CENTRAL FLORIDA EXPRESSWAY AUTHORITY

Air Quality Technical Memorandum

SR 417 (Seminole Expressway) Sanford Airport Connector
PROJECT DEVELOPMENT & ENVIRONMENT STUDY

CFX Contract Number: 002067
CFX Project Number: 417-246A

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Table of Contents

Tables

Figures

Appendices

1.0 Project Information

1.1 Project Background and Description

The Project Development and Environment (PD&E) Study for the State Road 417 (Seminole Expressway) Sanford Airport Connector was initiated by the Central Florida Expressway Authority (CFX) in May 2024 to further develop and evaluate transportation alternatives to provide direct access from SR 417 to the Orlando Sanford International Airport (also known as SFB by their International Air Transport Association Airport Code). The goal of the project is to identify a recommended improvement to provide direct access from SR 417 to the airport and to help address roadway capacity needs associated with both current and anticipated future traffic growth in the area. This PD&E Study evaluates a new expressway connection from SR 417 to SFB and alternative mobility programs within the project corridor, including multimodal and intermodal facilities. **Figure 1** shows the general project location, and **Figure 2** shows the project study area. The study area has been expanded beyond the study area for the previously completed CFX Concept, Feasibility & Mobility (CF&M) Study for this project to include the area along East Lake Mary Boulevard to SR 417 for the evaluation of a new elevated expressway along East Lake Mary Boulevard from SR 417 to the airport.

The objective of the PD&E Study is to evaluate each mobility option based on engineering, traffic, economic, and environmental evaluations and to identify a Preferred Alternative. This study includes the evaluation of the physical, natural, social, and cultural environment, right-of-way (ROW) considerations, and cost estimates, as well as the following goals:

- Identify transportation mobility options
- Enhance direct access to the Orlando Sanford International Airport
- Enhance mobility for the area's growing population and economy
- Provide consistency with local plans and policies
- Promote regional connectivity
- Fulfill the recommendation of the Seminole Board of County Commissioners to re-evaluate this corridor

Figure 1: General Project Location

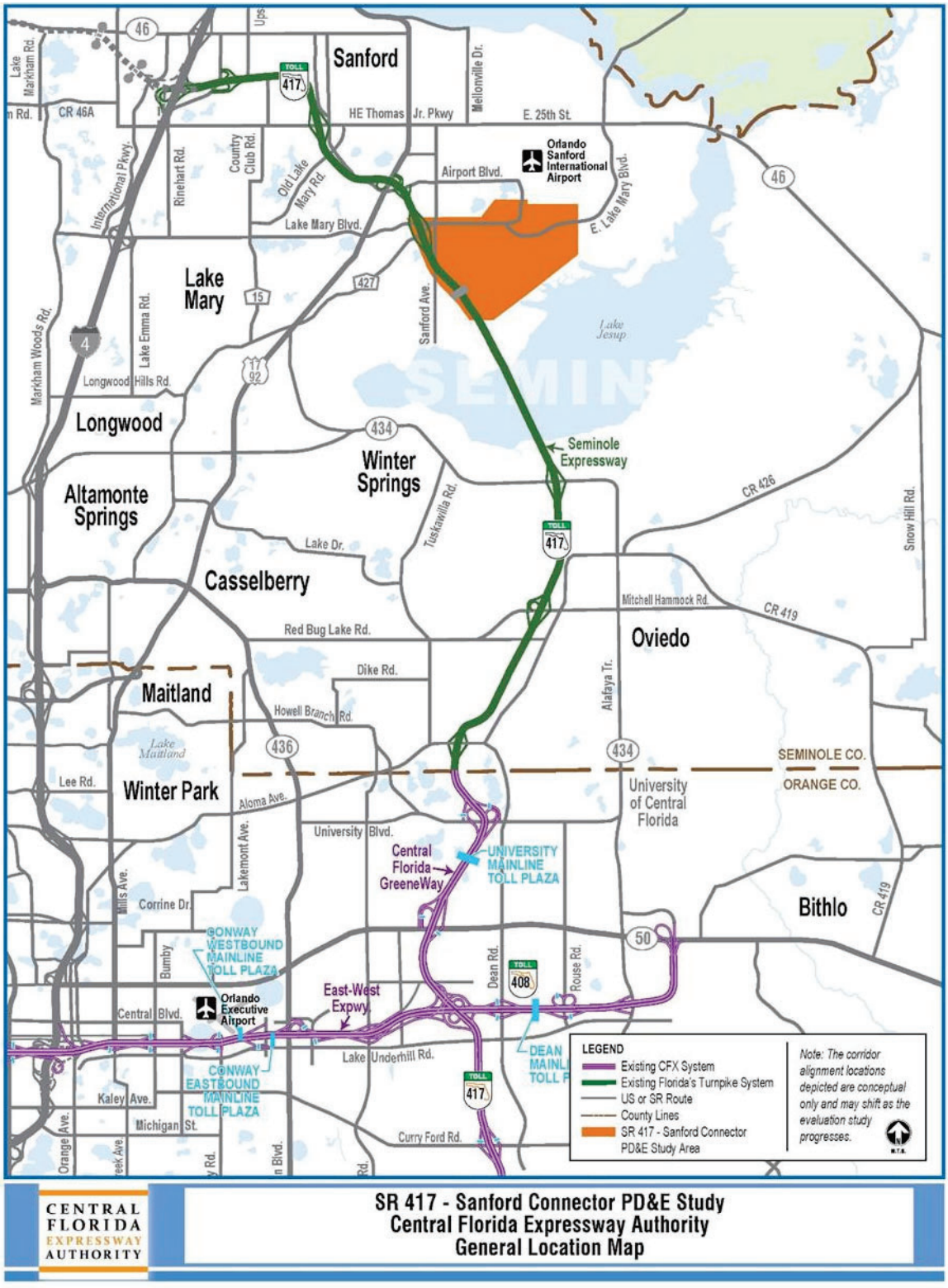
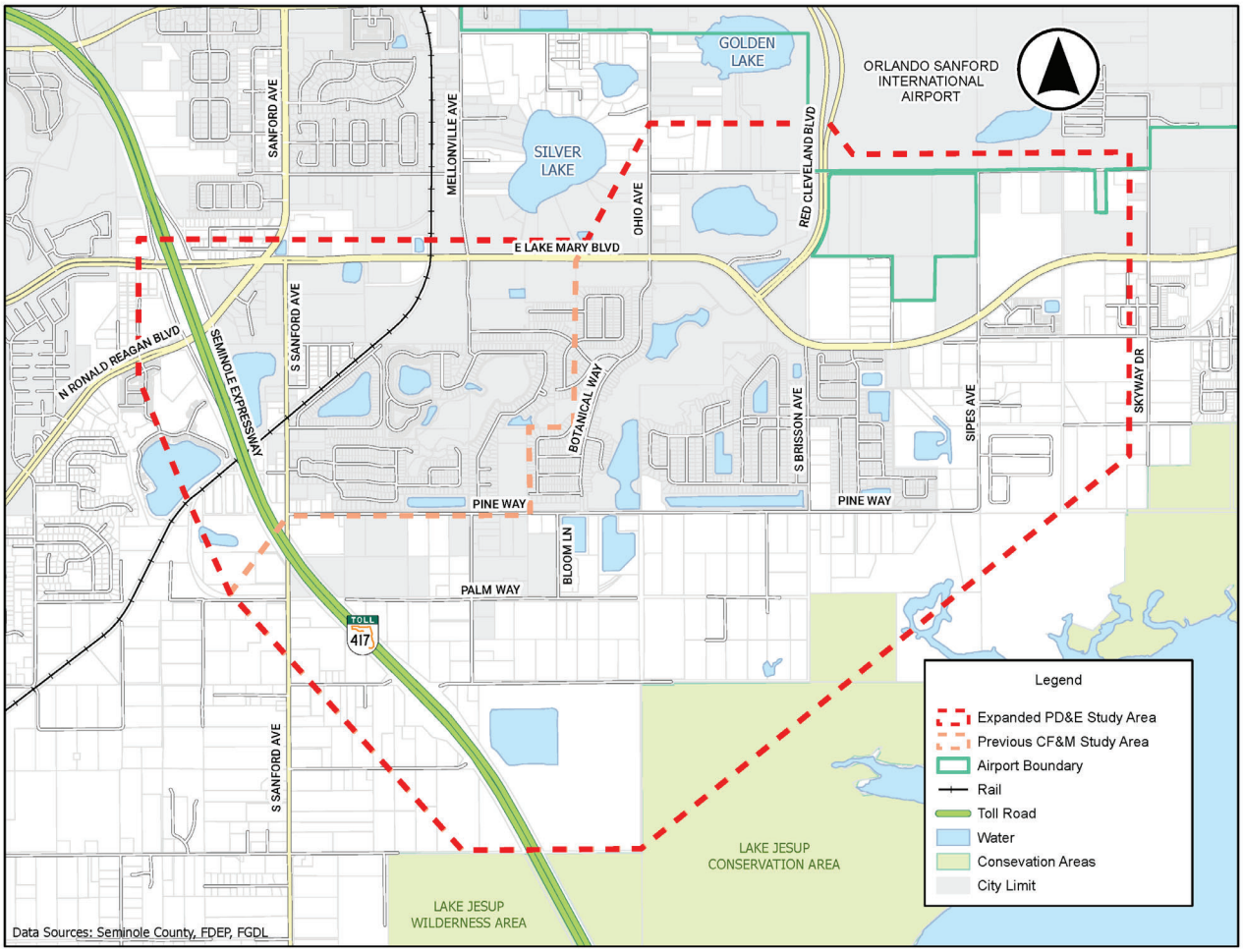


Figure 2: Project Study Area



1.2 Purpose and Need

The purpose of the proposed SR 417 (Seminole Expressway) Sanford Airport Connector is to provide a direct, limited access connection between SR 417 and SFB to provide better connectivity and accommodate future traffic growth in the area. The primary access to the airport is along East Lake Mary Boulevard via Red Cleveland Boulevard, which extends north from the airport entrance to the airport terminal. A proposed connector would provide a limited access connection directly to SFB from SR 417, thereby reducing the demand along East Lake Mary Boulevard and improving travel time for all users. The proposed improvements are to 1) enhance regional connectivity, 2) accommodate transportation demand, 3) provide needed capacity, 4) improve safety, 5) support modal connectivity and 6) serve social and economic growth.

1.2.1 Regional Connectivity

SFB is a designated Strategic Intermodal System (SIS) Strategic Growth Commercial Service Airport. SR 417 serves as a SIS Highway Corridor providing regional connectivity west of the airport and connects to two designated SIS Strategic Growth Highway Connectors: East Lake Mary Boulevard between SR 417 and Red Cleveland Boulevard and Red Cleveland Boulevard between East Lake Mary Boulevard and Airport Boulevard. Airport passengers using East Lake Mary Boulevard are intermixed with local, non-airport traffic. For example, northbound SR 417 traffic exiting the interchange at Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard, travel through three signalized intersections within 0.3 mile of the SR 417 northbound off-ramp, impeding traffic flow and increasing travel time for airport users. In addition to the designated SIS route, airport access to the passenger terminal is also provided via Airport Boulevard from SR 46/Sanford Avenue.

Results from traffic analyses conducted for the CF&M Study are summarized throughout this section and are presented in a memorandum titled SR 417 to Orlando Sanford International Airport Connector Concept Traffic Analysis Memorandum (CDM Smith 2023). A desktop travel time analysis was conducted to compare travel times between the existing route from SR 417 northbound to SFB via East Lake Mary Boulevard and the proposed connector to SFB. Both routes started on northbound SR 417 at the Lake Jesup mainline toll plaza and terminated at the SFB terminal building. The analysis found that the proposed connector could reduce the travel distance by 28% and reduce travel time to SFB by as much as 51% during the PM peak period. In addition, travel time savings are expected to be higher in future conditions when traffic demand is anticipated to increase, and congestion worsens at the SR 417 and Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange. A direct connection from SR 417 to SFB is expected to enhance regional connectivity by improving access to the airport, increasing mobility options, and providing enhanced system linkage between the SIS facilities.

1.2.2 Anticipated Transportation Demand

As part of the traffic analysis, an origin and destination evaluation was performed to identify travel patterns for trips originating from SR 417 south and north of the Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange to the SFB terminal, using data from StreetLight Data, Inc. Review of the one-way 2022 Average Annual Daily Traffic indicates that 5% of the trips from northbound SR 417 access the airport terminal through either Airport Boulevard (2%) and Red Cleveland Boulevard (3%), while 9% continue travel on East Lake Mary Boulevard, east of Red Cleveland Boulevard. Origin and destination data indicate that no trips from southbound SR 417 enter the airport terminal but that 3% of the trips continue on East Lake Mary Boulevard, east of Red Cleveland Boulevard. It is expected that 17% (or 4,400 vehicles per day one-way) of northbound and southbound SR 417 trips would potentially be diverted to the proposed connector if it was in place in year 2022. Based on the traffic analysis, the Annual Average Daily Traffic along SR 417, south of the Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange, is anticipated to increase from 61,150 in year 2022 to 118,100 by 2050 (93%

increase). In addition, AADT at the SR 417 and Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange ramps to/from the south is anticipated to increase from 17,750 to 33,100 by 2050 (87% increase). The analysis also indicates that the proposed connector could potentially divert as much as 51% (17,000 AADT) of traffic in year 2050 from the SR 417 and Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange ramps to/from the south, thereby reducing congestion and improving operations at the existing interchange.

The traffic analysis also indicates that AADT along East Lake Mary Boulevard, west of Red Cleveland Boulevard, is anticipated to increase from 23,800 to 36,500 by 2050 (53% increase). However, the analysis indicates that the proposed connector is anticipated to reduce traffic demand along this segment of East Lake Mary Boulevard, by as much as 46% (or 17,000 AADT) in 2050. East of Red Cleveland Boulevard, the AADT along East Lake Mary Boulevard is anticipated to increase from 23,000 in 2022 to 35,400 in 2050 (54% increase). The proposed connector is also anticipated to divert 3,800 trips from Airport Boulevard, east of Sanford Avenue, as well as 17,000 trips from Ronald Reagan Boulevard (CR 427), south of East Lake Mary Boulevard, in 2050.

As documented in the 2021 Airport Master Plan Update for SFB, the number of passengers in 2017 was 1,436,224. The plan also forecasts the number of passengers to nearly double to 2,747,325 by 2037, further indicating that traffic demand along East Lake Mary Boulevard and Red Cleveland Boulevard is likely to increase in future years. The plan also notes that the air freight tonnage through the airport in 2017 totaled 332 tons, with an expected increase to 1,671 tons by the year 2037 (WS Atkins, Inc. 2021).

The FDOT Florida Traffic Online website indicates that the 2021 Average Annual Daily Truck Traffic along Airport Boulevard is 274 or 6% of total traffic, and 2,860 or 13% along East Lake Mary Boulevard (FDOT n.d.). Based on the forecasted increase in air freight tonnage through the airport, it is anticipated that truck traffic will also increase.

1.2.3 Capacity

The existing traffic demand (2022) analysis shows that westbound East Lake Mary Boulevard (west of Red Cleveland Boulevard) experiences a Level of Service D Volume to Capacity ratio of 0.8 during the AM peak hour, which increases to 0.9 east of Red Cleveland Boulevard. The existing traffic operations analysis also indicates extended delays and long queues during peak periods at the SR 417 and Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange. The adjacent intersections at East Lake Mary Boulevard at Ronald Reagan Boulevard (CR 427) and Sanford Avenue (CR 425) also operate unacceptably and impact operations at the interchange. Congestion mostly occurs along the facilities approaching and within the interchange footprint, including the SR 417 northbound off-ramp, East Lake Mary Boulevard and Ronald Reagan Boulevard (CR 427). Providing additional capacity with a direct connection from SR 417 to the airport is anticipated to alleviate congestion at the existing interchange.

Review of the future 2050 No-Action analysis indicates that the Volume to LOS D Maximum Service Volumes ratio during the PM Peak Hours at SR 417 for the northbound exit ramp at the Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange is 1.0. The future 2050 Build analysis indicates that the proposed connector is expected to divert northbound traffic away from the interchange and reduce the Volume to LOS D MSV ratio to 0.5 in 2050, and further indicates that the proposed connector could reduce traffic along the following arterial segments:

- East Lake Mary Boulevard, west of Red Cleveland Boulevard
- Airport Boulevard, east of Sanford Avenue
- CR 427, south of East Lake Mary Boulevard

The future 2050 No-Action analysis indicates the Volume to LOS D MSV ratios at these arterial segments are expected to be between 1.1 to 1.2. However, the future 2050 Build analysis indicates that the Volume to LOS D MSV ratios are expected to be reduced to between 0.6 and 0.9.

The future 2050 No-Action analysis indicates that the westbound through movements for the East Lake Mary Boulevard and Red Cleveland Boulevard intersection are expected to operate at LOS F during the AM peak period. However, the future 2050 Build indicates that the overall operations are expected to operate at an LOS E during the AM peak period. Because of the existing constrained capacity and expected increase in traffic volumes, additional capacity is anticipated to be needed for satisfactory traffic operations in future years.

1.2.4 Safety

Because of the three signalized intersections within 0.3 mile of the SR 417 northbound off-ramp, traffic at the SR 417 northbound off-ramp occasionally backs up onto the SR 417 mainline, impacting safety and operations along SR 417. The proposed connector would divert traffic from the SR 417 and Ronald Reagan Boulevard (CR 427) and East Lake Mary Boulevard interchange, thereby enhancing safety and operations at the interchange.

1.2.5 Modal Connectivity

The U.S. Department of Transportation Federal Aviation Administration National Plan of Integrated Airport Systems 2023-2027, published September 30, 2022, designates SFB as a Small Hub, Primary Commercial Service airport facility. Primary Commercial Service airports are publicly owned airports that receive scheduled air carrier service with 10,000 or more passenger boardings per year. Small Hub airports are defined as accounting for 0.05% and 0.25% of total U.S. passengers. The 2021 Airport Master Plan Update for SFB forecasts enplanements to increase 91% and air freight tonnage to increase 400% by the year 2037. The proposed connector is anticipated to support mobility to other modes of travel at SFB.

1.2.6 Social Demand

According to the University of Florida's Bureau of Economics and Business Research (BEBR) Florida Population:

2020 Census Summary, Seminole County's population grew from 422,718 in 2010 to 470,856 in 2020, or 11.4%. The BEBR data also showed that the city of Sanford experienced a 14% increase in population over the same period (BEBR 2021). Further, BEBR estimates that Seminole County's population is projected to grow approximately 21% by the year 2050 (BEBR 2022).

Land use in the area is primarily comprised of residential, agricultural, and undeveloped lands. However, a review of planned developments in the study area shows that the region is undergoing extensive land use changes, resulting in increased traffic generators. As of July 2023, the city of Sanford's Building Division Online Permitting Service noted there are 10 residential, commercial, and industrial planned developments in the study area (City of Sanford 2023). These planned developments account for 55% of the undeveloped lands in the study area, or 349 acres of 637 acres of undeveloped lands. Of the planned developments, five are residential developments, which are expected to create an additional 849 single-family houses and townhomes in the study area.

As a result, local traffic along East Lake Mary Boulevard and surrounding roadways is expected to increase. The proposed connector is expected to divert traffic from East Lake Mary Boulevard, providing local traffic with increased mobility to and from the existing and planned development in the area.

As part of this PD&E Study, the project has been reviewed for air quality impacts consistent with the guidance provided by the Federal Highway Administration (FHWA) as described in Part 2, Chapter 19 of the Florida Department of Transportation (FDOT) PD&E Manual entitled Air Quality (effective July 31, 2024). The purpose of this Technical Memorandum is to document the findings of the air quality analysis.

2.0 Air Quality Analysis

The proposed project is located in Seminole County, which is currently designated as being in attainment for the following Clean Air Act National Ambient Air Quality Standards (NAAQS): ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide (CO), and lead. Because the county is in attainment, the Clean Act conformity requirements do not apply to the project.

2.1 Screening Test

The No-Build and the Build Alternatives were subjected to a CO screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's

screening model, CO Florida 2012, uses the United States Environmental Protection Agency (USEPA) software [Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC] to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour NAAQS for CO, which are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total traffic volumes for the No Build and Build Alternatives are associated with the East Lake Mary Boulevard/Red Cleveland Boulevard intersection; however, the intersection becomes an interchange with the Build Alternative. Both alternatives were evaluated for the 2030 opening year and the 2050 design year. The traffic data input used in the evaluation was obtained from the project's traffic report and is included in this Technical Memorandum as **Appendix A**.

Estimates of CO were predicted for the default receptors, which are located 10 feet to 150 feet from the edge of the roadway. The results of the screening test are provided in **Appendix B**. The maximum one-hour and eight-hour CO concentrations for each evaluated alternative are presented in **Table 1**. Based on the results from CO Florida 2012, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant with either the No-Build or the Build alternatives. As such, the project "passes" the screening model.

Table 1: Predicted CO Concentrations

Alternative	Year	Receptor Site Number(s)	One-Hour CO Concentration (ppm)		Eight-Hour Co Concentration (ppm)	
			NAAQS	Project Maximum	NAAQS	Project Maximum
No-Build	2030 Year Open	3, 6, 7,13,16	35	5.9	9	3.5
	2050 Design Year	3, 6, 7, 8, 9,10, 11, 13,14,15,	35	4.4	9	2.6
Build	2030 Year Open	3, 6, 7	35	4.6	9	2.8
	2050 Design Year	3, 6, 7, 13, 16, 17	35	5.2	9	3.1

The construction of the planned improvements could cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

2.2 Mobile Source Air Toxics

The purpose of this project is to enhance mobility and direct access to the Orlando Sanford International Airport and accommodate future traffic demands by reducing congestion at the constrained SR 417, Ronald Regan Boulevard, and East Lake Mary Boulevard Interchange. For the preferred Build Alternative, the amount of mobile source air toxic (MSAT) emitted would be proportional to the vehicle miles traveled (VMT) if other variables, such as fleet mix, are the same for each alternative. Since the project involves a new corridor, there is no comparison of VMT to the No-Build Alternative. However, as shown in **Table 2**, the design year annual average daily traffic (AADT) for the proposed Sanford Airport Connector is projected to be 21,900. Projects with design year traffic that is less than 140,000 AADT are considered unlikely to meaningfully increase MSAT emissions.

Table 2: AADT and VMT along the Seminole Expressway (SR 417)

SR 417 (Seminole Expressway) Segment	No-Build	Build	Length (miles)	No-Build	Build	% Change
	2050 AADT			2050 VMT		
From SR 434 to Sanford Airport Connector	111,200	113,200	3.81	423,672	431,292	1.8%
From Sanford Airport Connector to CR 427/East Lake Mary Boulevard	111,200	91,300	1.64	182,368	149,732	-17.9%
From CR 427/East Lake Mary Boulevard to Airport Boulevard/U.S. 17-92	95,900	92,900	0.72	69,048	66,888	-3.1%
Sanford Airport Connector						
SR 417 to CR 427/East Lake Mary Boulevard	N/A	21,900	2.03	N/A	44,457	100.0%

Along the SR 417 corridor, the VMT estimated for the Build Alternative is slightly higher than that for the No-Build Alternative south of the proposed Sanford Airport Connector but is 17.9% less for the SR 417 segment from the Sanford Connector to East Lake Mary Boulevard.

This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050, while vehicle miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

APPENDIX A: TRAFFIC DATA

TRAFFIC INPUT DATA FOR AIR QUALITY ANALYSIS

Date: 4/21/2025

Prepared by: R. Ossi, AICP - ETP

FM Number: CFX 417-246A

Federal Aid Number: N/A

Project Description: SR 417 to Sanford Airport Connector PD&E Study

NOTE: Traffic data should be provided for the intersection that is forecast to have the highest total approach traffic volume. Notably, the intersection may not be the same for the Build and No-Build alternatives. The number of lanes should be the number of intersection approach through lanes. The traffic volumes should be representative of vehicles per hour (vph) and vehicle speeds should be representative of posted speeds if intersection cruise approach speeds are unknown. This traffic data sheet was prepared to assist in obtaining appropriate traffic data for the FDOT CO Florida 2012 Intersection Screening Model. Notably, additional traffic data is required for diamond interchanges (see User's Guide).

Opening Year: **2030**

No-Build Intersection E Lake Mary Blvd/ Red Cleveland Blvd - AM Peak

Intersection Type: North Tee

Build Intersection E Lake Mary Blvd/ Sanford Airport Connector - AM Peak

Intersection Type: Diamond N-S Freeway

Land Use: Urban _____ Suburban ___X_____ Rural _____

	EB				WB				NB				SB			
Alternative	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed
No-Build	2	1150	N/A	50	2	1950	N/A	50	N/A				2	220	N/A	40
Build	2	610	530	50	2	2040	210	50	1	730	510	50	1	270	150	50

Design Year: **2050**

No-Build Intersection E Lake Mary Blvd/ Red Cleveland Blvd - AM Peak

Intersection Type: North Tee

Build Intersection E Lake Mary Blvd/ Sanford Airport Connector - PM Peak

Intersection Type: Diamond N-S Freeway

Land Use: Urban _____ Suburban ___X_____ Rural _____

	EB				WB				NB				SB			
Alternative	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed	No. of Lanes	Approach VPH	Ramp VPH	Thru Speed
No-Build	2	1800	N/A	50	2	2580	N/A	50	N/A				2	290	N/A	40
Build	2	910	910	50	2	2730	250	50	1	1180	870	50	1	360	190	50

APPENDIX B: CO FLORIDA 2012 MODEL OUTPUT

CO Florida 2012 - Results
Monday, April 21, 2025

Project Description

Project Title	CFX 417-246a
Facility Name	E. Lake Mary Blvd/Red Cleveland Blvd
User's Name	R. Ossi, AICP - ETP
Run Name	No-Build Year Open AM Peak
FDOT District	5
Year	2030
Intersection Type	North Tee
Speed	Arterial 40 mph
Approach Traffic	Arterial 1950 vph

Environmental Data

Temperature	47.8 °F
Reid Vapor Pressure	13.3 psi
Land Use	Suburban
Stability Class	D
Surface Roughness	108 cm
1 Hr. Background Concentration	3.3 ppm
8 Hr. Background Concentration	2.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	5.1	3.1
2	4.9	2.9
3	5.9	3.5
4	5.2	3.1
5	5.2	3.1
6	5.8	3.5
7	5.8	3.5
8	5.5	3.3
9	4.0	2.4
10	4.5	2.7
11	5.1	3.1
12	4.9	2.9
13	5.8	3.5
14	5.1	3.1
15	5.1	3.1
16	5.8	3.5
17	4.6	2.8

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

CO Florida 2012 - Results
Monday, April 21, 2025

Project Description

Project Title	CFX 417-246a
Facility Name	E. Lake Mary Blvd/Red Cleveland Blvd
User's Name	R. Ossi, AICP - ETP
Run Name	No-Build Design Year AM Peak
FDOT District	5
Year	2050
Intersection Type	North Tee
Speed	Arterial 40 mph
Approach Traffic	Arterial 2580 vph

Environmental Data

Temperature	47.8 °F
Reid Vapor Pressure	13.3 psi
Land Use	Suburban
Stability Class	D
Surface Roughness	108 cm
1 Hr. Background Concentration	3.3 ppm
8 Hr. Background Concentration	2.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	3.9	2.3
2	4.1	2.5
3	4.3	2.6
4	4.1	2.5
5	4.1	2.5
6	4.4	2.6
7	4.4	2.6
8	4.4	2.6
9	4.4	2.6
10	4.3	2.6
11	4.3	2.6
12	4.2	2.5
13	4.4	2.6
14	4.4	2.6
15	4.4	2.6
16	4.2	2.5
17	3.9	2.3

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

CO Florida 2012 - Results
Monday, April 21, 2025

Project Description

Project Title	CFX 417-246a			
Facility Name	E. Lake Mary Blvd/Red Cleveland Blvd			
User's Name	R. Ossi, AICP - ETP			
Run Name	Build Year Open AM Peak			
FDOT District	5			
Year	2030			
Intersection Type	N-S Diamond			
Speed	Arterial	50 mph	Freeway	50 mph
Approach Traffic	Arterial	2040 vph	Freeway	730 vph

Environmental Data

Temperature	47.8 °F
Reid Vapor Pressure	13.3 psi
Land Use	Suburban
Stability Class	D
Surface Roughness	108 cm
1 Hr. Background Concentration	3.3 ppm
8 Hr. Background Concentration	2.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	4.0	2.4
2	4.0	2.4
3	4.6	2.8
4	4.4	2.6
5	4.4	2.6
6	4.6	2.8
7	4.6	2.8
8	4.4	2.6
9	3.5	2.1
10	3.9	2.3
11	4.0	2.4
12	4.0	2.4
13	4.4	2.6
14	4.3	2.6
15	4.2	2.5
16	4.5	2.7
17	4.5	2.7
18	4.3	2.6
19	3.6	2.2
20	4.0	2.4

****
**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****

CO Florida 2012 - Results
Monday, April 21, 2025

Project Description

Project Title	CFX 417-246a			
Facility Name	E. Lake Mary Blvd/Red Cleveland Blvd			
User's Name	R. Ossi, AICP - ETP			
Run Name	Build Design Year AM Peak			
FDOT District	5			
Year	2050			
Intersection Type	N-S Diamond			
Speed	Arterial	50 mph	Freeway	50 mph
Approach Traffic	Arterial	2730 vph	Freeway	1180 vph

Environmental Data

Temperature	47.8 °F
Reid Vapor Pressure	13.3 psi
Land Use	Suburban
Stability Class	D
Surface Roughness	108 cm
1 Hr. Background Concentration	3.3 ppm
8 Hr. Background Concentration	2.0 ppm

Results

(ppm, including background CO)

Receptor	Max 1-Hr	Max 8-Hr
1	4.4	2.6
2	4.2	2.5
3	5.2	3.1
4	4.8	2.9
5	4.8	2.9
6	5.2	3.1
7	5.2	3.1
8	5.0	3.0
9	3.7	2.2
10	4.0	2.4
11	4.4	2.6
12	4.2	2.5
13	5.1	3.1
14	4.7	2.8
15	4.7	2.8
16	5.2	3.1
17	5.2	3.1
18	5.0	3.0
19	3.7	2.2
20	4.1	2.5

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**********PROJECT PASSES**********
NO EXCEEDANCES OF NAAQ STANDARDS ARE PREDICTED
****