transportation analysis in 2008, the local Metropolitan Planning Organization (MPO), MetroPlan Orlando, adopted the MetroPlan Orlando 2030 Cost Feasible Long Range Transportation Plan (Transportation Plan) and the City of Orlando adopted amendments to its transportation policies included as part of the City's Growth Management Plan (GMP).

MetroPlan Orlando adopted the Transportation Plan on August 12, 2009. The Cost Feasible plan includes widening of each of the three identified Narcoossee Road segments by 2030 or earlier. These improvements were not considered during the previous EA transportation analysis. However, these improvements have been justified as financially feasible by MetroPlan Orlando without relying on developer contributions (proportionate share contributions) in the accounting of funding sources needed to implement the improvements included in the plan. The result of including the planned widening of the three Narcoossee Road segments identified in the EA transportation analysis is that none of the roadways would operate deficiently. Therefore, the DRI impacts on these segments would be eliminated and since the DRI threshold has not been exceeded, the less stringent FAA standard set forth above has not been exceeded. Documentation of the 2030 MetroPlan Orlando Cost Feasible Long Range Transportation Plan projects is included in Exhibit C.

The City of Orlando recently amended its GMP to expand the existing Transportation Concurrency Exception Area (TCEA) to include the current corporate limits of the City of Orlando as of July 7, 2009, and address applicable portions of The Florida Community Renewal Act, section 163.3180(4)(b), requirements regarding transportation strategies to support and fund mobility, including the following policies within the City of Orlando GMP Transportation Element:

- Policy 1.8.3 states “Where an assessment of the level of service is required for major thoroughfares the default Level of Service (LOS) Standard for major thoroughfares shall be as follows: 1) LOS Standard “E”, or 2) If the roadway is operating at LOS “F”, it shall not be significantly degraded.”
- Policy 1.8.7 states “Major thoroughfares operating at a level of service of “F” shall not be significantly degraded as a result of a proposed new development project, unless the City approves a mitigation plan. Significant degradation occurs when the increase in vehicles per hour per lane (vphpl) exceeds the following percentages:

  Limited Access Facilities
  4 Lanes 29%
  6 Lanes 18%

  Arterials and Collectors
  2 Lanes Undivided 56%
  4 Lanes Undivided 34%
  4 Lanes Divided 25%
  6 Lanes Divided 17%

  One-Way Roads
  2 Lanes 25%
  3 Lanes 17%
  4 Lanes 15%

  Constrained Facilities
  4 or 6 lanes 10%

The above policies include the assessment of the roadway condition at the specific point in time; for example, a 2030 analysis would include assessment of the LOS of the roadway based on 2030 background traffic to determine if it was operating at LOS F, which would allow the significant degradation thresholds to apply. This methodology was used in the transportation analysis completed for the City of Orlando on GOAA’s Poitras property, and is documented in the Poitras Property City of Orlando Planned Development (PD) Transportation Study (August 2010).

The fourth roadway segment identified as impacted in the EA transportation analysis is SR 436/Semoran Boulevard from Hoffner Avenue to SR 528. According to Section 163.1380(10), the City of Orlando is responsible for setting the appropriate LOS standard on this segment because it is located within a TCEA, is not part of the Strategic Intermodal System (SIS), and was not funded in accordance with Section 339.2819, F.S. which creates the Transportation Regional Incentive Program (TRIP). Based on the City’s amended GMP policies referenced above, this segment would be subject to the significant degradation thresholds in Policy 1.8.7 because at the buildout of the EADA, this segment is projected to be operating at LOS F due to future background traffic volumes (the total non-EADA PM peak hour peak direction volume is projected to be 2,950 which is beyond the upper threshold for LOS E of 2,710, thereby putting it into LOS F). However, the total projected volumes from the analysis (future background traffic + EADA traffic = 3,155 PM peak hour peak direction trips) would not exceed the significant degradation threshold of the LOS F service volume + 17% (3,171). Although this segment is projected to operate at LOS F, the Proposed Action will not result in an unacceptable change in roadway LOS since the segment is projected to operate below the level at which point it would be considered “significantly degraded” by the City.

Conclusions

The following conclusions can be drawn from the information presented in this revised memo summarizing the results of the EADA EA transportation analysis:

- Although the transportation analysis has relied on the DRI transportation methodology, the EA requires that the review guidelines in the FAA's *Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions For Airport Actions,* Chapter 7 Environmental Assessment, Table 7-1, Significance Threshold and the *Environmental Desk Reference for Airport Actions,* Chapter 18 Social Impacts be met. This includes the Proposed Action's potential to disrupt local traffic patterns that substantially reduce the LOS of any roads serving the airport or in the areas immediately surrounding the airport, and identification of any unacceptable changes in roadway LOS. This memo has provided additional information that was not available for inclusion in the October 2008 EA traffic analysis that demonstrates that the Proposed Action will not result in any disruption of local traffic patterns that substantially reduce the LOS of any road serving the airport or the areas immediately surrounding the airport causing an unacceptable change in roadway LOS.
- Since 1999 the Southeast Orlando Sector Plan and the City of Orlando Growth Management Plan has included uses consistent with the EADA. The land use plan included in the EA is consistent with and is an important component of this plan, which recognizes that GOAA will be actively marketing airport-related industrial, office and commercial development, and that the EADA will serve as a primary employment location within Southeast Orlando.
- The collection of trip data for OIA aviation support development and the computation of local monitored trip generation rates are based on ITE standards and procedures and are justified because existing land use categories in ITE's *Trip Generation* do not cover the specific use and trip characteristics of aviation support uses proposed at EADA. Monitored rates have been used in the Orlando area in the past, including for the OIA South Terminal DRI.
- The use of the OIA aviation support trip rates and the proposed EADA development program totaling 6.1 million square feet was projected to result in the project exceeding DRI thresholds on 4 roadway segments, based on the standard DRI transportation methodology and the transportation analysis completed in October 2008. However, based on new information received from MetroPlan Orlando and the City of Orlando following the completion of the EA transportation analysis, these impacts would be eliminated and the Proposed Action would not exceed the DRI thresholds which in turn will not result in an unacceptable change in roadway LOS on these 4 roadway segments based on the following:
    - MetroPlan Orlando's 2030 Cost Feasible Long Range Transportation Plan (adopted August 12, 2009) includes financially feasible widening improvements to the 3 identified segments of Narcoossee Road; as such, none of these segments would operate deficiently (i.e., at an unacceptable LOS) at the buildout of the EADA.
    - The City of Orlando's revised GMP includes policies that expand its TCEA city-wide and permits new development on major thoroughfares operating at a level of service of "F" so long as they are not significantly degraded (unless the City approves a mitigation plan). The identified segment of SR 436 is projected to operate at LOS F at the buildout of the EADA but is not projected to be significantly degraded based on the City's established thresholds. As such, the Proposed Action would not result in an unacceptable change in roadway LOS for this segment.
- Finally, in accordance with the FAA Revenue Use policy, GOAA has never participated in off-airport improvements for aviation-related projects at the airport. GOAA identified needed transportation improvements, and has served as an advocate along with other government agencies to get improvements completed. GOAA has not been precluded from advancing or constructing an airport projects because an off-airport transportation project has not been completed by another local government agency.

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Memo

To:	Dave Torbert, Schenkel Schultz Rick Alberts, ESA Matt Taylor, RERC Rob Brancheau, GOAA Brad Friel, GOAA		
From:	Jamie Krzeminski, PE, PTOE	Project:	East Airfield EA
CC:	Jason McGlashan, HDR		
Date:	October 7, 2008	Job No:	85817

RE: East Airfield EA – Revised Development Program Trip Generation

Based on our meeting last week, HDR has made revisions to the trip generation calculations and roadway segment analysis for the East Airfield. Based on the traffic counts that were conducted and the exclusion of the Air Tran and Signature FBO uses, the computed trip generation rates for the two land use categories are as follows:

- Category A: Daily = 7.23 trips/KSF PM Peak Hour = 0.42 trips/KSF (60% enter, 40% exit)
- Category B: Daily = 9.50 trips/KSF PM Peak Hour = 0.50 trips/KSF (26% enter, 74% exit)

As discussed at the meeting, the actual measured **daily** rates are **higher** than the ITE blended rates we used previously, but the measured **PM peak** hour rates are **lower**. Using the measured rate has the effect of exceeding the daily trip transfer allowance for programs greater than 4 million square feet, but also decreases the number of significant and adverse roadway segments as compared to using the ITE rates (following the standard DRI transportation analysis).

Table 1 provides a summary of three development scenarios using the monitored trip generation rates as well as the ITE trip generation rates, as follows:

1. The maximum development, based on the program provided by RERC on October 3 totaling 6.1 million square feet.
2. A reduced development program to match the trip entitlements available for transfer (30,692 daily trips, including 12,984 trips from Tradeport and 17,708 trips from SE Development Area). This scenario assumes the 4,484 trips from the Mud Lake area are available for transfer.
3. A reduced development program to match the trip entitlements available for transfer without the Mud Lake trips (26,208 daily trips).

The primary findings are as follows:

- Using the **monitored rates**, the current proposed development program leaves a deficit of approximately 16,000 daily trips above the maximum potential entitlement transfer' However, only 4 roadway segments are significantly and adversely impacted.
- Using **ITE rates**, the same maximum development program would only have a deficit of approximately 3,100 daily trips above the potential trip entitlement transfer, but would have significant and adverste impacts to 21 roadway segments.
- Using the **monitored rates**, the development program could be reduced to approximately 4 million square feet to match the potential trip entitlement transfer; this level of development would have a significant and adverse impact on 3 roadway segments.

- Using the **monitored rates**, the development program could be further reduced to approximately 3.42 million square feet to match the potential trip entitlement transfer if Mud Lake area trips are not transferred; this level of development would have a significant and adverse impact on only 2 roadway segments.
- If using the **ITE rates**, the development would have to be reduced to 5.5 million square feet to match the potential trip entitlements with Mud Lake trips included; however, this would have a significant and adverse impact on 19 roadway segments.
- With **ITE rates**, the development could be reduced to 4.64 million square feet to match the potential trip entitlements without the Mud Lake trips included; this would impact 15 roadway segments.

Based on our analysis, the use of the monitored rates versus the ITE rates has impacts on the amount of development that could be achieved to match the potential trip entitlements, as well as the number of off-site roadway segments that would be impacted and need mitigation. Using the monitored rates would allow for less development potential, but would have fewer off-site impacts, while the ITE rates would allow for more potential development, but would cause a much higher number of off-site impacts.

Please see the attached exhibits for more details on the trip generation and resulting roadway impacts, and contact Jason or me if you have questions.

Table 1 - Comparison of East Airfield Development Programs and Trip Generation using Monitored or ITE Rates

Land Use Category	Using Monitored Trip Rates							Using ITE Trip Rates						
	Size	Units	Trip Generation				Sig & Adv Road Segments	Size	Units	Trip Generation				Sig & Adv Road Segments
			Daily	PM Peak Hour						Daily	PM Peak Hour			
				Total	Enter	Exit					Total	Enter	Exit	
Scenario 1: Max Development Program														
Category A: Airport Support District	4,955,246	SF	35,826	2,081	1,249	832		4,955,246	SF	25,054	4,072	872	3,200	
Catgeory B: Airport Support Area	1,145,550	SF	10,883	573	149	424		1,145,550	SF	8,722	1,362	232	1,130	
Total	**6,100,796**	**SF**	**46,709**	**2,654**	**1,398**	**1,256**	**4**	**6,100,796**	**SF**	**33,776**	**5,434**	**1,104**	**4,330**	**21**
Scenario 2: Match Trip Entitlements for Transfer (with Mud Lake Trips) = 30,692 Trips														
Category A: Airport Support District	3,255,597	SF	23,538	1,367	820	547		4,469,632	SF	22,620	3,667	788	2,879	
Catgeory B: Airport Support Area	752,626	SF	7,150	376	98	278		1,033,286	SF	8,056	1,236	210	1,026	
Total	**4,008,223**	**SF**	**30,688**	**1,743**	**918**	**825**	**3**	**5,502,918**	**SF**	**30,676**	**4,903**	**998**	**3,905**	**19**
Scenario 3: Match Trip Entitlements for Transfer (without Mud Lake Trips) = 26,208 Trips														
Category A: Airport Support District	2,779,893	SF	20,099	1,168	701	467		3,770,942	SF	19,120	3,084	665	2,419	
Catgeory B: Airport Support Area	642,654	SF	6,105	321	83	238		871,764	SF	7,068	1,055	179	876	
Total	**3,422,547**	**SF**	**26,204**	**1,489**	**784**	**705**	**2**	**4,642,706**	**SF**	**26,188**	**4,139**	**844**	**3,295**	**15**

Exhibit A - Proposed Max Development Program

Monitored Trip Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations [1]		PM Pk Hr		Size	Units	Daily Trips	PM Peak Hour Trips		
		Daily	PM Peak Hour	In	Out				Total	Enter	Exit
Airport Support District (Category A) [2]	---	T = 7.23 * (X / 1000)	T = 0.42 * (X / 1000)	60.0%	40.0%	4,955,246	sf	35,826	2,081	1,249	832
Airport Support Areas (Category B) [3]	---	T = 9.50 * (X / 1000)	T = 0.50 * (X / 1000)	26.0%	74.0%	1,145,550	sf	10,883	573	149	424
Total Project Trip Generation						6,100,796	sf	**46,709**	**2,654**	**1,398**	**1,256**

[1] Trip generation rates based on OIA Aviation Support Traffic Counts, HDR, October 2008.

[2] Comprised of aircraft maintenance, manufacturing hangar, and cargo facilities (light industrial, warehouse, manufacturing).

[3] Comprised of office, flight training centers, and ATC facilities.

30,692	Trip Entitlements Avail.
16,017	Difference

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
1	Narcoossee Road	Lee Vista Blvd to Beachline Expressway	4LD	6LD	1.4	17.4%	YES
2	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	39.6%	YES
3	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	19.0%	YES
4	Semoran Boulevard	Hoffner Ave to Beachline Expressway	6LD	8LD	2.0	20.9%	YES
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Exhibit B - Match Trip Entitlements Available for Transfer (Assume Mud Lake Trips Available)

Monitored Trip Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations[1]		PM Pk Hr		Size	Units	Daily Trips	PM Peak Hour Trips		
		Daily	PM Peak Hour	In	Out				Total	Enter	Exit
Airport Support District (Category A)[2]	---	T = 7.23 * (X / 1000)	T = 0.42 * (X / 1000)	60.0%	40.0%	3,255,597	sf	23,538	1,367	820	547
Airport Support Areas (Category B)[3]	---	T = 9.50 * (X / 1000)	T = 0.50 * (X / 1000)	26.0%	74.0%	752,626	sf	7,150	376	98	278
Total Project Trip Generation						4,008,223	sf	**30,688**	**1,743**	**918**	**825**

30,692	Trip Entitlements Avail.
-4	Difference

[1] Trip generation rates based on OIA Aviation Support Traffic Counts, HDR, October 2008.

[2] Comprised of aircraft maintenance, manufacturing hangar, and cargo facilities (light industrial, warehouse, manufacturing).

[3] Comprised of office, flight training centers, and ATC facilities.

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
1	Narcoossee Road	Lee Vista Blvd to Beachline Expressway	4LD	6LD	1.4	11.5%	YES
2	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	26.0%	YES
3	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	12.5%	YES
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Exhibit C - Match Trip Entitlements Available for Transfer (Assume No Mud Lake Trips)

Monitored Trip Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations[1]		PM Pk Hr		Size	Units	Daily Trips	PM Peak Hour Trips		
		Daily	PM Peak Hour	In	Out				Total	Enter	Exit
Airport Support District (Category A)[2]	---	T = 7.23 * (X / 1000)	T = 0.42 * (X / 1000)	60.0%	40.0%	2,779,893	sf	20,099	1,168	701	467
Airport Support Areas (Category B)[3]	---	T = 9.50 * (X / 1000)	T = 0.50 * (X / 1000)	26.0%	74.0%	642,654	sf	6,105	321	83	238
Total Project Trip Generation						3,422,547	sf	**26,204**	**1,489**	**784**	**705**

26,208	Trip Entitlements Avail.
-4	Difference

[1] Trip generation rates based on OIA Aviation Support Traffic Counts, HDR, October 2008.

[2] Comprised of aircraft maintenance, manufacturing hangar, and cargo facilities (light industrial, warehouse, manufacturing).

[3] Comprised of office, flight training centers, and ATC facilities.

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
9999							
1	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	22.3%	YES
2	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	10.6%	YES
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10/7/2008

Exhibit A

Exhibit D - Proposed Max Development Program
ITE Trip Generation Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations [1] Daily	PM Peak Hour	PM Pk Hr In	PM Pk Hr Out	Size	Units	Daily Trips	PM Peak Hour Trips Total	Enter	Exit
Light Industrial [2]	110	T = 7.47*(X/1000) - 101.92	T = 1.43*(X/1000) - 163.42	12.0%	88.0%	1,651,749	sf	12,237	2,199	264	1,935
Manufacturing [2]	140	T = 3.88*(X/1000) - 20.7	T = 0.78*(X/1000) - 12.89	36.0%	64.0%	1,651,749	sf	6,388	1,275	459	816
Warehousing [2]	150	T = 3.68*(X/1000) + 350.27	LN(T) = 0.79*LN(X/1000) + 0.54	25.0%	75.0%	1,651,749	sf	6,429	598	150	449
Office [3]	710	LN(T) = 0.77*LN(X) + 3.65	T = 1.12*(X) + 78.81	17.0%	83.0%	1,145,550	sf	8,722	1,362	232	1,130
Total Project Trip Generation						**6,100,796**	sf	**33,776**	**5,434**	**1,104**	**4,330**

[1] Trip generation rates based on ITE Trip Generation, 7th Edition.

[2] Airport Support District trip generation assumed to be comprised of equal proportions of light industrial, warehouse, manufacturing.

[3] Airport Support Area trip generation based on office.

30,692	Trip Entitlements Avail.
3,084	Difference

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
1	Beachline Expressway	Orange Blossom Trl to Sand Lake Rd	6LD	8LD	3.6	3.8%	YES
2	Beachline Expressway	Narcoossee Rd to Central FL Greeneway	8LD	10LD	2.1	31.0%	No
3	Beachline Expressway	Central FL Greeneway to Innovation Way	6LD	8LD	4.3	18.0%	YES
4	Central Florida Greeneway	Beachline Expressway to Lee Vista Blvd	6LD	8LD	1.9	20.6%	YES
5	Central Florida Greeneway	Lee Vista Blvd to Curry Ford Rd	6LD	8LD	2.3	19.7%	YES
6	Conway Rd	Hoffner Rd to Gatlin Ave	4LD	6LD	1.0	18.1%	YES
7	Conway Rd	Gatlin Ave to Michigan St	4LD	6LD	1.3	11.9%	YES
8	Curry Ford Road	Econlockhatchee Trail to Dean Rd	4LD	6LD	1.1	30.4%	YES
9	Goldenrod Road	Curry Ford Rd to Pershing Ave	4LD	6LD	1.2	18.4%	No
10	Goldenrod Road	Pershing Ave to Narcoossee Rd	4LD	6LD	1.4	16.1%	YES
11	Innovation Way	Dowden Rd to Beachline Expressway	4LD	6LD	5.9	19.6%	YES
12	Lee Vista Blvd	Conway Rd to Semoran Blvd	4LD	6LD	1.3	3.7%	YES
13	Lee Vista Blvd	Semoran Blvd to Goldenrod Rd	4LD	6LD	1.3	4.6%	YES
14	Michigan St	Crystal Lake Dr to Conway Rd	2L	4LD	0.3	1.9%	YES
15	Narcoossee Road	Lee Vista Blvd to Beachline Expressway	4LD	6LD	1.4	13.8%	YES
16	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	31.3%	YES
17	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	65.5%	YES
18	Narcoossee Road	Lake Nona Blvd to Central FL Greeneway	4LD	6LD	0.3	24.1%	YES
19	Narcoossee Road	Central FL Greeneway to Tyson Rd	4LD	6LD	1.6	24.1%	YES
20	Semoran Boulevard	Pershing Ave to Hoffner Ave	6LD	8LD	1.3	42.8%	YES
21	Semoran Boulevard	Hoffner Ave to Beachline Expressway	6LD	8LD	2.0	72.0%	YES
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Exhibit E - Match Trip Entitlements Available for Transfer (Assume Mud Lake Trips Available)

ITE Trip Generation Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations [1]		PM Pk Hr		Size	Units	Daily Trips	PM Peak Hour Trips		
		Daily	PM Peak Hour	In	Out				Total	Enter	Exit
Light Industrial [2]	110	T = 7.47*(X/1000) - 101.92	T = 1.43*(X/1000) - 163.42	12.0%	88.0%	1,489,877	sf	11,027	1,967	236	1,731
Manufacturing [2]	140	T = 3.88*(X/1000) - 20.7	T = 0.78*(X/1000) - 12.89	36.0%	64.0%	1,489,877	sf	5,760	1,149	414	735
Warehousing [2]	150	T = 3.68*(X/1000) + 350.27	LN(T) = 0.79*LN(X/1000) + 0.54	25.0%	75.0%	1,489,877	sf	5,833	551	138	413
Office [3]	710	LN(T) = 0.77*LN(X) + 3.65	T = 1.12*(X) + 78.81	17.0%	83.0%	1,033,286	sf	8,056	1,236	210	1,026
Total Project Trip Generation						**5,502,918**	sf	**30,676**	**4,903**	**998**	**3,905**

[1] Trip generation rates based on ITE Trip Generation, 7th Edition.

[2] Airport Support District trip generation assumed to be comprised of equal proportions of light industrial, warehouse, manufacturing.

[3] Airport Support Area trip generation based on office.

30,692	Trip Entitlements Avail.
-16	Difference

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
9999							
1	Beachline Expressway	Narcoossee Rd to Central FL Greeneway	8LD	10LD	2.1	28.0%	No
2	Beachline Expressway	Central FL Greeneway to Innovation Way	6LD	8LD	4.3	16.2%	YES
3	Central Florida Greeneway	Beachline Expressway to Lee Vista Blvd	6LD	8LD	1.9	18.6%	YES
4	Central Florida Greeneway	Lee Vista Blvd to Curry Ford Rd	6LD	8LD	2.3	17.7%	YES
5	Conway Rd	Hoffner Rd to Gatlin Ave	4LD	6LD	1.0	16.4%	YES
6	Conway Rd	Gatlin Ave to Michigan St	4LD	6LD	1.3	10.8%	YES
7	Curry Ford Road	Econlockhatchee Trail to Dean Rd	4LD	6LD	1.1	27.3%	YES
8	Goldenrod Road	Pershing Ave to Narcoossee Rd	4LD	6LD	1.4	14.5%	YES
9	Innovation Way	Dowden Rd to Beachline Expressway	4LD	6LD	5.9	17.7%	YES
10	Lee Vista Blvd	Conway Rd to Semoran Blvd	4LD	6LD	1.3	3.3%	YES
11	Lee Vista Blvd	Semoran Blvd to Goldenrod Rd	4LD	6LD	1.3	4.1%	YES
12	Michigan St	Crystal Lake Dr to Conway Rd	2L	4LD	0.3	1.7%	YES
13	Narcoossee Road	Lee Vista Blvd to Beachline Expressway	4LD	6LD	1.4	12.5%	YES
14	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	28.3%	YES
15	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	59.0%	YES
16	Narcoossee Road	Lake Nona Blvd to Central FL Greeneway	4LD	6LD	0.3	21.7%	YES
17	Narcoossee Road	Central FL Greeneway to Tyson Rd	4LD	6LD	1.6	21.7%	YES
18	Semoran Boulevard	Pershing Ave to Hoffner Ave	6LD	8LD	1.3	38.6%	YES
19	Semoran Boulevard	Hoffner Ave to Beachline Expressway	6LD	8LD	2.0	64.9%	YES
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Exhibit F - Match Trip Entitlements Available for Transfer (Assume No Mud Lake Trips)

ITE Trip Generation Rates

East Airfield Environmental Assessment
Project Trip Generation

Land Use	ITE Code	Trip Generation Rates/Equations [1] Daily	PM Peak Hour	PM Pk Hr In	PM Pk Hr Out	Size	Units	Daily Trips	PM Peak Hour Trips Total	Enter	Exit
Light Industrial [2]	110	T = 7.47*(X/1000) - 101.92	T = 1.43*(X/1000) - 163.42	12.0%	88.0%	1,256,981	sf	9,288	1,634	196	1,438
Manufacturing [2]	140	T = 3.88*(X/1000) - 20.7	T = 0.78*(X/1000) - 12.89	36.0%	64.0%	1,256,981	sf	4,856	968	348	620
Warehousing [2]	150	T = 3.68*(X/1000) + 350.27	LN(T) = 0.79*LN(X/1000) + 0.54	25.0%	75.0%	1,256,981	sf	4,976	482	121	362
Office [3]	710	LN(T) = 0.77*LN(X) + 3.65	T = 1.12*(X) + 78.81	17.0%	83.0%	871,764	sf	7,068	1,055	179	876
Total Project Trip Generation						**4,642,706**	sf	**26,188**	**4,139**	**844**	**3,295**

[1] Trip generation rates based on ITE Trip Generation, 7th Edition.

[2] Airport Support District trip generation assumed to be comprised of equal proportions of light industrial, warehouse, manufacturing.

[3] Airport Support Area trip generation based on office.

26,208	Trip Entitlements Avail.
-20	Difference

Significant & Adverse Roadway Segments (2025)
Proportionate Share Summary

#	Roadway	Segment	# Lanes	Req Impr	Length	Prop Share	w/o E. Airfield Imprvmt Req
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1	Beachline Expressway	Narcoossee Rd to Central FL Greeneway	8LD	10LD	2.1	23.6%	No
2	Central Florida Greeneway	Beachline Expressway to Lee Vista Blvd	6LD	8LD	1.9	15.6%	YES
3	Central Florida Greeneway	Lee Vista Blvd to Curry Ford Rd	6LD	8LD	2.3	15.0%	YES
4	Goldenrod Road	Pershing Ave to Narcoossee Rd	4LD	6LD	1.4	12.3%	YES
5	Innovation Way	Dowden Rd to Beachline Expressway	4LD	6LD	5.9	14.9%	YES
6	Lee Vista Blvd	Conway Rd to Semoran Blvd	4LD	6LD	1.3	2.8%	YES
7	Lee Vista Blvd	Semoran Blvd to Goldenrod Rd	4LD	6LD	1.3	3.5%	YES
8	Michigan St	Crystal Lake Dr to Conway Rd	2L	4LD	0.3	1.5%	YES
9	Narcoossee Road	Lee Vista Blvd to Beachline Expressway	4LD	6LD	1.4	10.5%	YES
10	Narcoossee Road	Beachline Expressway to Dowden Rd	4LD	6LD	1.2	23.9%	YES
11	Narcoossee Road	Dowden Rd to Lake Nona Blvd	4LD	6LD	2.2	49.8%	YES
12	Narcoossee Road	Lake Nona Blvd to Central FL Greeneway	4LD	6LD	0.3	18.3%	YES
13	Narcoossee Road	Central FL Greeneway to Tyson Rd	4LD	6LD	1.6	18.3%	YES
14	Semoran Boulevard	Pershing Ave to Hoffner Ave	6LD	8LD	1.3	32.5%	YES
15	Semoran Boulevard	Hoffner Ave to Beachline Expressway	6LD	8LD	2.0	54.8%	YES
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Memo

To: Brad Friel, GOAA	
From: Jamie Krzeminski, PE, PTOE	Project: On-Call Transportation Planning
CC:	
Date: October 15, 2008	Job No: 80250

RE: Aviation Support Traffic Counts Summary

This memo provides a comprehensive tabular summary of the traffic counts recently collected for various aviation support uses at Orlando International Airport (OIA), as well as the resulting trip rates calculated based on the square footage and employee data provided by GOAA. A complete electronic version of the tabular count data is also being provided in a separate pdf file.

Traffic counts were collected at 23 locations adjacent to Tradeport Drive and Hangar Boulevard at OIA over a seven-day period from August 25-31, 2008. The specific count locations represent driveways and roadways providing access to various aviation support uses. Figures 1 and 2 show the locations counted on the Tradeport Drive and Hangar Boulevard corridors, respectively. The FAA Air Traffic Control Tower location (station 24) was previously counted in July 2007 as part of the North Terminal Capacity Evaluation project. Table 1 provides a summary of the average weekday volumes at each count station for five time periods, as follows:

1. Daily (average weekday volume)
2. AM peak hour between 7-9 AM
3. AM peak hour of generator (highest peak hour occurring during the AM hours)
4. PM peak hour between 4-6 PM
5. PM peak hour of generator (highest peak hour occurring during the PM hours).

Each of the automatic traffic counts was validated for accuracy through a one-hour manual count and adjusted as needed. Table 2 provides a summary of the validation conducted for each location, as well as the adjustment factor applied to each station.

Table 3 summarizes the relevant land use size, employment, and the monitored trip generation data for each specific land use studied. In addition, the table shows the trip rates per thousand square feet and per employee computed for each land use. Based on the work completed for the East Airfield EA, the land uses have been divided into two categories, as follows:

- Category A: Airport Support District – includes aircraft maintenance, manufacturing hangar, and cargo facilities
- Category B: Airport Support Areas – includes office, flight training centers, and ATC facilities

It should be noted that the Air Tran Headquarters and Signature FBO, which were counted together due to the layout of the building access and parking areas (stations 14 + 15 + 16), has been excluded from the trip rate computations. The monitored trips and computed trip rates have been provided for the five periods described above. Table 3 also includes a comparison to the ITE trip rates previously used for the East Airfield traffic analysis to calculate an aggregate aviation support trip rate (i.e., equal parts light industrial, manufacturing, and warehousing), as well as general office rates.

Because PM peak hour (4-6 PM) directional traffic data and forecasts are typically required for any regional traffic studies such as DRI-related studies, Table 4 provides the entering and exiting monitored traffic data and computed trip rates under each of the two airport support land use categories.

If you have any questions about the data or the summaries provided, please contact me.

Orlando International Airport

Aviation Support Traffic Counts

NOT TO SCALE

Legend:

7 Station Location

Tradeport Area

2008 (August 25-August 31)

HDR

August 2008

Figure 1

Exhibit B

Orlando International Airport

Aviation Support Traffic Counts

Heintzelman Area

2008 (August 25-August 31)

Legend:

7 Station Location

HDR

Figure 2

August 2008

Exhibit B

TABLE 1

2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - AVERAGE WEEKDAY VOLUMES

Station Number	Site	Description of Station Location	Count Dates Start	Count Dates End	Average Weekday Volume	Peak Hour A.M. (7-9) Hour	A.M. (7-9) Volume	Peak Hour A.M. (Generator) Hour	A.M. (Generator) Volume	Peak Hour P.M. (4-6) Hour	P.M. (4-6) Volume	Peak Hour P.M. (Generator) Hour	P.M. (Generator) Volume
FLIGHT SAFETY INTERNATIONAL													
1A	FLIGHT SAFETY INTERNATIONAL	SOUTH DRIVEWAY TO BEAR RD (ENTER)	08/25/08	08/31/08	140	**7:30 AM - 8:30 AM**	**28**	**7:30 AM - 8:30 AM**	**28**	4:45 PM - 5:45 PM	5	12:30 PM - 1:30 PM	19
1B	FLIGHT SAFETY INTERNATIONAL	SOUTH DRIVEWAY TO BEAR RD (EXIT)	08/25/08	08/31/08	130	8:00 AM - 9:00 AM	6	11:00 AM - 12:00 PM	10	**4:30 PM - 5:30 PM**	**22**	**4:30 PM - 5:30 PM**	**22**
1TOT	FLIGHT SAFETY INTERNATIONAL	TOTAL SOUTH DRIVEWAY TO BEAR RD	08/25/08	08/31/08	280	7:30 AM - 8:30 AM	31	7:30 AM - 8:30 AM	31	4:30 PM - 5:30 PM	26	**12:15 PM - 1:15 PM**	**32**
2A	FLIGHT SAFETY INTERNATIONAL	EAST DRIVEWAY TO BEAR RD (ENTER)	08/25/08	08/31/08	60	**7:15 AM - 8:15 AM**	**12**	**7:15 AM - 8:15 AM**	**12**	4:00 PM - 5:00 PM	2	12:30 PM - 1:30 PM	7
2B	FLIGHT SAFETY INTERNATIONAL	EAST DRIVEWAY TO BEAR RD (EXIT)	08/25/08	08/31/08	50	8:00 AM - 9:00 AM	3	8:15 AM - 9:15 AM	3	**4:30 PM - 5:30 PM**	**11**	**4:30 PM - 5:30 PM**	**11**
2TOT	FLIGHT SAFETY INTERNATIONAL	TOTAL EAST DRIVEWAY TO BEAR RD	08/25/08	08/31/08	100	**7:45 AM - 8:45 AM**	**15**	**7:45 AM - 8:45 AM**	**15**	4:30 PM - 5:30 PM	12	4:30 PM - 5:30 PM	12
1A + 2A	FLIGHT SAFETY INTERNATIONAL	TOTAL FLIGHT SAFETY (ENTER)	08/25/08	08/31/08	200	**7:30 AM - 8:30 AM**	**40**	**7:30 AM - 8:30 AM**	**40**	4:30 PM - 5:30 PM	6	12:15 PM - 1:15 PM	24
1B + 2B	FLIGHT SAFETY INTERNATIONAL	TOTAL FLIGHT SAFETY (EXIT)	08/25/08	08/31/08	180	7:30 AM - 8:30 AM	5	7:30 AM - 8:30 AM	5	**4:30 PM - 5:30 PM**	**32**	12:15 PM - 1:15 PM	18
1 + 2	FLIGHT SAFETY INTERNATIONAL	TOTAL FLIGHT SAFETY	08/25/08	08/31/08	380	**7:30 AM - 8:30 AM**	**45**	**7:30 AM - 8:30 AM**	**45**	4:30 PM - 5:30 PM	38	12:15 PM - 1:15 PM	42
CESSNA CITATION													
3A	CESSNA CITATION	WEST DRIVEWAY TO BEAR RD (ENTER)	08/25/08	08/31/08	420	7:00 AM - 8:00 AM	48	**6:15 AM - 7:15 AM**	**103**	5:00 PM - 6:00 PM	15	2:30 PM - 3:30 PM	44
3B	CESSNA CITATION	WEST DRIVEWAY TO BEAR RD (EXIT)	08/25/08	08/31/08	410	7:00 AM - 8:00 AM	32	6:30 AM - 7:30 AM	39	4:00 PM - 5:00 PM	32	**3:30 PM - 4:30 PM**	**62**
3TOT	CESSNA CITATION	TOTAL WEST DRIVEWAY TO BEAR RD	08/25/08	08/31/08	830	7:00 AM - 8:00 AM	80	**6:15 AM - 7:15 AM**	**142**	5:00 PM - 6:00 PM	40	3:00 PM - 4:00 PM	91
4A	CESSNA CITATION	EAST DRIVEWAY TO BEAR RD (ENTER)	08/25/08	08/31/08	20	**7:45 AM - 8:45 AM**	**3**	**7:45 AM - 8:45 AM**	**3**	4:15 PM - 5:15 PM	1	2:45 PM - 3:45 PM	2
4B	CESSNA CITATION	EAST DRIVEWAY TO BEAR RD (EXIT)	08/25/08	08/31/08	60	7:45 AM - 8:45 AM	7	**10:45 AM - 11:45 AM**	**7**	4:15 PM - 5:15 PM	4	2:30 PM - 3:30 PM	7
4TOT	CESSNA CITATION	TOTAL EAST DRIVEWAY TO BEAR RD	08/25/08	08/31/08	90	**7:45 AM - 8:45 AM**	**10**	**7:45 AM - 8:45 AM**	**10**	4:15 PM - 5:15 PM	5	2:30 PM - 3:30 PM	8
3A + 4A	CESSNA CITATION	TOTAL CESSNA (ENTER)	08/25/08	08/31/08	440	7:00 AM - 8:00 AM	49	**6:15 AM - 7:15 AM**	**104**	4:45 PM - 5:45 PM	15	3:00 PM - 4:00 PM	34
3B + 4B	CESSNA CITATION	TOTAL CESSNA (EXIT)	08/25/08	08/31/08	480	7:00 AM - 8:00 AM	35	6:15 AM - 7:15 AM	43	4:45 PM - 5:45 PM	29	**3:00 PM - 4:00 PM**	**64**
3 + 4	CESSNA CITATION	TOTAL CESSNA	08/25/08	08/31/08	920	7:00 AM - 8:00 AM	84	**6:15 AM - 7:15 AM**	**146**	4:45 PM - 5:45 PM	44	3:00 PM - 4:00 PM	99
CONTINENTAL HANGAR (NORTH)													
5A	CONTINENTAL HANGAR (NORTH)	NORTH DRIVEWAY/WARING RD (ENTER)	08/25/08	08/31/08	230	7:00 AM - 8:00 AM	17	5:45 AM - 6:45 AM	28	4:30 PM - 5:30 PM	11	**8:45 PM - 9:45 PM**	**32**
5B	CONTINENTAL HANGAR (NORTH)	NORTH DRIVEWAY/WARING RD (EXIT)	08/25/08	08/31/08	260	**7:30 AM - 8:30 AM**	**44**	**7:30 AM - 8:30 AM**	**44**	5:00 PM - 6:00 PM	14	9:45 PM - 10:45 PM	35
5TOT	CONTINENTAL HANGAR (NORTH)	TOTAL NORTH DRIVEWAY/WARING RD	08/25/08	08/31/08	500	**7:30 AM - 8:30 AM**	**56**	**7:30 AM - 8:30 AM**	**56**	4:45 PM - 5:45 PM	21	8:45 PM - 9:45 PM	42
6A	CONTINENTAL HANGAR (NORTH)	SOUTH DRIVEWAY / WARING RD (ENTER)	08/25/08	08/31/08	130	**7:15 AM - 8:15 AM**	**13**	**7:15 AM - 8:15 AM**	**13**	4:15 PM - 5:15 PM	5	1:00 PM - 2:00 PM	10
6B	CONTINENTAL HANGAR (NORTH)	SOUTH DRIVEWAY / WARING RD (EXIT)	08/25/08	08/31/08	90	7:30 AM - 8:30 AM	5	**3:30 AM - 4:30 AM**	**11**	4:30 PM - 5:30 PM	9	4:30 PM - 5:30 PM	9
6TOT	CONTINENTAL HANGAR (NORTH)	TOTAL SOUTH DRIVEWAY / WARING RD	08/25/08	08/31/08	220	7:15 AM - 8:15 AM	18	**6:00 AM - 7:00 AM**	**18**	4:30 PM - 5:30 PM	13	1:00 PM - 2:00 PM	16
5A + 6A	CONTINENTAL HANGAR (NORTH)	TOTAL CONTINENTAL (NORTH) ENTER	08/25/08	08/31/08	360	7:15 AM - 8:15 AM	27	7:15 AM - 8:15 AM	27	4:30 PM - 5:30 PM	15	**8:45 PM - 9:45 PM**	**41**
5B + 6B	CONTINENTAL HANGAR (NORTH)	TOTAL CONTINENTAL (NORTH) EXIT	08/25/08	08/31/08	350	**7:15 AM - 8:15 AM**	**46**	**7:15 AM - 8:15 AM**	**46**	4:30 PM - 5:30 PM	19	8:45 PM - 9:45 PM	11
5 + 6	CONTINENTAL HANGAR (NORTH)	TOTAL CONTINENTAL (NORTH)	08/25/08	08/31/08	710	**7:15 AM - 8:15 AM**	**73**	**7:15 AM - 8:15 AM**	**73**	4:30 PM - 5:30 PM	34	8:45 PM - 9:45 PM	51
UPS / ASTAR													
7A	UPS / ASTAR	DRIVEWAY / YEAGER RD (ENTER)	08/25/08	08/31/08	240	7:00 AM - 8:00 AM	13	**6:30 AM - 7:30 AM**	**25**	4:30 PM - 5:30 PM	19	10:00 PM - 11:00 PM	8
7B	UPS / ASTAR	DRIVEWAY / YEAGER RD (EXIT)	08/25/08	08/31/08	200	7:00 AM - 8:00 AM	30	**6:30 AM - 7:30 AM**	**49**	4:30 PM - 5:30 PM	9	10:00 PM - 11:00 PM	36
7TOT	UPS / ASTAR	TOTAL DRIVEWAY / YEAGER RD	08/25/08	08/31/08	440	7:00 AM - 8:00 AM	43	**6:30 AM - 7:30 AM**	**74**	4:30 PM - 5:30 PM	27	10:00 PM - 11:00 PM	44

TABLE 1

2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - AVERAGE WEEKDAY VOLUMES

Station Number	Site	Description of Station Location	Count Dates Start	Count Dates End	Average Weekday Volume	Peak Hour A.M. (7-9) Hour	A.M. (7-9) Volume	Peak Hour A.M. (Generator) Hour	A.M. (Generator) Volume	Peak Hour P.M. (4-6) Hour	P.M. (4-6) Volume	Peak Hour P.M. (Generator) Hour	P.M. (Generator) Volume
LANDO AIR CENTER / AERO ORLANDO II													
8A	LANDO AIR CENTER / AERO ORLANDO II	NORTH DRIVEWAY / CENTERPORT ST TO TRADEPORT DR (ENTER)	08/25/08	08/31/08	480	7:00 AM - 8:00 AM	42	**6:15 AM - 7:15 AM**	**47**	4:30 PM - 5:30 PM	17	12:30 PM - 1:30 PM	32
8B	LANDO AIR CENTER / AERO ORLANDO II	NORTH DRIVEWAY / CENTERPORT ST TO TRADEPORT DR (EXIT)	08/25/08	08/31/08	410	8:00 AM - 9:00 AM	37	**8:15 AM - 9:15 AM**	**38**	4:30 PM - 5:30 PM	20	12:00 PM - 1:00 PM	31
8TOT	LANDO AIR CENTER / AERO ORLANDO II	TOTAL NORTH DRIVEWAY / CENTERPORT ST TO TRADEPORT DR	08/25/08	08/31/08	890	8:00 AM - 9:00 AM	71	**6:45 AM - 7:45 AM**	**73**	4:30 PM - 5:30 PM	37	12:00 PM - 1:00 PM	63
9A	LANDO AIR CENTER / AERO ORLANDO II	CENTER DRIVEWAY TO TRADEPORT DR (ENTER)	08/25/08	08/31/08	350	**7:30 AM - 8:30 AM**	**64**	**7:30 AM - 8:30 AM**	**64**	4:00 PM - 5:00 PM	9	1:00 PM - 2:00 PM	22
9B	LANDO AIR CENTER / AERO ORLANDO II	CENTER DRIVEWAY TO TRADEPORT DR (EXIT)	08/25/08	08/31/08	450	8:00 AM - 9:00 AM	55	**9:15 AM - 10:15 AM**	**59**	4:15 PM - 5:15 PM	32	12:00 PM - 1:00 PM	39
9TOT	LANDO AIR CENTER / AERO ORLANDO II	TOTAL CENTER DRIVEWAY TO TRADEPORT DR	08/25/08	08/31/08	800	**8:00 AM - 9:00 AM**	**118**	**8:00 AM - 9:00 AM**	**118**	4:00 PM - 5:00 PM	40	12:00 PM - 1:00 PM	58
10A	LANDO AIR CENTER / AERO ORLANDO II	SOUTHWEST DRIVEWAY / BENFORD RD TO EXPRESS ST (ENTER)	08/25/08	08/31/08	320	**8:00 AM - 9:00 AM**	**26**	**8:00 AM - 9:00 AM**	**26**	4:45 PM - 5:45 PM	14	6:45 PM - 7:45 PM	21
10B	LANDO AIR CENTER / AERO ORLANDO II	SOUTHWEST DRIVEWAY / BENFORD RD TO EXPRESS ST (EXIT)	08/25/08	08/31/08	200	8:00 AM - 9:00 AM	10	9:00 AM - 10:00 AM	16	4:30 PM - 5:30 PM	18	**6:00 PM - 7:00 PM**	**21**
10TOT	LANDO AIR CENTER / AERO ORLANDO II	TOTAL SOUTHWEST DRIVEWAY / BENFORD RD TO EXPRESS ST	08/25/08	08/31/08	530	8:00 AM - 9:00 AM	37	8:45 AM - 9:45 AM	40	4:45 PM - 5:45 PM	31	**6:00 PM - 7:00 PM**	**41**
11	LANDO AIR CENTER / AERO ORLANDO II	SOUTHEAST DRIVEWAY TO EXPRESS ST (EXIT)	08/25/08	08/31/08	560	8:00 AM - 9:00 AM	40	8:15 AM - 9:15 AM	44	5:00 PM - 6:00 PM	21	**9:30 PM - 10:30 PM**	**93**
8A + 9A + 10A	LANDO AIR CENTER / AERO ORLANDO II	TOTAL LANDO AIR CENTER / AERO ORLANDO II (ENTER)	08/25/08	08/31/08	1,150	**8:00 AM - 9:00 AM**	**123**	8:15 AM - 9:15 AM	115	4:30 PM - 5:30 PM	35	12:00 PM - 1:00 PM	68
8B + 9B + 10B + 11	LANDO AIR CENTER / AERO ORLANDO II	TOTAL LANDO AIR CENTER / AERO ORLANDO II (EXIT)	08/25/08	08/31/08	1,630	8:00 AM - 9:00 AM	142	**8:15 AM - 9:15 AM**	**152**	4:30 PM - 5:30 PM	80	12:00 PM - 1:00 PM	99
8 + 9 + 10 + 11	LANDO AIR CENTER / AERO ORLANDO II	TOTAL LANDO AIR CENTER / AERO ORLANDO II	08/25/08	08/31/08	2,780	8:00 AM - 9:00 AM	265	**8:15 AM - 9:15 AM**	**267**	4:30 PM - 5:30 PM	115	12:00 PM - 1:00 PM	167
CONTINENTAL HANGAR (SOUTH)													
12A	CONTINENTAL HANGAR (SOUTH)	NORTH DRIVEWAY TO TRADEPORT DR (ENTER)	08/25/08	08/31/08	110	**7:15 AM - 8:15 AM**	**12**	**7:15 AM - 8:15 AM**	**12**	4:15 PM - 5:15 PM	5	1:00 PM - 2:00 PM	9
12B	CONTINENTAL HANGAR (SOUTH)	NORTH DRIVEWAY TO TRADEPORT DR (EXIT)	08/25/08	08/31/08	90	7:30 AM - 8:30 AM	5	**3:30 AM - 4:30 AM**	**11**	4:30 PM - 5:30 PM	9	4:30 PM - 5:30 PM	9
12TOT	CONTINENTAL HANGAR (SOUTH)	TOTAL NORTH DRIVEWAY TO TRADEPORT DR	08/25/08	08/31/08	200	7:15 AM - 8:15 AM	16	**6:00 AM - 7:00 AM**	**17**	4:30 PM - 5:30 PM	13	1:00 PM - 2:00 PM	15
13A	CONTINENTAL HANGAR (SOUTH)	SOUTH DRIVEWAY TO TRADEPORT DR (ENTER)	08/25/08	08/31/08	340	8:00 AM - 9:00 AM	24	**5:45 AM - 6:45 AM**	**51**	5:00 PM - 6:00 PM	11	8:30 PM - 9:30 PM	44
13B	CONTINENTAL HANGAR (SOUTH)	SOUTH DRIVEWAY TO TRADEPORT DR (EXIT)	08/25/08	08/31/08	300	**7:30 AM - 8:30 AM**	**43**	**7:30 AM - 8:30 AM**	**43**	5:00 PM - 6:00 PM	11	9:45 PM - 10:45 PM	42
13TOT	CONTINENTAL HANGAR (SOUTH)	TOTAL SOUTH DRIVEWAY TO TRADEPORT DR	08/25/08	08/31/08	650	7:30 AM - 8:30 AM	66	**5:45 AM - 6:45 AM**	**80**	5:00 PM - 6:00 PM	22	8:45 PM - 9:45 PM	64
12A + 13A	CONTINENTAL HANGAR (SOUTH)	TOTAL CONTINENTAL (SOUTH) ENTER	08/25/08	08/31/08	450	7:30 AM - 8:30 AM	32	**5:45 AM - 6:45 AM**	**61**	5:00 PM - 6:00 PM	13	1:15 PM - 2:15 PM	52
12B + 13B	CONTINENTAL HANGAR (SOUTH)	TOTAL CONTINENTAL (SOUTH) EXIT	08/25/08	08/31/08	390	**7:30 AM - 8:30 AM**	**48**	5:45 AM - 6:45 AM	35	5:00 PM - 6:00 PM	17	1:15 PM - 2:15 PM	22
12 + 13	CONTINENTAL HANGAR (SOUTH)	TOTAL CONTINENTAL (SOUTH)	08/25/08	08/31/08	850	7:30 AM - 8:30 AM	80	**5:45 AM - 6:45 AM**	**97**	5:00 PM - 6:00 PM	31	1:15 PM - 2:15 PM	74
AIR TRAN HQ / SIGNATURE FBO													
14A	AIR TRAN HQ / SIGNATURE FBO	NORTH DRIVEWAY / LYNDY CIR NORTH TO TRADEPORT (ENTER)	08/25/08	08/31/08	10	7:00 AM - 8:00 AM	1	**8:45 AM - 9:45 AM**	**1**	4:00 PM - 5:00 PM	0	1:30 PM - 2:30 PM	1
14B	AIR TRAN HQ / SIGNATURE FBO	NORTH DRIVEWAY / LYNDY CIR NORTH TO TRADEPORT (EXIT)	08/25/08	08/31/08	150	8:00 AM - 9:00 AM	4	11:00 AM - 12:00 PM	10	**5:00 PM - 6:00 PM**	**26**	**5:00 PM - 6:00 PM**	**26**
14TOT	AIR TRAN HQ / SIGNATURE FBO	TOTAL NORTH DRIVEWAY / LYNDY CIR NORTH TO TRADEPORT	08/25/08	08/31/08	150	8:00 AM - 9:00 AM	4	11:00 AM - 12:00 PM	10	**5:00 PM - 6:00 PM**	**26**	**5:00 PM - 6:00 PM**	**26**
15A	AIR TRAN HQ / SIGNATURE FBO	SOUTH DRIVEWAY TO TRADEPORT DR (ENTER)	08/25/08	08/31/08	250	8:00 AM - 9:00 AM	70	**8:15 AM - 9:15 AM**	**73**	4:15 PM - 5:15 PM	4	12:45 PM - 1:45 PM	27
15B	AIR TRAN HQ / SIGNATURE FBO	SOUTH DRIVEWAY TO TRADEPORT DR (EXIT)	08/25/08	08/31/08	190	7:30 AM - 8:30 AM	17	7:30 AM - 8:30 AM	17	**5:00 PM - 6:00 PM**	**34**	**5:00 PM - 6:00 PM**	**34**
15TOT	AIR TRAN HQ / SIGNATURE FBO	TOTAL SOUTH DRIVEWAY TO TRADEPORT DR	08/25/08	08/31/08	440	8:00 AM - 9:00 AM	82	**8:15 AM - 9:15 AM**	**84**	5:00 PM - 6:00 PM	35	12:30 PM - 1:30 PM	41
16A	AIR TRAN HQ / SIGNATURE FBO	SOUTH DRIVEWAY / LYNDY CIR SOUTH TO TRADEPORT (ENTER)	08/25/08	08/31/08	300	8:00 AM - 9:00 AM	30	**8:15 AM - 9:15 AM**	**33**	4:00 PM - 5:00 PM	10	1:15 PM - 2:15 PM	30
16B	AIR TRAN HQ / SIGNATURE FBO	SOUTH DRIVEWAY / LYNDY CIR SOUTH TO TRADEPORT (EXIT)	08/25/08	08/31/08	250	8:00 AM - 9:00 AM	9	10:45 AM - 11:45 AM	15	**4:15 PM - 5:15 PM**	**24**	**4:15 PM - 5:15 PM**	**24**
16TOT	AIR TRAN HQ / SIGNATURE FBO	TOTAL SOUTH DRIVEWAY / LYNDY CIR SOUTH TO TRADEPORT	08/25/08	08/31/08	540	8:00 AM - 9:00 AM	40	8:15 AM - 9:15 AM	42	4:15 PM - 5:15 PM	34	**1:30 PM - 2:30 PM**	**50**
14A + 15A + 16A	AIR TRAN HQ / SIGNATURE FBO	TOTAL AIR TRAN / SIGNATURE (ENTER)	08/25/08	08/31/08	550	8:00 AM - 9:00 AM	101	**8:15 AM - 9:15 AM**	**106**	4:45 PM - 5:45 PM	10	12:15 PM - 1:15 PM	48
14B + 15B + 16B	AIR TRAN HQ / SIGNATURE FBO	TOTAL AIR TRAN / SIGNATURE (EXIT)	08/25/08	08/31/08	580	8:00 AM - 9:00 AM	25	8:15 AM - 9:15 AM	25	**4:45 PM - 5:45 PM**	**78**	12:15 PM - 1:15 PM	45
14 + 15 + 16	AIR TRAN HQ / SIGNATURE FBO	TOTAL AIR TRAN / SIGNATURE	08/25/08	08/31/08	1,130	8:00 AM - 9:00 AM	126	**8:15 AM - 9:15 AM**	**131**	4:45 PM - 5:45 PM	88	12:15 PM - 1:15 PM	93

TABLE 1

2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - AVERAGE WEEKDAY VOLUMES

Station Number	Site	Description of Station Location	Count Dates Start	Count Dates End	Average Weekday Volume	Peak Hour A.M. (7-9) Hour	A.M. (7-9) Volume	Peak Hour A.M. (Generator) Hour	A.M. (Generator) Volume	Peak Hour P.M. (4-6) Hour	P.M. (4-6) Volume	Peak Hour P.M. (Generator) Hour	P.M. (Generator) Volume
FEDEX													
17A	FEDEX	WEST DRIVEWAY FROM POST OFFICE BLVD (TRUCKS EXIT ONLY)	08/25/08	08/31/08	250	7:45 AM - 8:45 AM	18	**5:30 AM - 6:30 AM**	**32**	5:00 PM - 6:00 PM	6	8:30 PM - 9:30 PM	29
17B	FEDEX	TOTAL WEST DRIVEWAY FROM POST OFFICE BLVD (TRUCKS ONLY)	08/25/08	08/31/08	180	7:45 AM - 8:45 AM	16	**5:45 AM - 6:45 AM**	**26**	5:00 PM - 6:00 PM	5	6:45 PM - 7:45 PM	15
17TOT	FEDEX	WEST DRIVEWAY FROM POST OFFICE BLVD (TRUCKS ENTRANCE ONLY)	08/25/08	08/31/08	440	7:45 AM - 8:45 AM	35	**5:45 AM - 6:45 AM**	**58**	5:00 PM - 6:00 PM	10	8:30 PM - 9:30 PM	45
18	FEDEX	DRIVEWAY TO TRADEPORT DR (TRUCK EXIT ONLY)	08/25/08	08/31/08	50	7:45 AM - 8:45 AM	6	**6:00 AM - 7:00 AM**	**14**	5:00 PM - 6:00 PM	1	1:00 PM - 2:00 PM	2
19A	FEDEX	CUSTOMER LOT DRIVEWAY (ENTER)	08/25/08	08/31/08	150	8:00 AM - 9:00 AM	2	10:45 AM - 11:45 AM	7	5:00 PM - 6:00 PM	19	**7:30 PM - 8:30 PM**	**25**
19B	FEDEX	CUSTOMER LOT DRIVEWAY (EXIT)	08/25/08	08/31/08	150	8:00 AM - 9:00 AM	2	10:30 AM - 11:30 AM	6	5:00 PM - 6:00 PM	18	**7:30 PM - 8:30 PM**	**25**
19TOT	FEDEX	TOTAL CUSTOMER LOT DRIVEWAY	08/25/08	08/31/08	300	8:00 AM - 9:00 AM	3	10:30 AM - 11:30 AM	12	5:00 PM - 6:00 PM	37	**7:30 PM - 8:30 PM**	**50**
20A	FEDEX	EMPLOYEE LOT DRIVEWAY (ENTER)	08/25/08	08/31/08	200	7:00 AM - 8:00 AM	5	**4:15 AM - 5:15 AM**	**25**	5:00 PM - 6:00 PM	16	5:45 PM - 6:45 PM	23
20B	FEDEX	EMPLOYEE LOT DRIVEWAY (EXIT)	08/25/08	08/31/08	340	7:45 AM - 8:45 AM	26	9:45 AM - 10:45 AM	28	4:00 PM - 5:00 PM	15	**10:45 PM - 11:45 PM**	**41**
20TOT	FEDEX	TOTAL EMPLOYEE LOT DRIVEWAY	08/25/08	08/31/08	540	7:45 AM - 8:45 AM	30	9:45 AM - 10:45 AM	31	4:00 PM - 5:00 PM	22	**10:45 PM - 11:45 PM**	**42**
17A + 19A + 20A	FEDEX	TOTAL FEDEX (ENTER)	08/25/08	08/31/08	610	7:45 AM - 8:45 AM	23	5:45 AM - 6:45 AM	47	5:00 PM - 6:00 PM	40	**6:30 PM - 7:30 PM**	**60**
17B + 18 + 19B + 20B	FEDEX	TOTAL FEDEX (EXIT)	08/25/08	08/31/08	720	**7:45 AM - 8:45 AM**	**49**	5:45 AM - 6:45 AM	44	5:00 PM - 6:00 PM	30	6:30 PM - 7:30 PM	46
17 + 18 + 19 + 20	FEDEX	TOTAL FEDEX	08/25/08	08/31/08	1,330	7:45 AM - 8:45 AM	72	5:45 AM - 6:45 AM	91	5:00 PM - 6:00 PM	70	**6:30 PM - 7:30 PM**	**106**
JET BLUE (TRAINING)													
21A	JET BLUE (TRAINING)	NORTH DRIVEWAY TO HANGAR BLVD (ENTER)	08/25/08	08/31/08	250	8:00 AM - 9:00 AM	45	**8:15 AM - 9:15 AM**	**47**	4:00 PM - 5:00 PM	8	12:15 PM - 1:15 PM	21
21B	JET BLUE (TRAINING)	NORTH DRIVEWAY TO HANGAR BLVD (EXIT)	08/25/08	08/31/08	200	7:45 AM - 8:45 AM	9	11:00 AM - 12:00 PM	13	**4:45 PM - 5:45 PM**	**27**	**4:45 PM - 5:45 PM**	**27**
21TOT	JET BLUE (TRAINING)	TOTAL NORTH DRIVEWAY TO HANGAR BLVD	08/25/08	08/31/08	440	8:00 AM - 9:00 AM	53	**8:15 AM - 9:15 AM**	**55**	4:45 PM - 5:45 PM	34	4:45 PM - 5:45 PM	34
22A	JET BLUE (TRAINING)	SOUTH DRIVEWAY TO HANGAR BLVD (ENTER)	08/25/08	08/31/08	0	**7:00 AM - 8:00 AM**	**0**	**12:00 AM - 1:00 AM**	**0**	**4:00 PM - 5:00 PM**	**0**	**12:00 PM - 1:00 PM**	**0**
22B	JET BLUE (TRAINING)	SOUTH DRIVEWAY TO HANGAR BLVD (EXIT)	08/25/08	08/31/08	0	**7:00 AM - 8:00 AM**	**0**	**12:00 AM - 1:00 AM**	**0**	**4:00 PM - 5:00 PM**	**0**	**12:00 PM - 1:00 PM**	**0**
22TOT	JET BLUE (TRAINING)	TOTAL SOUTH DRIVEWAY TO HANGAR BLVD	08/25/08	08/31/08	0	**7:00 AM - 8:00 AM**	**0**	**12:00 AM - 1:00 AM**	**0**	**4:00 PM - 5:00 PM**	**0**	**12:00 PM - 1:00 PM**	**0**
21A + 22A	JET BLUE (TRAINING)	TOTAL JET BLUE (TRAINING) ENTER	08/25/08	08/31/08	250	8:00 AM - 9:00 AM	45	**8:15 AM - 9:15 AM**	**47**	4:45 PM - 5:45 PM	7	4:45 PM - 5:45 PM	7
21B + 22B	JET BLUE (TRAINING)	TOTAL JET BLUE (TRAINING) EXIT	08/25/08	08/31/08	200	8:00 AM - 9:00 AM	8	8:15 AM - 9:15 AM	8	**4:45 PM - 5:45 PM**	**27**	**4:45 PM - 5:45 PM**	**27**
21 + 22	JET BLUE (TRAINING)	TOTAL JET BLUE (TRAINING)	08/25/08	08/31/08	440	8:00 AM - 9:00 AM	53	**8:15 AM - 9:15 AM**	**55**	4:45 PM - 5:45 PM	34	4:45 PM - 5:45 PM	34
JET BLUE HANGAR (LIVE TV)													
23A	JET BLUE HANGAR (LIVE TV)	DRIVEWAY TO HANGAR BLVD (ENTER)	08/25/08	08/31/08	280	7:45 AM - 8:45 AM	8	7:45 AM - 8:45 AM	8	**4:30 PM - 5:30 PM**	**64**	**4:30 PM - 5:30 PM**	**64**
23B	JET BLUE HANGAR (LIVE TV)	DRIVEWAY TO HANGAR BLVD (EXIT)	08/25/08	08/31/08	270	**7:45 AM - 8:45 AM**	**42**	**7:45 AM - 8:45 AM**	**42**	4:30 PM - 5:30 PM	6	4:30 PM - 5:30 PM	6
23TOT	JET BLUE HANGAR (LIVE TV)	TOTAL DRIVEWAY TO HANGAR BLVD	08/25/08	08/31/08	550	7:45 AM - 8:45 AM	50	7:45 AM - 8:45 AM	50	**4:30 PM - 5:30 PM**	**70**	**4:30 PM - 5:30 PM**	**70**
FAA AIR TRAFFIC CONTROL TOWER													
24A	FAA AIR TRAFFIC CONTROL TOWER	TOWER ENTRANCE	07/12/07	07/13/07	100	7:00 AM - 8:00 AM	14	**6:15 AM - 7:15 AM**	**28**	4:00 PM - 5:00 PM	4	2:45 PM - 3:45 PM	6
24B	FAA AIR TRAFFIC CONTROL TOWER	TOWER EXIT	07/12/07	07/13/07	80	7:00 AM - 8:00 AM	5	6:15 AM - 7:15 AM	3	4:00 PM - 5:00 PM	8	**2:45 PM - 3:45 PM**	**17**
24TOT	FAA AIR TRAFFIC CONTROL TOWER	TOTAL TOWER TRAFFIC	07/12/07	07/13/07	180	7:00 AM - 8:00 AM	18	**6:15 AM - 7:15 AM**	**30**	4:00 PM - 5:00 PM	12	2:45 PM - 3:45 PM	23

TABLE 2
2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - MACHINE COUNT VALIDATION

Station #	Site/Location	Validation Date	End Time	Volume		
				Machine	Manual	Adj Factor
1A	**FLIGHT SAFETY INTERNATIONAL**	28-Aug	**Total**	**1**	**1**	**1.00**
	SOUTH DRIVEWAY TO BEAR RD (ENTER)		16:15	1	1	1.00
			16:30	0	0	1.00
			16:45	0	0	1.00
			17:00	0	0	1.00
1B	**FLIGHT SAFETY INTERNATIONAL**	29-Aug	**Total**	**18**	**16**	**0.89**
	SOUTH DRIVEWAY TO BEAR RD (EXIT)		16:15	3	5	1.67
			16:30	6	2	0.33
			16:45	6	9	1.50
			17:00	3	0	0.00
2A	**FLIGHT SAFETY INTERNATIONAL**	28-Aug	**Total**	**1**	**1**	**1.00**
	EAST DRIVEWAY TO BEAR RD (ENTER)		16:15	1	1	1.00
			16:30	0	0	1.00
			16:45	0	0	1.00
			17:00	0	0	1.00
2B	**FLIGHT SAFETY INTERNATIONAL**	28-Aug	**Total**	**5**	**5**	**1.00**
	EAST DRIVEWAY TO BEAR RD (EXIT)		16:15	1	1	1.00
			16:30	2	2	1.00
			16:45	1	1	1.00
			17:00	1	1	1.00
3A	**CESSNA CITATION**	28-Aug	**Total**	**34**	**30**	**0.88**
	WEST DRIVEWAY TO BEAR RD (ENTER)		15:15	14	12	0.86
			15:30	15	13	0.87
			15:45	4	4	1.00
			16:00	1	1	1.00
3B	**CESSNA CITATION**	28-Aug	**Total**	**70**	**62**	**0.89**
	WEST DRIVEWAY TO BEAR RD (EXIT)		15:15	9	9	1.00
			15:30	10	9	0.90
			15:45	35	30	0.86
			16:00	16	14	0.88
4A	**CESSNA CITATION**	28-Aug	**Total**	**5**	**4**	**0.80**
	EAST DRIVEWAY TO BEAR RD (ENTER)		15:15	0	0	1.00
			15:30	1	1	1.00
			15:45	4	3	0.75
			16:00	0	0	1.00
4B	**CESSNA CITATION**	28-Aug	**Total**	**8**	**8**	**1.00**
	EAST DRIVEWAY TO BEAR RD (EXIT)		15:15	1	1	1.00
			15:30	2	2	1.00
			15:45	2	2	1.00
			16:00	3	3	1.00
5A	**CONTINENTAL HANGAR (NORTH)**	28-Aug	**Total**	**28**	**27**	**0.96**
	NORTH DRIVEWAY/WARING RD (ENTER)		13:15	3	3	1.00
			13:30	6	6	1.00
			13:45	8	8	1.00
			14:00	11	10	0.91
5B	**CONTINENTAL HANGAR (NORTH)**	28-Aug	**Total**	**17**	**16**	**0.94**
	NORTH DRIVEWAY/WARING RD (EXIT)		13:15	2	2	1.00
			13:30	4	4	1.00
			13:45	7	6	0.86
			14:00	4	4	1.00
6A	**CONTINENTAL HANGAR (NORTH)**	28-Aug	**Total**	**12**	**12**	**1.00**
	SOUTH DRIVEWAY / WARING RD (ENTER)		13:15	2	2	1.00
			13:30	1	1	1.00
			13:45	4	4	1.00
			14:00	5	5	1.00
6B	**CONTINENTAL HANGAR (NORTH)**	28-Aug	**Total**	**6**	**6**	**1.00**
	SOUTH DRIVEWAY / WARING RD (EXIT)		13:15	0	0	1.00
			13:30	2	2	1.00
			13:45	3	3	1.00
			14:00	1	1	1.00
7A	**UPS / ASTAR**	28-Aug	**Total**	**31**	**32**	**1.03**
	DRIVEWAY / YEAGER RD (ENTER)		6:15	4	3	0.75
			6:30	3	8	2.67
			6:45	8	14	1.75
			7:00	16	7	0.44

TABLE 2
2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - MACHINE COUNT VALIDATION

Station #	Site/Location	Validation Date	End Time	Volume		
				Machine	Manual	Adj Factor
7B	**UPS / ASTAR**	28-Aug	**Total**	**32**	**30**	**0.94**
	DRIVEWAY / YEAGER RD (EXIT)		6:15	0	0	1.00
			6:30	0	0	1.00
			6:45	5	5	1.00
			7:00	27	25	0.93
8A	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**50**	**30**	**0.60**
	NORTH DRIVEWAY / CENTERPORT ST TO TRADEPORT DR (ENTER)		10:15	18	13	0.72
			10:30	10	6	0.60
			10:45	10	4	0.40
			11:00	12	7	0.58
8B	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**47**	**27**	**0.57**
	NORTH DRIVEWAY / CENTERPORT ST TO TRADEPORT DR (EXIT)		10:15	10	5	0.50
			10:30	11	6	0.55
			10:45	14	8	0.57
			11:00	12	8	0.67
9A	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**28**	**26**	**0.93**
	CENTER DRIVEWAY TO TRADEPORT DR (ENTER)		10:15	5	5	1.00
			10:30	5	5	1.00
			10:45	11	9	0.82
			11:00	7	7	1.00
9B	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**38**	**36**	**0.95**
	CENTER DRIVEWAY TO TRADEPORT DR (EXIT)		10:15	11	10	0.91
			10:30	7	7	1.00
			10:45	11	10	0.91
			11:00	9	9	1.00
10A	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**13**	**13**	**1.00**
	SOUTHWEST DRIVEWAY / BENFORD RD TO EXPRESS ST (ENTER)		10:15	2	2	1.00
			10:30	3	3	1.00
			10:45	6	6	1.00
			11:00	2	2	1.00
10B	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**13**	**13**	**1.00**
	SOUTHWEST DRIVEWAY / BENFORD RD TO EXPRESS ST (EXIT)		10:15	3	3	1.00
			10:30	1	1	1.00
			10:45	5	5	1.00
			11:00	4	4	1.00
11	**LANDO AIR CENTER / AERO ORLANDO II**	28-Aug	**Total**	**3**	**4**	**1.33**
	SOUTHEAST DRIVEWAY TO EXPRESS ST (EXIT)		10:15	1	2	2.00
			10:30	2	2	1.00
			10:45	0	0	1.00
			11:00	0	0	1.00
12A	**CONTINENTAL HANGAR (SOUTH)**	28-Aug	**Total**	**10**	**9**	**0.90**
	NORTH DRIVEWAY TO TRADEPORT DR (ENTER)		5:45	0	0	1.00
			6:00	2	2	1.00
			6:15	2	2	1.00
			6:30	6	5	0.83
12B	**CONTINENTAL HANGAR (SOUTH)**	28-Aug	**Total**	**6**	**6**	**1.00**
	NORTH DRIVEWAY TO TRADEPORT DR (EXIT)		5:45	1	1	1.00
			6:00	2	2	1.00
			6:15	2	2	1.00
			6:30	1	1	1.00
13A	**CONTINENTAL HANGAR (SOUTH)**	28-Aug	**Total**	**58**	**51**	**0.88**
	SOUTH DRIVEWAY TO TRADEPORT DR (ENTER)		5:45	2	2	1.00
			6:00	7	7	1.00
			6:15	15	13	0.87
			6:30	34	29	0.85
13B	**CONTINENTAL HANGAR (SOUTH)**	28-Aug	**Total**	**29**	**27**	**0.93**
	SOUTH DRIVEWAY TO TRADEPORT DR (EXIT)		5:45	0	0	1.00
			6:00	7	7	1.00
			6:15	16	14	0.88
			6:30	6	6	1.00
14A	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**0**	**0**	**1.00**
	NORTH DRIVEWAY / LYNDY CIR NORTH TO TRADEPORT (ENTER)		17:15	0	0	1.00
			17:30	0	0	1.00
			17:45	0	0	1.00
			18:00	0	0	1.00

TABLE 2
2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - MACHINE COUNT VALIDATION

Station #	Site/Location	Validation Date	End Time	Volume		
				Machine	Manual	Adj Factor
14B	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**28**	**23**	**0.82**
	NORTH DRIVEWAY / LYNDY CIR NORTH TO TRADEPORT (EXIT)		17:15	8	9	1.13
			17:30	6	4	0.67
			17:45	9	7	0.78
			18:00	5	3	0.60
15A	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**78**	**70**	**0.90**
	SOUTH DRIVEWAY TO TRADEPORT DR (ENTER)		8:15	8	8	1.00
			8:30	13	11	0.85
			8:45	26	23	0.88
			9:00	31	28	0.90
15B	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**11**	**11**	**1.00**
	SOUTH DRIVEWAY TO TRADEPORT DR (EXIT)		8:15	2	2	1.00
			8:30	4	4	1.00
			8:45	3	3	1.00
			9:00	2	2	1.00
16A	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**46**	**42**	**0.91**
	SOUTH DRIVEWAY / LYNDY CIR SOUTH TO TRADEPORT (ENTER)		13:15	8	8	1.00
			13:30	6	6	1.00
			13:45	22	19	0.86
			14:00	10	9	0.90
16B	**AIR TRAN HQ / SIGNATURE FBO**	28-Aug	**Total**	**13**	**13**	**1.00**
	SOUTH DRIVEWAY / LYNDY CIR SOUTH TO TRADEPORT (EXIT)		13:15	2	2	1.00
			13:30	1	1	1.00
			13:45	3	3	1.00
			14:00	7	7	1.00
17A	**FEDEX**	28-Aug	**Total**	**41**	**39**	**0.95**
	WEST DRIVEWAY FROM POST OFFICE BLVD (TRUCKS EXIT ONLY)		6:00	9	10	1.11
			6:15	12	11	0.92
			6:30	20	18	0.90
			6:45	0	0	1.00
17B	**FEDEX**	28-Aug	**Total**	**39**	**35**	**0.90**
	TOTAL WEST DRIVEWAY FROM POST OFFICE BLVD (TRUCKS ONLY)		6:00	7	7	1.00
			6:15	5	5	1.00
			6:30	27	23	0.85
			6:45	0	0	1.00
18	**FEDEX**	28-Aug	**Total**	**65**	**19**	**0.29**
	DRIVEWAY TO TRADEPORT DR (TRUCK EXIT ONLY)		6:15	25	7	0.28
			6:30	12	3	0.25
			6:45	6	2	0.33
			7:00	22	7	0.32
19A	**FEDEX**	29-Aug	**Total**	**15**	**15**	**1.00**
	CUSTOMER LOT DRIVEWAY (ENTER)		19:15	1	1	1.00
			19:30	7	7	1.00
			19:45	1	1	1.00
			20:00	6	6	1.00
19B	**FEDEX**	29-Aug	**Total**	**14**	**14**	**1.00**
	CUSTOMER LOT DRIVEWAY (EXIT)		19:15	2	2	1.00
			19:30	6	6	1.00
			19:45	3	3	1.00
			20:00	3	3	1.00
20A	**FEDEX**	29-Aug	**Total**	**40**	**28**	**0.70**
	EMPLOYEE LOT DRIVEWAY (ENTER)		4:15	6	6	1.00
			4:30	9	5	0.56
			4:45	2	2	1.00
			5:00	23	15	0.65
20B	**FEDEX**	29-Aug	**Total**	**2**	**3**	**1.50**
	EMPLOYEE LOT DRIVEWAY (EXIT)		4:15	1	1	1.00
			4:30	0	0	1.00
			4:45	1	1	1.00
			5:00	0	1	#DIV/0!
21A	**JET BLUE (TRAINING)**	28-Aug	**Total**	**81**	**53**	**0.65**
	NORTH DRIVEWAY TO HANGAR BLVD (ENTER)		8:15	12	10	0.83
			8:30	24	14	0.58
			8:45	17	11	0.65
			9:00	28	18	0.64

TABLE 2
2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - MACHINE COUNT VALIDATION

Station #	Site/Location	Validation Date	End Time	Volume		
				Machine	Manual	Adj Factor
21B	**JET BLUE (TRAINING)**	28-Aug	**Total**	**15**	**10**	**0.67**
	NORTH DRIVEWAY TO HANGAR BLVD (EXIT)		8:15	2	4	2.00
			8:30	4	1	0.25
			8:45	7	3	0.43
			9:00	2	2	1.00
22A	**JET BLUE (TRAINING)**	28-Aug	**Total**	**0**	**0**	**1.00**
	SOUTH DRIVEWAY TO HANGAR BLVD (ENTER)		8:15	0	0	1.00
			8:30	0	0	1.00
			8:45	0	0	1.00
			9:00	0	0	1.00
22B	**JET BLUE (TRAINING)**	28-Aug	**Total**	**0**	**0**	**1.00**
	SOUTH DRIVEWAY TO HANGAR BLVD (EXIT)		8:15	0	0	1.00
			8:30	0	0	1.00
			8:45	0	0	1.00
			9:00	0	0	1.00
23A	**JET BLUE HANGAR (LIVE TV)**	28-Aug	**Total**	**15**	**15**	**1.00**
	DRIVEWAY TO HANGAR BLVD (ENTER)		8:15	2	2	1.00
			8:30	0	0	1.00
			8:45	7	7	1.00
			9:00	6	6	1.00
23B	**JET BLUE HANGAR (LIVE TV)**	28-Aug	**Total**	**39**	**37**	**0.95**
	DRIVEWAY TO HANGAR BLVD (EXIT)		8:15	16	15	0.94
			8:30	9	9	1.00
			8:45	8	7	0.88
			9:00	6	6	1.00

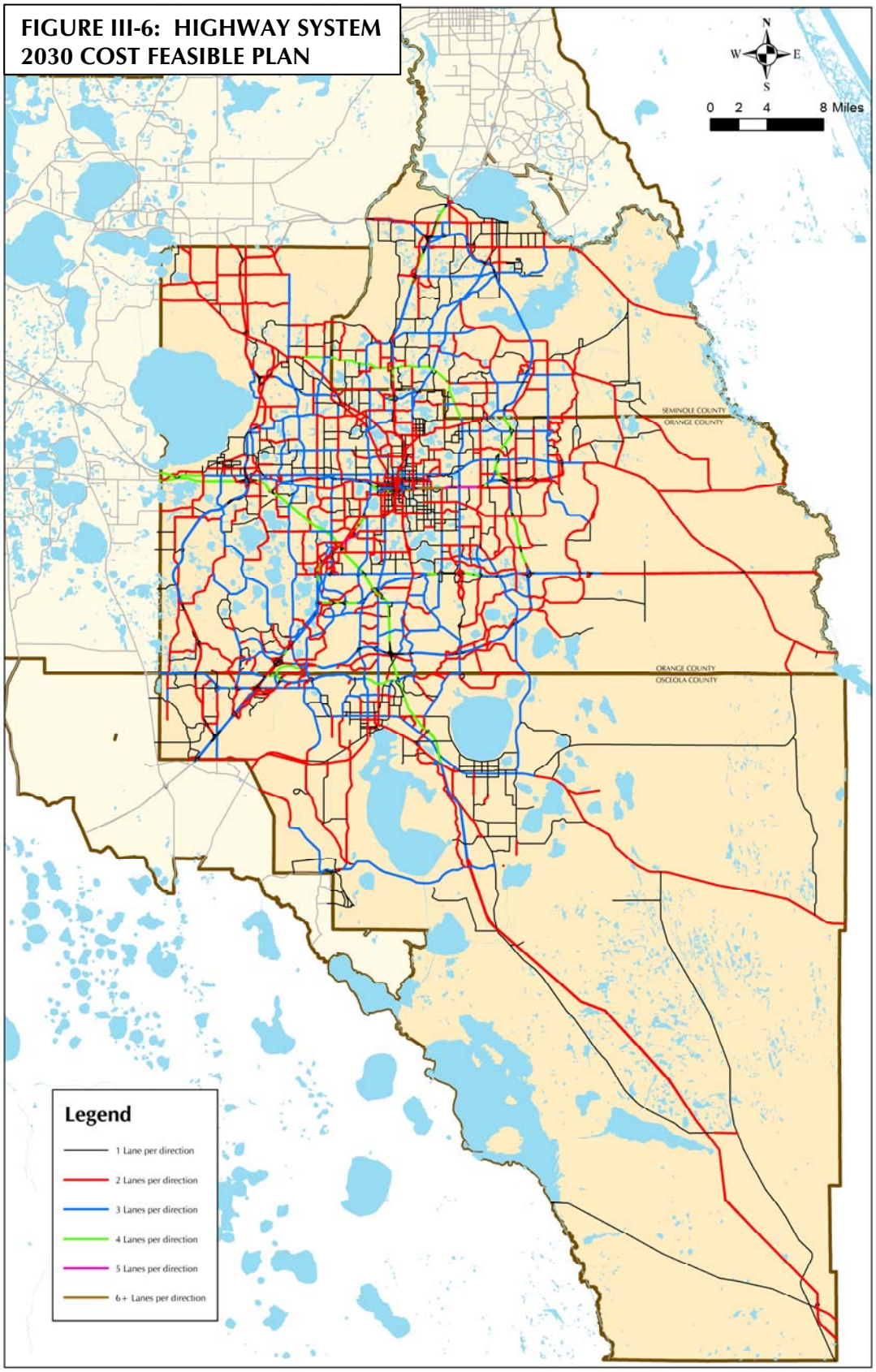
TABLE 3
OIA AVIATION SUPPORT LAND USE & TRIP GENERATION SUMMARY

Name	Type of Use	Site Acreage	Building Sq. Ft.	Floor to Area Ratio	# of Employees	Operating Hours	Daily Trips	AM Peak Hour Trips (7-9 AM)	AM Pk Hr of Generator Trips	PM Peak Hour Trips (4-6 PM)	PM Pk Hr of Generator Trips	Comments	Trip Rates									
													Daily		AM Pk Hr (7-9 AM)		AM Pk Hr of Gen.		PM Pk Hr (4-6 PM)		PM PK Hr of Gen.	
													1000 sf	Empl	1000 sf	Empl	1000 sf	Empl	1000 sf	Empl	1000 sf	Empl
Category A: Airport Support District (aircraft maintenance, manufacturing hangar, cargo facilties)																						
Jet Blue Hangar (Live TV)	Airline speciality modification facility.	15.00	98,000	0.15	196	24/7	550	50	50	70	70		5.61	2.81	0.51	0.26	0.51	0.26	0.71	0.36	0.71	0.36
FedEx	Air cargo sortation facility.	19.99	141,491	0.16	185	24/7	1,330	72	91	70	106	main shifts 3:00AM-10:00AM, 2:00PM-12:00AM employees evenly split	9.40	7.19	0.51	0.39	0.64	0.49	0.50	0.38	0.75	0.57
Bldg 401-UPS/ASTAR	Air cargo sortation facility and maintenance facility	3.03	50,815	0.39	51	3:00AM-12:00AM	440	43	74	27	44	1/3 of parcel used because it contains 3 bldgs, 9.09 ac /3 = 3.03 35 staff 3:00AM-12:00AM, 16 staff 6:00AM-11:00PM	8.66	8.63	0.85	0.84	1.47	1.46	0.54	0.54	0.86	0.86
Continental Hangar - North	Airline heavy maintenance facility.	11.46	100,440	0.20	100	24/7	710	73	73	34	51	3 shifts/day. Staff are evenly divided across shifts/days off.	7.07	7.10	0.73	0.73	0.73	0.73	0.34	0.34	0.51	0.51
Continental Hangar - South	Airline heavy maintenance facility.	15.50	92,771	0.14	500	24/7	850	80	97	31	74	3 shifts/day. Staff are evenly divided across shifts/days off.	9.16	1.70	0.87	0.16	1.04	0.19	0.33	0.06	0.80	0.15
Cessna Citation	Corporate aircraft heavy maintenance facility.	13.80	180,000	0.30	250	24/7	920	84	146	44	99		5.11	3.68	0.47	0.34	0.81	0.58	0.24	0.17	0.55	0.39
Total Aiport Support District		**78.78**	**663,517**	**0.19**	**1,282**		**4,800**	**403**	**532**	**276**	**443**		**7.23**	**3.74**	**0.61**	**0.31**	**0.80**	**0.41**	**0.42**	**0.22**	**0.67**	**0.35**
Category B: Airport Support Areas (office, flight training centers, ATC facilities)																						
FlightSafety International	Flight simulator & aircraft systems training facility.	4.06	50,121	0.28	127	24/7	380	45	45	38	42	Expansion planned and under design. Basically doubles facility. Staff split evenly into 3 shifts 7:00AM-4:00PM 4:00PM-12:00AM 12:00AM-7:00AM	7.58	2.99	0.90	0.36	0.90	0.36	0.76	0.30	0.84	0.33
Jet Blue Training	Flight simulator, aircraft systems & cabin crew training facility.	13.63	106,000	0.18	152	24/7	440	53	55	34	34		4.15	2.89	0.50	0.35	0.52	0.36	0.32	0.23	0.32	0.23
Lando Air Center bldgs 443,444/Aero Orlando II bldgs 429,445	4 bldg office/warehouse complex	18.30	213,718	0.27	361	24/7	2,780	265	267	115	167	135 staff 7:00AM-5:00PM, 140 staff 24/7, 5 staff 6:30AM-6:00PM, 16 staff 5:00AM-11:00PM	13.01	7.70	1.24	0.74	1.25	0.74	0.54	0.32	0.78	0.46
FAA ATCT	Air traffic control facility	3.80	28,008	0.17	150	24/7/365	180	18	30	12	23	Shifts are: Days, Nights & Midnights. (shifts start at 5am and every hour there after till 5pm then at 1030pm and Midnight)	6.43	1.20	0.64	0.12	1.07	0.20	0.43	0.08	0.82	0.15
Total Airport Support Areas		**39.79**	**397,847**	**0.23**	**790**		**3,780**	**382**	**397**	**199**	**266**		**9.50**	**4.78**	**0.96**	**0.48**	**1.00**	**0.50**	**0.50**	**0.25**	**0.67**	**0.34**
												ITE Trip Rates										
												Light Industrial	6.97	3.02	0.92	0.44			0.98	0.42		
												Manufacturing	3.82	2.13	0.73	0.40			0.74	0.36		
												Warehousing	4.96	3.89	0.45	0.51			0.47	0.59		
												Aviation Support Aggregate	**5.25**	**3.01**	**0.70**	**0.45**			**0.73**	**0.46**		
												Office	11.01	3.32	1.55	0.48			1.49	0.46		

TABLE 4
2008 OIA AVIATION SUPPORT TRAFFIC COUNTS - PM PEAK HOUR DIRECTIONAL TRIP RATES

Name	Station			PM Peak Hour (4-6 PM) Avg Wkdy Volumes			Distribution %		Trip Rates per 1000 SF		
	Total	Enter	Exit	Total	Enter	Exit	Enter	Exit	Total	Enter	Exit
Category A: Airport Support District (aircraft maintenance, manufacturing hangar, cargo facilties)											
Jet Blue Hangar (Live TV)	23TOT	23A	23B	70	64	6	91%	9%	0.71	0.65	0.06
FedEx	17 + 18 + 19 + 20	17A + 19A + 20A	17B + 18 + 19B + 20B	70	40	30	58%	42%	0.50	0.29	0.21
Bldg 401-UPS/ASTAR	7TOT	7A	7B	27	19	9	69%	31%	0.54	0.37	0.17
Continental Hangar - North	5 + 6	5A + 6A	5B + 6B	34	15	19	44%	56%	0.34	0.15	0.19
Continental Hangar - South	12 + 13	12A + 13A	12B + 13B	31	13	17	44%	56%	0.33	0.14	0.19
Cessna Citation	3 + 4	3A + 4A	3B + 4B	44	15	29	34%	66%	0.24	0.08	0.16
Total Aiport Support District	TOT_A			**276**	**166**	**110**	**60%**	**40%**	**0.42**	**0.25**	**0.17**
Category B: Airport Support Areas (office, flight training centers, ATC facilities)											
FlightSafety International	1 + 2	1A + 2A	1B + 2B	38	6	32	15%	85%	0.76	0.12	0.64
Jet Blue Training	21 + 22	21A + 22A	21B + 22B	34	7	27	20%	80%	0.32	0.07	0.25
Lando Air Center/Aero Orlando II	8 + 9 + 10 + 11	8A + 9A + 10A	8B + 9B + 10B + 11	115	35	80	30%	70%	0.54	0.16	0.38
FAA ATCT	24TOT	24A	24B	12	4	8	33%	67%	0.43	0.14	0.29
Total Airport Support Areas	TOT_B			**199**	**52**	**148**	**26%**	**74%**	**0.50**	**0.13**	**0.37**

FIGURE III-6: HIGHWAY SYSTEM 2030 COST FEASIBLE PLAN



METROPLAN ORLANDO
A Regional Transportation Partnership

2030 Long Range Transportation Plan

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	Priority	Project Name	Improvements	2008	2015	2020	2025	2030
County	Project List	All American Boulevard (Clarcona Ocoee Rd. to Forest City Rd.)	Realignment, new 4 lanes	11,485.3	14,701.2	-	-	-
County		Reams Road (2500' south of CR 535 to CR 535	Realignment, widen 2-4	2,965.0	3,795.2	-	-	-
City of Orlando		Dowden Road (Narcoosee Rd. to Greenway)	New 4 lanes	47,217.4	60,438.2	-	-	-
City of Orlando		Metrowest Boulevard (Kirkman Rd. to Mission Rd.)	New 2 lanes	2,300.0	2,944.0	-	-	-
City of Orlando		Mission Road (Conroy Rd. to Metrowest Ext.)	New 4 lanes	15,000.0	19,200.0	-	-	-
County		International Drive South (S. Westwood Blvd. to N. Westwood Blvd.)	Widen 4-6	11,100.0	14,208.0	-	-	-
County		Lake Underhill Road (Dean Rd. to Rouse Rd.)	Widen 2-4	11,952.2	15,298.8	-	-	-
County		Moss Park Road Ext. (Moss Park Rd. to Innovation Place)	New 4 lanes	44,665.1	57,171.3	-	-	-
County		Taft-Vineland Rd. Ext. (Central Florida Parkway to John Young Parkway)	New 4 lanes	5,630.0	7,206.4	-	-	-
County		Wildwood Avenue (International Dr. to Palm Pkwy.)	New 4 lanes, bridge	21,000.0	26,880.0	-	-	-
County		Winter Garden-Vineland Road (Magnolia Pk. Ct. to south of SR 429)	Widen 2-4	10,840.0	13,875.2	-	-	-
County		Winter Garden-Vineland Road (Ficquette Rd. to Southern Way)	Widen 2-4	4,533.6	5,803.0	-	-	-
County		Canadian Court Ext. (International Dr. to John Young Parkway)	New 4 lanes	21,750.0	27,840.0	-	-	-
County		Econlockhatchee Trail (Orlando City Limits to Curry Ford Road)	Widen 2-4	10,715.8	13,716.2	-	-	-
County		Econlockhatchee Trail (Curry Ford Road to SR 50)	Widen 2-4	17,310.1	22,156.9	-	-	-
County		Lake Underhill Road (Goldenrod Rd. to Chickasaw Tr.)	Widen 2-4	4,984.0	6,379.5	-	-	-
County		Pine Hills Road (S. Overland Rd to Beggs Rd)	Realignment	1,276.1	1,633.5	-	-	-
County		Pine Hills Road Ext. (Beggs Rd. to Apopka Blvd)	New 4 lanes	7,656.9	9,800.8	-	-	-
County		Pine Hills Road Ext. (Apopka Blvd to US 441)	New 4 lanes	1,276.1	1,633.5	-	-	-
County		Boggy Creek Road (Osceola County Line to SR 417)	Widen 2-4	18,980.0	24,294.4	-	-	-
County		Lake Underhill Road (Chickasaw Tr. To Dean Rd.)	Widen 2-4	16,073.7	20,574.3	-	-	-
City of Orlando		Augusta National Drive (Bent Pine Dr. to Hoffner Ave.)	New 2 lanes	3,000.0	3,840.0	-	-	-
City of Orlando		Boone Avenue (Anderson St. to Lucerne Terrace)	New 2 lanes	2,800.0	3,584.0	-	-	-
City of Orlando		Econlockhatchee Trail (City Limits to Lee Vista Blvd.)	Widen 2-4	12,000.0	15,360.0	-	-	-
City of Orlando		Grand National Drive Overpass (Oak Ridge Rd. to E. Half of Caravan Ct.)	New 4 lanes	20,000.0	25,600.0	-	-	-
City of Orlando		Grand National Drive/Greenbrier Parkway (Sand Lake Rd. to International Dr.)	Widen 2-4 and align	10,000.0	12,800.0	-	-	-
City of Orlando		Hazeltine National Drive (Goldenrod Rd. to Narcoossee Rd.)	New 4 lanes	10,000.0	12,800.0	-	-	-
City of Orlando		Hazeltine National Drive (1500' E of TPC Blvd. to Goldenrod Rd.)	New 4 lanes	4,466.5	5,717.1	-	-	-
Federal		US 192 (Lake Co. Line to Secret Lake Dr)	Widen 4-6	14,893.6	19,063.8	-	-	-
City of Orlando		Lake Nona E/W Road (Boggy Creek Rd. to Narcoossee Rd.)	New 4 lanes	59,978.8	76,772.9	-	-	-
City of Orlando		Lake Nona Eastern Road (Lake Nona N/S Road to Narcoossee Rd.)	New 4 lanes	28,075.2	35,936.3	-	-	-
City of Orlando		Lee Vista Boulevard (Conway Rd. to 1900' W of Semoran Blvd.)	Widen 2-4	5,000.0	6,400.0	-	-	-
City of Orlando		Lee Vista Boulevard (SR 417 to Young Pine Rd.)	New 4 lanes	12,123.4	15,517.9	-	-	-
City of Orlando		Mission Road (Metrowest Blvd. to Old Winter Garden)	New 2 lanes	15,000.0	19,200.0	-	-	-
City of Orlando		Narcoossee Road (SR 417 to SR 528)	Widen 4-6	10,000.0	12,800.0	-	-	-
City of Orlando		Pine Street (Hughey Ave. to Garland Ave.)	New 2 lanes	1,200.0	1,536.0	-	-	-
City of Orlando		Shadowridge Road (Forbes Place to Lee Vista Blvd.)	New 4 lanes	5,000.0	6,400.0	-	-	-
City of Orlando		Terry Avenue (Anderson St. to Robinson St.)	Capacity Improvements	1,500.0	1,920.0	-	-	-
City of Orlando		Terry Avenue (Robinson St to SR 50 (Colonial Dr))	New 2 lanes	6,000.0	7,680.0	-	-	-
City of Orlando		Terry Avenue (Gore St. to Anderson St.)	New 2 lanes	3,500.0	4,480.0	-	-	-
County		Fenton Street (Apopka-Vineland Road to Palm Pkwy.)	Realignment, new 4 lanes	24,300.0	31,104.0	-	-	-
City of Orlando		Alden Road (Orange Ave. to Rollins St.)	New 2 lanes	38,000.0	48,640.0	-	-	-
City of Orlando		Boggy Creek Road (Jetport Dr. to SR 417)	Widen 2-4	30,000.0	38,400.0	-	-	-
City of Orlando		Econlockhatchee Trail (Lee Vista Blvd. to Dowden Rd.)	New 4 lanes	50,000.0	64,000.0	-	-	-
City of Orlando		International Drive (Carrier Dr. to Oak Ridge Rd.)	Capacity Improvements	10,000.0	12,800.0	-	-	-
City of Orlando		Carrier Drive (Grand National Dr. to Universal Blvd.)	Widen 2-4	5,000.0	6,400.0	-	-	-
City of Orlando		Fairgreen Street (Maguire Blvd. Old Cheney Highway)	New 2 lanes	14,000.0	17,920.0	-	-	-
City of Orlando		Hazeltine National Drive (Narcoossee Rd. to Econlockhatchee Trail)	New 4 lanes	35,000.0	44,800.0	-	-	-
City of Orlando		Mission Road (Metrowest Blvd to Old Winter Garden)	Widen 2-4	10,000.0	12,800.0	-	-	-
City of Orlando		Shadowridge Road (Lee Vista Blvd. to Hoffner Ave.)	New 4 lanes	10,000.0	12,800.0	-	-	-
City of Orlando		Andes Avenue (Lake Underhill Rd. to Fairgreen St.)	New 2 lanes	14,000.0	17,920.0	-	-	-
City of Orlando		Division Avenue (Gore St. to Michigan St.)	Widen 2-4	30,000.0	38,400.0	-	-	-
City of Orlando		Dowden Road (Narcoosee Rd. to Greenway)	Widen 4-6	15,000.0	19,200.0	-	-	-
City of Orlando		Lucerne Terrace (Sylvia Ln. to Miller St.)	Widen and Realign	30,000.0	38,400.0	-	-	-
County	Needs List - County and City	International Dr (S) (SR 535/Vineland Rd to SR 417/Greenway)	New 6-Lane Roadway	25,792.8	33,014.8	-	-	-
County		Apopka-Vineland Rd/CR 435 (Wintergarden-Vineland Rd to Fenton Rd)	Widen 4-6	12,224.8	15,647.7	-	-	-
County		CR 535 (Winter Garden-Vineland Rd) (Ficquette Rd/Hancock Rd to Tilden Rd)	Widen 4-6	16,873.6	21,598.2	-	-	-
County		International Dr (S) (SR 417/Greenway to S. Westwood Blvd)	Widen 4-6	4,304.5	5,509.8	-	-	-

Exhibit C

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	Priority	Project Name	Improvements	2008	2015	2020	2025	2030
County	Needs List - County and City (cont.)	Beulah Rd (Marshall Farms Rd to SR 50/Colonial Dr)	Widen 2-4	3,956.6	5,064.4	-	-	-
County		CR 535 (Winter Garden-Vineland Rd) (Tilden Rd to SR 429)	Widen 4-6	7,403.7	9,476.7	-	-	-
County		Wallace Rd (Dr. Phillips Blvd to Turkey Lake Rd)	Widen 2-4	8,407.8	10,762.0	-	-	-
County		Apopka-Vineland Rd/CR 435 (Darlene Rd to Kilgore Rd)	Widen 4-6	11,536.0	14,766.1	-	-	-
County		Conroy-Windermere Rd (Lake St to Apopka-Vineland Rd)	Widen 2-4	9,232.1	11,817.1	-	-	-
County		Marsh Rd (Lake Co. Line to Avalon Rd)	Widen 2-4	19,206.0	24,583.7	27,656.6	-	-
County		Landstar Blvd (Osceola Co. Line to SR 417/Greenway)	Widen 4-6	13,171.8	16,859.9	18,967.4	-	-
County		Apopka-Vineland Rd/CR 435 (Kilgore Rd to Sandlake Rd)	Widen 4-6	6,628.9	8,485.0	9,545.6	-	-
County		Story Rd (9th St to Carter Rd)	Widen 2-4	5,275.5	6,752.6	7,596.7	-	-
County		Central Florida Pkwy (International Dr to SR 423/John Young Pkwy)	Widen 4-6	16,701.4	21,377.8	24,050.0	-	-
County		Maguire Rd (Marshall Farms Rd to Story Rd)	Widen 2-4	1,318.9	1,688.2	1,899.2	-	-
County		Hempel Ave (Gotha Rd to Old Winter Garden Rd)	Widen 2-4	10,468.5	13,399.7	15,074.6	-	-
County		Turkey Lake Rd (Sand Lake Commons Blvd to Sand Lake Rd)	Widen 4-6	14,032.7	17,961.9	20,207.1	-	-
County		Boggy Creek Rd (Wetherbee Rd to Tradeport Dr)	Widen 4-6	11,363.9	14,545.8	16,364.0	-	-
County		Young Pine Road (Lamberton Rd to Lee Vista Blvd)	Widen 2-4	18,134.4	23,212.0	26,113.5	-	-
County		Universal Blvd (Sand Lake Rd to Pointe Plaza Ave)	Widen 4-6	8,609.0	11,019.5	12,397.0	-	-
County		Ingram Rd (McCormick Rd to Clarcona-Ocoee Rd)	Widen 2-4	8,984.8	11,500.5	12,938.1	-	-
County		Wallace Rd (Apopka-Vineland Rd to Dr. Phillips Blvd)	Widen 2-4	4,121.5	5,275.5	5,935.0	-	-
County		Avalon Rd (CR 545) (SR 50/Colonial Dr to Oakland Ave)	Widen 2-4	2,225.6	2,848.8	3,204.9	-	-
County		CR 419 (Chuluotta Rd) (Seminole Co. Line to Lake Pickett Rd)	Widen 2-4	14,754.8	18,886.1	21,246.9	-	-
County		Avalon Rd (CR 545) (Seidel Rd to Mckinney Rd)	Widen 2-4	31,982.5	40,937.6	46,054.8	-	-
County		Story Rd (Carter Rd to Bowness Rd/Kissimmee Ave)	Widen 2-4	9,314.5	11,922.6	13,412.9	-	-
County		Ocoee-Apopka Rd (McCormick rd to Binion Rd)	Widen 2-4	5,357.9	6,858.1	7,715.4	-	-
County		CR 532 (Nova Rd) (Osceola Co. Line to SR 520)	Widen 2-4	21,678.9	27,749.0	31,217.6	-	-
County		Apopka-Vineland Rd/CR 435 (Fenton Rd to Darlene Rd)	Widen 4-6	8,609.0	11,019.5	12,397.0	-	-
County		CR 535 (Winter Garden-Vineland Rd) (SR 429 to Roper Rd)	Widen 4-6	11,880.4	15,206.9	17,107.8	-	-
County		Geneva St (Ocoee) (Bluford Ave to Bowness Rd)	Widen 2-4	1,401.3	1,793.7	2,017.9	-	-
County		Warrior Rd (Windermere Rd (W) to Windermere Rd (E)	Widen 2-4	1,483.7	1,899.1	2,136.5	-	-
County		Windermere Rd (Marshall Farms Rd to Warrior Rd)	Widen 2-4	3,049.9	3,903.9	4,391.9	-	-
County		Turkey Lake Rd (Central Florida Pkwy to Sand Lake Commons Blvd)	Widen 4-6	10,158.6	13,003.0	14,628.4	-	-
County		Conway Rd (Hoffner Rd to Gatlin Ave)	Widen 4-6	8,609.0	11,019.5	12,397.0	-	-
County		Bowness Rd/Kissimmee Ave (Ocoee) (Story Rd to S Kissimmee Ave)	Widen 2-4	1,566.2	2,004.7	2,255.3	-	-
County		Marshall Farms Rd (Beulah Rd to windermere Rd)	Widen 2-4	5,852.5	7,491.2	8,427.6	-	-
County		Avalon Rd (CR 545) (Tilden Rd to Siplin Rd)	Widen 2-4	33,548.6	42,942.2	48,310.0	-	-
County		Wymore Rd (Lee Rd to Kennedy Blvd)	Widen 2-4	7,336.2	9,390.3	10,564.1	-	-
County		Ocoee-Apopka Rd (West Rd to McCormick Rd)	Widen 2-4	10,963.1	14,032.8	15,786.9	-	-
County		Clarcona Rd (Gilliam Rd to Keene St)	Widen 4-6	8,695.1	11,129.7	12,520.9	-	-
County		CR 535 (Winter Garden-Vineland Rd) (Roper Rd to SR 50/Colonial Dr)	Widen 4-6	9,642.1	12,341.9	13,884.6	-	-
County		Citrus Oaks Ave (SR 50/Colonial DR to Old Winter Garden Rd)	Widen 2-4	4,121.5	5,275.5	5,935.0	-	-
County		Chickasaw Tr (Cascade Dr to Curry Ford Rd)	Widen 2-4	6,759.2	8,651.8	9,733.2	-	-
County		Apopka-Vineland Rd/CR 435 (A.D.Mims Rd to Clarcona-Ocoee Rd)	Widen 4-6	14,377.0	18,402.6	20,702.9	-	-
County		CR 419 (Chuluotta Rd) (Lake Pickett Rd to SR 50/Colonial Dr)	Widen 2-4	16,073.7	20,574.3	23,146.1	-	-
County		Oakland Ave (Lake Co. Line to Tubb St)	Widen 2-4	16,980.4	21,734.9	24,451.8	-	-
County		Avalon Rd (CR 545) (US 192 to Seidel Rd)	Widen 2-4	43,522.6	55,708.9	62,672.5	-	-
County		Avalon Rd (CR 545) (Siplin Rd to SR 50/Colonial Dr)	Widen 2-4	6,347.0	8,124.2	9,139.7	-	-
County		Rock Springs Rd (Welch Rd to Ponkan Rd)	Widen 4-6	13,171.8	16,859.9	18,967.4	-	-
County		Lakeville Rd (Clarcona-Ocoee Rd to Beggs Rd)	Widen 2-4	6,841.6	8,757.2	9,851.9	-	-
County		Plymouth-Sorrento Rd (CR 437) (Ponkan Rd to US 441/Orange Blossom Tr)	Widen 2-4	23,080.1	29,542.5	33,235.3	-	-
County		Dowden Rd (4th St) (Orange Ave to Boggy Creek Rd)	Widen 4-6	9,556.0	12,231.7	13,760.6	-	-
County		Reams Rd (Center Dr to Winter Garden-Vineland Rd)	Widen 2-6	25,816.0	33,044.5	37,175.0	-	-
County		Lakeville Rd (Beggs Rd to Apopka Blvd)	Widen 2-4	14,672.4	18,780.7	21,128.3	-	-
County		Ocoee-Apopka Rd (Fullers Cross Rd to West Rd)	Widen 4-6	4,562.8	5,840.4	6,570.4	-	-
County		McCormick Rd (Ocoee-Apopka Rd to Ingram Rd)	Widen 2-4	7,253.8	9,284.9	10,445.5	-	-
County		Tilden Rd (Avalon Rd to Winter Garden-Vinelane Rd)	Widen 2-4	18,052.0	23,106.6	25,994.9	-	-
County		Avalon Rd (CR 545) (Mckinney Rd to Tilden Rd)	Widen 2-4	18,629.0	23,845.1	26,825.8	-	-
County		Orangewood Blvd (SR 528/Beachline to Central Florida Pkwy)	Widen 4-6	7,920.3	10,138.0	11,405.2	-	-
County		Welch Rd (Rock Springs Rd to Thompson Rd)	Widen 2-4	10,303.6	13,188.6	14,837.2	-	-
County		Taft-Vineland Rd (General Blvd to Orange Ave)	Widen 4-6	8,953.3	11,460.2	12,892.8	-	-

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	Priority	Project Name	Improvements	2008	2015	2020	2025	2030
County		CR 535 (Winter Garden-Vineland Rd) (Chase Rd to Ficquette Rd/Hancock Rd)	Widen 4-6	15,926.6	20,386.0	22,934.3	-	-
County		Boggy Creek Rd (Dowden Rd to Landstreet Rd)	Widen 4-6	5,079.3	6,501.5	7,314.2	-	-
County		Boggy Creek Rd (SIS Connector) (Landstreet Rd to Sand Lake Rd)	Widen 4-6	10,847.3	13,884.5	15,620.1	-	-
County		Lake Pickett Rd (SR 50/Colonial Dr to Percival Rd)	Widen 2-4	8,819.9	11,289.5	12,700.7	-	-
County		Mc Kinnon Rd (CR 332) (Lake Butler Rd to Windermere Rd)	Widen 2-4	16,485.8	21,101.8	23,739.6	-	-
County		Clarke Rd (SR 438/Silver Star Rd to White Rd)	Widen 4-6	6,542.8	8,374.8	9,421.6	-	-
County		Plymouth-Sorrento Rd (CR 437) (Kelly Park Rd to Ponkan Rd)	Widen 2-4	15,991.2	20,468.7	23,027.3	-	-
County		Reams Rd (Lake Hancock Rd to Center Dr)	Widen 2-6	25,949.1	33,214.8	37,366.7	-	-
County		Oakland Ave (Tubb St to Avalon Rd)	Widen 2-4	9,232.1	11,817.1	13,294.2	-	-
County		Tanner Rd (South) (SR 50/Colonial Dr to Lake Pickett Rd)	Widen 2-3	13,106.2	16,775.9	18,872.9	-	-
County		Clarcona-Ocoee Rd (Clarke Rd to Apopka-Vineland Rd)	Widen 4-6	10,072.5	12,892.8	14,504.4	-	-
County		Clarcona Rd (Clarcona-Ocoee Rd to Gilliam Rd)	Widen 4-6	8,609.0	11,019.5	12,397.0	-	-
County		Clarke Rd (White Rd to SR 50/Colonial Dr)	Widen 4-6	6,887.2	8,815.6	9,917.6	-	-
County		Piedmont-Wekiwa Springs Rd (Apopka Blvd to US 441/Orange Blossom Tr)	Widen 4-6	11,105.6	14,215.2	15,992.1	-	-
County		Clarcona-Ocoee Rd (Fullers Cross Rd to West Rd)	Widen 2-4	5,275.5	6,752.6	7,596.7	-	-
County		A.D. Mims Rd (Clarke Rd to Apopka-Vineland Rd	Widen 2-4	8,407.8	10,762.0	12,107.2	-	-
County		Windermere Rd / Tomyn Rd (Roberson Rd to Maguire Rd)	Widen 2-4	15,084.5	19,308.2	21,721.7	-	-
County		CR 535 (Winter Garden-Vineland Rd) (Reams Rd to Chase Rd)	Widen 4-6	12,052.6	15,427.3	17,355.7	-	-
County		Landstar Blvd (SR 417/Greenway to Wetherbee Rd)	Widen 4-6	16,357.1	20,937.1	23,554.2	-	-
County		Clarcona-Ocoee Rd (Apopka-Vineland Rd to Hiawassee Rd)	Widen 4-6	11,794.3	15,096.7	16,983.8	-	-
County		Roberson Rd (Windermere Rd to Maguire Rd)	Widen 2-4	8,242.9	10,550.9	11,869.8	-	-
County		A.D. Mims Rd (Wurst Rd to Clarke Rd)	Widen 2-4	5,275.5	6,752.6	7,596.7	-	-
County		Maguire Rd (SR 50/Colonial Dr to Marshall Farms Rd)	Widen 2-4	3,956.6	5,064.4	5,697.5	-	-
County		Central Florida Pkwy (Turkey Lake Rd to International Dr)	Widen 2-4	11,210.4	14,349.3	16,143.0	-	-
County		Apopka-Vineland Rd/CR 435 (Balboa Dr to SR 438/Silver Star Rd)	Widen 4-6	10,933.4	13,994.8	15,744.1	-	-
County		Boggy Creek Rd (SR 417/Greenway to Wetherbee Rd)	Widen 4-6	22,211.2	28,430.3	31,984.1	37,536.9	-
County		Ocoee-Apopka Rd (Harmon Rd to Bradshaw Rd)	Widen 2-4	12,941.4	16,565.0	18,635.6	21,871.0	-
County	Needs List - County and City (cont.)	Conway Rd (McCoy Rd to Judge Rd)	Widen 4-6	7,059.4	9,036.0	10,165.5	11,930.4	-
County		Hempel Ave (Windy Ridge Rd to Gotha Rd)	Widen 2-4	11,787.4	15,087.9	16,973.9	19,920.7	-
County		Story Rd (Plant St to 9th St)	Widen 2-4	14,177.8	18,147.6	20,416.0	23,960.5	-
County		Orlando Ave (Ocoee) (Bluford Ave to Montgomery Ave)	Widen 2-4	8,078.1	10,340.0	11,632.5	13,652.0	-
County		Clarcona Rd (Keene St to Cleveland St)	Widen 4-6	9,383.8	12,011.3	13,512.7	15,858.6	-
County		Apopka-Vineland Rd/CR 435 (Conroy-windermere Rd to Old Winter Garden Rd)	Widen 4-6	29,614.9	37,907.1	42,645.5	50,049.2	-
County		Apopka-Vineland Rd/CR 435 (SR 50/Colonial Dr to Balboa Dr)	Widen 4-6	4,562.8	5,840.4	6,570.4	7,711.1	-
County		Hiawassee Rd (Clarcona-Ocoee Rd to Beggs Rd)	Widen 4-6	7,059.4	9,036.0	10,165.5	11,930.4	-
County		Wymore Rd (Kennedy Blvd to Maitland Blvd)	Widen 2-4	7,253.8	9,284.9	10,445.5	12,258.9	-
County		Plymouth-Sorrento Rd (CR 437) (Lake Co. Line to Kelly Park Rd)	Widen 2-4	16,403.4	20,996.4	23,620.9	27,721.7	-
County		Marshall Farms Rd (SR 50/Colonial Dr to Maguire Rd)	Widen 2-4	3,709.3	4,747.9	5,341.4	6,268.7	-
County		Tanner Rd (North) (Lake Pickett Rd to Seminole Co. Line/McCulloch Rd	Widen 2-3	18,052.0	23,106.6	25,994.9	30,507.9	-
County		Apopka-Vineland Rd/CR 435 (Sand Lake Rd to Conroy-Windermere Rd)	Widen 4-6	27,118.3	34,711.4	39,050.4	45,829.9	-
County		CR 535 (Winter Garden-Vineland Rd) (Buena Vista Dr to Reams Rd)	Widen 4-6	39,601.4	50,689.8	57,026.0	66,926.4	-
County		Boggy Creek Rd (Tradeport Dr to Dowden Rd)	Widen 4-6	11,277.8	14,435.6	16,240.0	19,059.5	-
County		Ft. Christmas Rd (Seminole Co. Line to SR 50/Colonial Dr)	Widen 2-4	67,674.3	86,623.1	97,451.0	114,369.6	-
County		McCormick Rd (Ingram Rd to Apopka-Vineland Rd)	Widen 2-4	15,579.1	19,941.2	22,433.9	26,328.7	-
County		Sadler Ave (Lake Co. Line to US 441/Orange Blossom Tr)	Widen 2-4	19,535.7	25,005.7	28,131.4	33,015.3	-
County		Binion Rd (Boy Scout Rd to Lust Rd)	Widen 2-4	4,121.5	5,275.5	5,935.0	6,965.3	-
County		Wurst Rd (Adair St to A.D Mims Rd)	Widen 2-4	5,522.7	7,069.1	7,952.7	9,333.4	-
County		Ponkan Rd (US 441/Orange Blossom Tr to Plymouth-Sorrento Rd)	Widen 2-4	21,596.4	27,643.4	31,098.8	36,497.9	-
County		Fullers Cross Rd (Ocoee-Apopka Rd to Clarcona-Ocoee Rd)	Widen 4-6	5,423.7	6,942.3	7,810.1	9,166.1	-
County		Ocoee-Apopka Rd (Binion Rd to Harmon Rd)	Widen 2-4	11,704.9	14,982.3	16,855.1	19,781.3	-
County		Hiawassee Rd (Beggs Rd to Apopka Blvd)	Widen 4-6	13,860.5	17,741.4	19,959.1	23,424.2	-
County		Pine Hills Rd (Clarcona-Ocoee Rd to Beggs Rd)	Widen 4-6	8,522.9	10,909.3	12,273.0	14,403.7	-
County		Moss Park Rd (Lake Hart Rd to Lake Mary Jane Rd)	Widen 2-4	13,188.7	16,881.5	18,991.7	22,288.9	-
County		Good Homes Rd (SR 408 to SR 50/Colonial Dr)	Widen 4-6	3,701.9	4,738.4	5,330.7	6,256.2	-
County		Taft-Vineland Rd (US 441/Orange Blossom Tr to General Blvd)	Widen 4-6	8,609.0	11,019.5	12,397.0	14,549.2	-
County		Good Homes Rd (Old Winter Garden Rd to SR 408)	Widen 4-6	1,807.9	2,314.1	2,603.4	3,055.4	-
County		Kelly Park Rd (Plymouth-Sorrento Rd to Rock Springs Rd)	Widen 2-4	25,470.6	32,602.4	36,677.7	43,045.3	-
County		Boggy Creek Rd (Osceola Co. Line to SR 417/Greeneway)	Widen 4-6	13,430.0	17,190.4	19,339.2	22,696.7	-

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	Priority	Project Name	Improvements	2008	2015	2020	2025	2030
County	Needs List - County and City (cont.)	International Dr (S) (Osceola Co. Line to SR 535/Vineland Rd)	Widen 6-8	10,052.1	12,866.7	14,475.0	16,988.0	-
County		Kelly Park Rd (Round Lake Rd to Plymouth-Sorrento Rd)	Widen 2-4	16,733.1	21,418.4	24,095.7	28,278.9	-
County		Maitland Ave (US 17-92 to Seminole Co. Line)	Widen 4-6	11,450.0	14,656.0	16,488.0	19,350.5	-
County		Rose Ave (Clarcona-Ocoee Rd to US 441/Orange Blossom Tr)	Widen 2-4	4,121.5	5,275.5	5,935.0	6,965.3	-
County		Round Lake Rd (Kelly Park Rd to Lake Co. Line)	Widen 2-4	16,485.8	21,101.8	23,739.6	27,861.0	-
County		Lake Pickett Rd (Percival Rd to S. Tanner Rd)	Widen 2-4	10,303.6	13,188.6	14,837.2	17,413.1	-
County		Rock Springs Rd/Park Ave (Apopka) (US 441/Orange Blossom Tr to Votaw Rd)	Widen 4-6	6,370.7	8,154.5	9,173.8	10,766.5	-
County		Welch Rd (Thompson Rd to Wekiwa Springs Rd)	Widen 2-4	10,633.4	13,610.8	15,312.1	17,970.4	-
County		Maguire Rd (Gotha Rd to Roberson Rd)	Widen 2-4	7,253.8	9,284.9	10,445.5	12,258.9	-
County		Alafaya Tr (Curry Ford Rd to Avalon Park Blvd)	Widen 4-6	34,780.3	44,518.8	50,083.6	58,778.7	-
County		Ponkan Rd (Plymouth-Sorrento Rd to Rock Springs Rd)	Widen 2-4	26,377.3	33,762.9	37,983.3	44,577.6	-
County		Clarke Rd (Hackney-Prairie Rd to A.D. Mims Rd)	Widen 4-6	6,198.5	7,934.1	8,925.8	10,475.5	-
County		Rock Springs Rd/Park Ave (Apopka) (Votaw Rd to Welch Rd)	Widen 4-6	12,999.6	16,639.5	18,719.4	21,969.3	-
County		Seidel Rd (Avalon Rd to Lake Hancock Rd)	Widen 2-4	20,854.6	26,693.9	30,030.6	35,244.3	-
County		Old US 441 (US 441/Orange Blossom Tr to Lake Co. Line)	Widen 2-4	8,325.3	10,656.4	11,988.4	14,069.8	-
County		Ocoee-Apopka Rd/Michael Gladden Blvd (Bradshaw Rd to Central Ave)	Widen 2-4	4,780.9	6,119.6	6,884.5	8,079.7	-
County		Conway Rd (Judge Rd to Hoffner Rd)	Widen 4-6	8,609.0	11,019.5	12,397.0	14,549.2	-
County		Ficquette Rd-Hancock Rd (Lake Hancock Rd to 600' W of Overstreet Rd)	Widen 2-4	12,694.1	16,248.4	18,279.5	21,453.0	-
County		Binion Rd (Ocoee-Apopka Rd to Boy Scout Rd)	Widen 2-6	38,191.7	48,885.4	54,996.0	64,544.0	-
County		Wurst Rd (Lakewood Ave to Adair St)	Widen 2-4	4,203.9	5,381.0	6,053.6	7,104.6	-
County		Professional Pkwy (Maguire Rd to Old Winter Garden Rd)	Widen 4-6	4,304.5	5,509.8	6,198.5	7,274.6	-
County		Lake Hancock Rd (Seidel Rd to Reams Rd)	Widen 2-4	11,045.5	14,138.2	15,905.5	18,666.9	-
County		Clarcona-Ocoee Rd (Adair St to Clarke Rd)	Widen 4-6	18,251.1	23,361.4	26,281.6	30,844.4	-
County		Thompson Rd (Semoran Blvd to Votaw Rd)	Widen 2-4	6,099.8	7,807.7	8,783.7	10,308.7	12,138.6
County		Old Winter Garden Rd (Good Homes Rd to Apopka-Vineland Rd)	Widen 4-6	3,615.8	4,628.2	5,206.8	6,110.7	7,195.4
County		Wetherbee Rd (US 441/Orange Blossom Tr to Orange Ave)	Widen 4-6	16,357.1	20,937.1	23,554.2	27,643.5	32,550.6
County		Clarke Rd (Clarcona-Ocoee Rd to Hackney-Prairie Rd)	Widen 4-6	6,715.0	8,595.2	9,669.6	11,348.4	13,362.9
County		Rock Springs Rd (Ponkan Rd to Kelly Park Rd)	Widen 4-6	17,304.1	22,149.2	24,917.9	29,243.9	34,435.2
County		Sadler Ave (US 441/Orange Blossom Tr to Round Lake Rd)	Widen 2-4	13,435.9	17,198.0	19,347.7	22,706.7	26,737.4
County		Chickasaw Tr/Vista Park Blvd (0.5 miles N of Lee Vist Blvd to Cascade Dr)	Widen 2-4	12,941.4	16,565.0	18,635.6	21,871.0	25,753.4
County		Jones Ave (US 441/Orange Blossom Tr to Lake Co. Line)	Widen 2-4	26,130.0	33,446.4	37,627.2	44,159.7	51,998.7
County		Wetherbee Rd (Landstar Blvd to Boggy Creek Rd)	Widen 4-6	20,919.8	26,777.3	30,124.5	35,354.5	41,630.4
County		Old Winter Garden Rd (Professional Pkwy to Blackwood Ave)	Widen 4-6	3,615.8	4,628.2	5,206.8	6,110.7	7,195.4
County		Clarcona-Ocoee Rd (West Rd to Adair St)	Widen 4-6	2,496.6	3,195.6	3,595.1	4,219.3	4,968.2
County		Bowness Rd (Ocoee) (S Kissimmee Ave to Franklin St)	Widen 2-4	6,594.3	8,440.7	9,495.8	11,144.4	13,122.7
County		Old Winter Garden Rd (Hemple Ave to Citrus Oaks Ave)	Widen 4-6	2,324.4	2,975.2	3,347.1	3,928.2	4,625.6
County		Old Winter Garden Rd (Blackwood Ave to Hemple Ave)	Widen 4-6	3,529.7	4,518.0	5,082.8	5,965.2	7,024.1
County		Clarke Rd (A.D. Mims Rd to SR 438/Silver Star Rd)	Widen 4-6	8,695.1	11,129.7	12,520.9	14,694.7	17,303.2
County		Wymore Rd (Maitland Blvd to Seminole Co. Line)	Widen 2-4	5,440.3	6,963.6	7,834.0	9,194.1	10,826.2
County		Old Winter Garden Rd (Apopka-Vineland Rd to Hiawassee Rd)	Widen 4-6	11,794.3	15,096.7	16,983.8	19,932.4	23,470.7
County		Piedmont-Wekiwa Springs Rd (US 441/Orange Blossom Tr to Semoran Blvd)	Widen 4-6	3,960.1	5,068.9	5,702.5	6,692.6	7,880.6
County		Ocoee-Apopka Rd (SR 438/Silver Star Rd to Fullers Cross Rd)	Widen 4-6	12,913.5	16,529.3	18,595.4	21,823.8	25,697.9
County		Apopka-Vineland Rd/CR 435 (SR 438/Silver Star Rd to A.D. Mims Rd)	Widen 4-6	6,801.1	8,705.4	9,793.6	11,493.9	13,534.2
County		Round Lake Rd (Ponkan Rd to Kelly Park Rd)	Widen 2-4	16,485.8	21,101.8	23,739.6	27,861.0	32,806.7
County		Old Winter Garden Rd (Citrus Oaks Ave to Good Homes Rd)	Widen 4-6	7,748.1	9,917.6	11,157.3	13,094.3	15,418.7
County		Thompson Rd (Votaw Rd to Welch Rd)	Widen 2-4	12,611.7	16,143.0	18,160.8	21,313.8	25,097.3
County		Main St (Windermere) (Chase Rd to 6th Ave)	Widen 2-4	3,791.7	4,853.4	5,460.0	6,408.0	7,545.5
County		Maguire Rd/Main St (1350' S of Lake Butler Blvd to Gotha Rd)	Widen 2-4	8,819.9	11,289.5	12,700.7	14,905.6	17,551.6
County		International Dr (N Hawaian Ct to Sand Lake Rd)	Widen 4-6	26,687.9	34,160.5	38,430.6	45,102.6	53,108.9
County		CR 438A (Kennedy Blvd/Lake Ave) (Wymore Rd to US 17-92)	Widen 2-4	10,550.9	13,505.2	15,193.3	17,831.0	20,996.3
County		Main St (Windermere) (6th Ave to 1350' S of Lake Butler Blvd)	Widen 2-4	6,017.3	7,702.1	8,664.9	10,169.2	11,974.4
County		CR 438A (Kennedy Blvd/Lake Ave) (Keller Rd to Wymore Rd)	Widen 4-6	6,370.7	8,154.5	9,173.8	10,766.5	12,677.7
County		Mt. Plymouth Rd (Kelly Park Rd to Lake Co. Line)	Widen 2-4	18,793.8	24,056.1	27,063.1	31,761.5	37,399.7
County		Wekiwa Springs Rd (Orchard Dr to Seminole Co. Line)	Widen 2-4	9,644.2	12,344.6	13,887.6	16,298.7	19,192.0
County		J Lawson Blvd (Wyndham Lakes Blvd to Boggy Creek Rd)	New 4-Lane Roadway	15,696.6	20,091.6	22,603.1	26,527.3	31,236.2
County		Lake Bryan Beach Blvd (SR 535/Vineland Rd to Westwood Blvd Ext)	New 4-Lane Roadway	34,966.4	44,757.0	50,351.6	59,093.2	69,583.1
County		Lake Destiny Dr (N of Lee Rd to S of Kennedy Blvd)	New 2-Lane Roadway	6,380.2	8,166.7	9,187.5	10,782.5	12,696.6
County		Poinciana Blvd Extension (Osceola Co. Line to International Dr)	New 6-Lane Roadway	11,393.1	14,583.2	16,406.1	19,254.3	22,672.3

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	Priority	Project Name	Improvements	2008	2015	2020	2025	2030
County	Needs List - County and City (cont.)	Western Way Extension (SR 429/Beltway to Avalon Rd)	New 4-Lane Roadway	24,629.6	31,525.9	35,466.6	41,624.0	49,012.9
County		Westwood Blvd Extension (Weildwood Ave to International Dr)	New 4-Lane Roadway	17,866.0	22,868.5	25,727.0	30,193.5	35,553.3
County		Wildwood Ave (Westwood Blvd Ext to International Dr)	New 4-Lane Roadway	2,679.9	3,430.3	3,859.1	4,529.0	5,333.0
County		Windy Ridge Rd (Hempel Ave to Apopka-Vineland Rd	Widen 2-4	6,264.6	8,018.7	9,021.0	10,587.2	12,466.6
County		Wyndham Lakes Blvd Ext (Mountleigh Ct to J Lawson Blvd)	New 4-Lane Roadway	24,374.4	31,199.2	35,099.1	41,192.7	48,505.1
County		Boggy Creek DRI Rd F (Osceola Co. Line to Wyndham Lakes Blvd)	New 4-Lane Road	12,506.2	16,007.9	18,008.9	21,135.5	24,887.3
County		McCulloch Rd (Lockwood Blvd to Old Lockwood Rd)	Widen 2-4	8,737.5	11,184.0	12,582.0	14,766.4	17,387.6
County		Glenridge Way (Winter Park Rd to Lakemont Ave)	Widen 2-4	9,396.9	12,028.0	13,531.5	15,880.8	18,699.8
County		Palm Pkwy/Turkey Lake Rd (Winter Garden-Vineland Rd to Central Florida Pkwy)	Widen 4-6	22,899.9	29,311.9	32,975.9	38,700.8	45,570.8
City of Orlando		Lee Vista Blvd (Semoran Blvd to Narcoossee Rd)	Widen 4-6	18,509.3	23,691.9	26,653.4	31,280.7	36,833.5
City of Orlando		Brengle Av (New Hampshire St to WD Judge Rd)	New 2 lanes	2,000.0	2,560.0	2,880.0	3,380.0	3,980.0
City of Orlando		Texas Av (Princeton St to WD Judge Rd)	New 2 lanes	3,000.0	3,840.0	4,320.0	5,070.0	5,970.0
City of Orlando		New Hampshire St (Texas Av to Stanhome Wy)	New 2 lanes	600.0	768.0	864.0	1,014.0	1,194.0
City of Orlando		WD Judge Rd (John Young Py to Texas Av)	New 2 lanes	1,240.0	1,587.2	1,785.6	2,095.6	2,467.6
City of Orlando		Vista Lakes Loop (Econlockhatchee Tr to Hazeltine Dr)	New 2 lanes	6,000.0	7,680.0	8,640.0	10,140.0	11,940.0
City of Orlando		Magnolia Av (Anderson St to Orange Av)	New 2 lanes	900.0	1,152.0	1,296.0	1,521.0	1,791.0
City of Orlando		Vista Lakes Loop (Leevista Bv to Econlockhatchee Tr)	New 4 lanes	7,000.0	8,960.0	10,080.0	11,830.0	13,930.0
City of Orlando		Lake Nona N/S Road (Lake Nona Bv to Heintzelman Rd)	New 4 lanes	22,750.0	29,120.0	32,760.0	38,447.5	45,272.5
City of Orlando		Lake Nona Southern Connector (Lake Nona E/W Road #2 to Boggy Creek Rd)	New 4 lanes	17,500.0	22,400.0	25,200.0	29,575.0	34,825.0
City of Orlando		Lake Nona E/W Road #2 (Boggy Creek Rd to Lake Nona N/S Rd)	New 4 lanes	15,400.0	19,712.0	22,176.0	26,026.0	30,646.0
City of Orlando		Dowden Rd (Lake Nona N/S Road to Greenshire Wy)	New 4 lanes	4,760.0	6,092.8	6,854.4	8,044.4	9,472.4
City of Orlando		Raleigh St (Kirkman Rd to Ivey Ln)	Widen 2-3	2,280.0	2,918.4	3,283.2	3,853.2	4,537.2
City of Orlando		Patch Rd (Bent Pine Dr to Hoffner Rd)	Widen 2-4	1,710.0	2,188.8	2,462.4	2,889.9	3,402.9
City of Orlando		Dowden Rd (Greenshire Wy to Pine Lily St)	Widen 2-4	2,400.0	3,072.0	3,456.0	4,056.0	4,776.0
City of Orlando		Maguire Bv (Robinson St to Colonial Dr)	Widen 4-6	3,500.0	4,480.0	5,040.0	5,915.0	6,965.0
City of Orlando		Tradeport Dr (Boggy Creek Rd to Centerport St)	Widen 4-6	13,602.2	17,410.8	19,587.2	22,987.7	27,068.4
City of Orlando		Tradeport Dr (Centerport St to Secure Rd)	Widen 4-6	7,403.7	9,476.7	10,661.3	12,512.3	14,733.4
City of Orlando		Tradeport Dr (Secure Rd to Jetport Dr)	Widen 4-6	4,476.7	5,730.2	6,446.4	7,565.6	8,908.6
County		Pershing Ave (Bumby Ave to Conway Gardens Rd)	Widen 2-4	6,182.2	7,913.2	8,902.4	10,447.9	12,302.6
City of Ocoee		Bluford Ave (SR 50/Colonial Dr to Geneva St)	Widen 2-3	5,193.0	6,647.0	7,477.9	8,776.2	10,334.1
City of Ocoee		Bluford Ave (Geneva St to Orlando Ave)	Widen 2-3	2,060.7	2,637.7	2,967.4	3,482.6	4,100.8
City of Ocoee		Bluford Ave (Orlando Ave to McKey St)	Widen 2-3	3,874.2	4,959.0	5,578.8	6,547.4	7,709.7
City of Ocoee		Bluford Ave (McKey St to SR 438/Silver Star Rd)	Widen 2-3	2,472.9	3,165.3	3,561.0	4,179.2	4,921.1
State	Needs List - State and Federal	SR 15 (Narcoossee Rd) (SR 528/Beachline to Lee Vista Blvd)	Widen 4-6	11,536.0	14,766.1	16,611.8	19,495.8	22,956.6
State		SR 50 (Colonial Dr) (Lake Co. Line to Florida's Turnpike)	Widen 6-8	12,206.1	15,623.8	17,576.8	20,628.3	24,290.1
State		SR 50 (Colonial Dr) (Florida's Turnpike to Avalon Rd)	Widen 6-8	16,693.6	21,367.8	24,038.8	28,212.2	33,220.3
State		SR 50 (Colonial Dr) (Avalon Rd to SR 429/Beltway)	Widen 6-8	27,194.5	34,809.0	39,160.1	45,958.7	54,117.1
State		SR 50 (Colonial Dr) (Good Homes Rd to Apopka-Vineland Rd)	Widen 6-8	8,257.1	10,569.1	11,890.2	13,954.5	16,431.6
State		SR 50 (Colonial Dr) (Apopka-Vineland Rd to Hiawassee Rd)	Widen 6-8	7,628.8	9,764.9	10,985.5	12,892.7	15,181.3
State		SR 50 (Colonial Dr) (Dean Rd to Old Cheney Hwy)	Widen 4-6	11,536.0	14,766.1	16,611.8	19,495.8	22,956.6
State		SR 414 (Maitland Blvd) (Maitland Summit Blvd to Keller Rd)	Widen 4-6	2,927.1	3,746.7	4,215.0	4,946.8	5,824.9
State		SR 414 (Maitland Blvd) (Maitland Ave to US 17-92)	Widen 4-6	2,927.1	3,746.7	4,215.0	4,946.8	5,824.9
State		SR 423 (John Young Pkwy) (Osceola Co. Line to Town Center Blvd)	Widen 6-8	15,885.9	20,334.0	22,875.7	26,847.2	31,612.9
State		SR 423 (John Young Pkwy) (Town Center Blvd to Deerfield Blvd)	Widen 6-8	5,744.0	7,352.3	8,271.4	9,707.4	11,430.6
State		SR 423 (John Young Pkwy) (Deerfield Blvd to Whisper Lakes Blvd)	Widen 6-8	9,782.8	12,522.0	14,087.2	16,532.9	19,467.8
State		SR 435 (Kirkman Rd) (International Dr to 0.7 miles N of International Dr)	Widen 4-6	6,026.3	7,713.7	8,677.9	10,184.4	11,992.3
State		SR 435 (Kirkman Rd) (Conroy-Windermere Rd to Metro West Blvd)	Widen 6-8	12,565.1	16,083.3	18,093.7	21,235.0	25,004.5
State		SR 436 (Semoran Blvd) (Wekiwa Springs Rd to Seminole Co. Line)	Widen 6-8	4,667.0	5,973.8	6,720.5	7,887.2	9,287.3
State		SR 436 (Semoran Blvd) (SR 528/Beachline to Hoffner Rd)	Widen 6-8	15,167.9	19,414.9	21,841.8	25,633.8	30,184.1
State		SR 438 (Silver Star Rd) (SR 429 SB On/Off Ramps to Bowness Rd)	Widen 2-4	4,203.9	5,381.0	6,053.6	7,104.6	8,365.8
State		SR 438 (Silver Star Rd) (Bowness Rd to Ocoee-Apopka Rd)	Widen 2-4	906.7	1,160.6	1,305.6	1,532.3	1,804.3
State		SR 438 (Silver Star Rd) (Ocoee-Apopka Rd to Bluford Ave)	Widen 2-4	3,214.7	4,114.8	4,629.2	5,432.8	6,397.3
State		SR 438 (Silver Star Rd) (Bluford Ave to Ocoee Hills Rd)	Widen 2-4	10,468.5	13,399.7	15,074.6	17,691.8	20,832.3
State		SR 482 (Sand Lake Rd) (Orange Ave to SR 528/Beachline)	Widen 4-6	5,079.3	6,501.5	7,314.2	8,584.0	10,107.8
State		SR 527 (Orange Ave) (Osceola Co. Line to Town Center Blvd)	Widen 2-4	10,056.3	12,872.1	14,481.1	16,995.1	20,012.0
State		SR 527 (Orange Ave) (Taft-Vineland Rd to Landstreet Rd)	Widen 4-6	9,297.7	11,901.1	13,388.7	15,713.1	18,502.4
State		SR 527 (Orange Ave) (Landstreet Rd to Sand Lake Rd)	Widen 4-6	9,125.5	11,680.6	13,140.7	15,422.1	18,159.7
State		SR 527 (Orange Ave) (Westminster St to US 17-92	Widen 4-6	3,701.9	4,738.4	5,330.7	6,256.2	7,366.8

Orange County Local Project Costs by Plan Year (Tier 3 Funding)

				Budget Allocation by Year ($000's)				
Jurisdiction	**Priority**	**Project Name**	**Improvements**	**2008**	**2015**	**2020**	**2025**	**2030**
State	Needs List - State and Federal (cont.)	SR 535 (Vineland Rd) (SR 536/World Center Dr to Interstate 4)	Widen 6-8	3,320.8	4,250.6	4,782.0	5,612.2	6,608.4
State		SR 535 (Vineland Rd) (SR 536/World Center Dr to Osceola Co. Line)	Widen 4-6	11,536.0	14,766.1	16,611.8	19,495.8	22,956.6
State		SR 551 (Goldenrod Rd) (Narcoossee Rd to Pershing Ave)	Widen 4-6	11,966.5	15,317.1	17,231.8	20,223.4	23,813.3
Federal		US 17-92 (Orange Ave to Fairbanks Ave)	Widen 4-6	4,046.2	5,179.1	5,826.5	6,838.1	8,051.9
Federal		US 441 (Orange Blossom Tr) (Osceola Co. Line to SR 417/Greenway)	Widen 6-8	14,539.6	18,610.7	20,937.0	24,571.9	28,933.8
Federal		US 441 (Orange Blossom Tr) (SR 417/Greenway to Wetherbee Rd)	Widen 6-8	9,693.1	12,407.2	13,958.1	16,381.3	19,289.3
Federal		US 441 (Orange Blossom Tr) (Wetherbee Rd to Central Florida Pkwy)	Widen 6-8	12,475.4	15,968.5	17,964.6	21,083.4	24,826.0
Federal		US 441 (Orange Blossom Tr) (Central Florida Pkwy to Taft-Vineland Rd)	Widen 6-8	8,616.1	11,028.6	12,407.2	14,561.2	17,146.0
Federal		US 441 (Orange Blossom Tr) (Taft-Vineland Rd to Landstreet Rd)	Widen 6-8	7,269.8	9,305.3	10,468.5	12,286.0	14,466.9
Federal		US 441 (Orange Blossom Tr) (Landstreet Rd to Sand Lake Rd)	Widen 6-8	10,859.8	13,900.5	15,638.1	18,353.1	21,611.0
Federal		US 441 (Orange Blossom Tr) (Plymouth-Sorrento Rd to Ponkan Rd)	Widen 4-6	31,939.4	40,882.4	45,992.7	53,977.6	63,559.4
Federal		US 441 (Orange Blossom Tr) (Ponkan Rd to Sadler Rd)	Widen 4-6	16,357.1	20,937.1	23,554.2	27,643.5	32,550.6
Federal		US 441 (Orange Blossom Tr) (Sadler Rd to Lake Co. Line)	Widen 4-6	16,615.4	21,267.7	23,926.2	28,080.0	33,064.6
Federal		US 441 (Orange Blossom Tr) (Seminole Co. Line to Piedmont-Wekiwa Rd)	Widen 4-6	8,867.3	11,350.1	12,768.9	14,985.7	17,645.9
Federal		US 441 (Orange Blossom Tr) (Piedmont-Wekiwa Rd to Roger Williams Rd)	Widen 4-6	8,006.4	10,248.2	11,529.2	13,530.8	15,932.7
Federal		US 441 (Orange Blossom Tr) (Roger Williams Rd to Semoran Blvd)	Widen 4-6	9,125.5	11,680.6	13,140.7	15,422.1	18,159.7
		Inflation Rates			***1.28***	***1.44***	***1.69***	***1.99***
		Year of Expenditure (YOE) Total Cost		3,703,556.0	4,740,551.7	3,996,396.4	3,175,355.9	2,156,854.5
		Budget			1,202,737.3	1,276,499.7	1,349,568.0	1,421,800.5
		Budget + Carry Forward			1,202,737.3	1,291,037.6	1,349,837.8	1,427,983.1
		Project Cost			1,188,199.4	1,290,767.8	1,343,655.3	1,417,373.5
		Remaining Budget			14,537.9	269.9	6,182.5	10,609.6

Total Cost of Completion in 2030
$6,630,595.5
Total Project Cost
$5,239,995.9

Budget Breakdown

Orange County (Tier 3)

			2011-2015	2016-2020	2021-2025	2026-2030
Orange County (Non-Impact Fee)			183,533.9	198,182.7	212,304.1	225,814.7
Orange County (Non-Impact Fee)			902,662.0	941,562.0	979,767.8	1,017,137.9
Orange County (Impact Fee)			300,075.3	334,937.7	369,800.2	404,662.6
Total Tier 3 Funding			1,202,737.3	1,276,499.7	1,349,568.0	1,421,800.5