



City Commission Regular Meeting

Agenda

February 12, 2025 @ 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

welcome

Agendas and all backup material supporting each agenda item are accessible via the city's website at cityofwinterpark.org/meetings/ and include virtual meeting instructions.

assistance & appeals

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"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

please note

Times are projected and subject to change.

1. Meeting Called to Order**2. Invocation - Dr. Harold Dorrell Briscoe, Dean of Religious and Spiritual Life, Rollins College****3. Pledge of Allegiance****4. Approval of Agenda****5. Mayor's Report**

- a. Proclamation: Larry Adams 5 minutes

6. City Manager's Report

- a. Presentation: Dr. Phillips Center 10 minutes

7. City Attorney's Report**8. Non-Action Items****9. Public Comments | 5 p.m. or soon thereafter**

(If the meeting ends earlier than 5 p.m., public comments will be at the end of the meeting. Three minutes are allowed for each speaker.)

10. Consent Agenda

- a. Approve the minutes of the regular meeting, January 22, 2025. 1 minute
- b. Approve the minutes of the work session, January 23, 2025. 1 minute
- c. Approve the following piggyback contracts: 1 minute
1. Duval Ford, LLC - Florida Sheriffs Association Contract #FSA24-VEL32.0 - Pursuit, Administrative, and Other Vehicles; for vehicle purchases during the term of the agreement through September 30, 2025; Amount: \$350,000
 2. Duval Ford, LLC - Florida Sheriffs Association Contract #FSA23-VEH-21.1 - Heavy Trucks and Buses; for vehicle purchases during the term of the agreement through September 30, 2025; Amount: \$100,000
 3. Duval Ford, LLC - Bradford County Sheriff's Office Contract #22-27-1.0 - Vehicle Purchasing Agreement; for vehicle purchases during the term of the agreement through September 12, 2027; Amount: \$200,000
 4. Southern Switches & Contacts - FMPA Contract #ITB 2022-034 - Substation and Generating Station Maintenance - Renewal; for

- services on an as-needed basis during the term of the agreement through February 28, 2026; Amount: \$150,000
5. Vortex Services, LLC - TIPS Contract #20110401 - Pipe Bursting; for services on an as-needed basis during the term of the agreement through January 31, 2027; Amount: \$1,250,000
 6. Mansfield Oil Company of Gainesville, Inc. - Orange County Contract #Y23-105A - Motor Fuels Transport Deliveries - Renewal; for services on an as-needed basis during the term of the agreement through February 20, 2028; Amount: \$2,600,000
 7. Sunbelt Rentals, Inc. - GSA Contract #GS-21F-0028T - Hardware Superstore; for goods on an as-needed basis during the term of the agreement through July 29, 2027; Amount \$150,000
 8. Grainger, Inc. - NASPO Contract #31160000-25-NASPO-ACS - Facilities Maintenance Repair, and Operations (MOR) and Industrial Supplies; for goods on an as-needed basis during the term of the agreement through August 31, 2026; Amount: \$150,000
 9. Hale Innovation, LLC - Seminole County Contract #RFP-604788-24/TLR - Grant Consultant Services; for services on an as-needed basis during the term of the agreement through November 11, 2027; Amount: \$150,000
 10. SiteOne Landscape Supply - Brevard County Contract #B-8-24-10 - Agriculture & Aquatic Chemicals; for goods on an as-needed basis during the term of the agreement through December 1, 2026; Amount: \$225,000

d. Approve the following contracts:

1 minute

1. RFP8-24 -The Davey Tree Expert Company - Tree Pruning and Removal Services; for services during the term of the agreement through July 7, 2025; Amount: \$475,000
2. RFQ27-21 - Kimley-Horn & Associates, Inc. - Continuing Urban Design Services - Renewal; for services on an as-needed basis during the term of the agreement through January 20, 2026
3. Orange County Sheriff's Office - Memorandum of Understanding - Amendment 1; approval to share radio channel encryption information with City of St. Cloud
4. SS25-2 - Data Flow System, Inc. - TAC II SCADA System; for services on an as-needed basis through September 30, 2025; Amount: \$400,000
5. FY23-2 - Florida Fish & Wildlife Conservation (FWC) - Aquatic Vegetation Control for City Water Bodies - Renewal; the Work Plan for aquatic management reimbursements for public lakes

e. FY25 Budget Amendment - City Hall Office Renovation & Reuse

1 minute

-
- | | |
|---|----------|
| f. Accept change in polling location to YMCA from University Club | 1 minute |
|---|----------|

11. Action Items Requiring Discussion**12. Public Hearings: Quasi-Judicial Matters**

(Public participation and comment on these matters must be in-person.)

- | | |
|--|------------|
| a. Tree Removal Permit Appeal - 1251 Woodmere Dr. | 10 minutes |
| b. Ordinance - Vacating and abandoning a portion of Cypress Avenue between the FDOT Sunrail right- of- way and Palmetto Avenue. (1st reading) | 5 minutes |
| c. Ordinance - Eliminating Tree Preservation Board (1st reading) | 5 minutes |
| d. Request of Frank LoCascio to: | 10 minutes |
| <ul style="list-style-type: none">• Annex the properties at 2137 Oglesby Avenue and 725 Formosa Avenue• Establish Commercial Future Land Use• Establish Commercial (C-3) Zoning (First Readings) | |

13. Public Hearings: Non Quasi-Judicial Matters

(Public participation and comment on these matters may be virtual or in-person.)

- | | |
|---|-----------|
| a. Resolution 2296-25 - Repealing Resolution 2286-25 approving traffic signal at Aloma and Cortland Avenues | 5 minutes |
|---|-----------|

14. City Commission Reports**15. Summary of Meeting Actions****16. Adjournment**



City Commission

agenda item 5.a

item type

Mayor's Report

meeting date

February 12, 2025

prepared by

Rene Cranis, City Clerk

approved by**subject**

Proclamation: Larry Adams

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 6.a

item type

City Manager's Report

meeting date

February 12, 2025

prepared by

Rene Cranis, City Clerk

approved by**subject**

Presentation: Dr. Phillips Center

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 10.a

item type

Consent Agenda

meeting date

February 12, 2025

prepared by**approved by**

Randy Knight, City Manager

subject

Approve the minutes of the regular meeting, January 22, 2025.

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Minutes 1-22-2025 DRAFT



City Commission Regular Meeting Minutes

January 22, 2025 at 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Craig Russell, Kris Cruzada and Todd Weaver (arrived at 3:55 p.m.) City Manager Randy Knight; Assistant City Manager Michelle del Valle; City Attorney Kurt Ardaman and City Clerk Rene Cranis.

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 3:30 p.m.

2. Invocation - Jeff Briggs, Planning Director Emeritus

3. Pledge of Allegiance

4. Approval of Agenda

Motion made by Commissioner Sullivan to approve the agenda, seconded by Commissioner Russell. The motion carried unanimously by a 4-0 vote. Commissioner Weaver was not present.

5. Mayor's Report

- a. Proclamation for Jeffrey Briggs, Planning Director Emeritus

Mayor DeCiccio read a proclamation recognizing Jeff Briggs on his retirement after 47 years. Mr. Briggs thanked members of the commission for and their support.

6. City Manager's Report

- Congratulated Mr. Briggs on his retirement.
- The due diligence period for the purchase of the Fairbanks Avenue property ends this week and staff is recommending moving forward to the next phase. Approved by consensus.
- The agreement with Orange County School Board regarding School Resource Officers is close to completion with intent to place on the next agenda for approval.
- A meeting with Fix 426 is scheduled for Friday to address the proposed light at Cortland and staff will present its recommendation on whether to proceed with that light.

7. City Attorney's Report

- Reiterated the city will proceed toward closing on the Fairbanks Avenue property.
- Thanked Mr. Briggs for his service.

8. Non-Action Items

9. Public Comments | Heard after Item 12a.

10. Consent Agenda

- a. Approve the minutes of the regular meeting, January 8, 2025.
- b. Approve the following piggyback contracts:
 1. Graybar Electric Company - OMNIA Partners Contract #EV2370 - Electrical, Communications & Security Solutions - Renewal; for services on an as-needed basis during the term of the agreement through January 31, 2029; Amount \$1,200,000
 2. Henderson Wilder Contracting, Inc. - City of Orlando Contract #RFQu24-0024-2 - Rapid Response Construction Services for General Grouting & Repair or Replacement of Drainage Wells; Lake Spier Drain Well and Boat Launch project; Amount: \$1,200,000
 3. CJ's Sales & Service of Ocala, Inc. - Pasco County Contract #IFB-KM-23-032 - As Needed and Ongoing Generator Repair and Maintenance Services; for services on an as-needed basis during the term of the agreement through March 10, 2026; Amount: \$450,000
- c. Approve the following contracts:
 1. RFQ31-22 - KZF Design LLC - Professional Architectural Services - Renewal; for services on an as-needed basis during the term of the agreement through January 2, 2026

Motion made by Commissioner Russell to approve the Consent Agenda. seconded by Commissioner Sullivan. The motion carried unanimously by a 4-0 vote. Commissioner Weaver was not present.

11. Action Items Requiring Discussion

- a. Transfer property located at 1401 Howell Branch Road to Utilities. (Tabled on December 17, 2024)

Mr. Knight gave an update on history of the acquisition of this property and decision not to renovate or rebuild. Staff is recommending retaining the property and transferring funds from the Building Department to Water and Electric utilities and to remove the existing building.

Motion made by Mayor DeCiccio to approve as recommended, seconded by Commissioner Russell. The motion carried unanimously by a 4-0 vote. Commissioner Weaver was not present.

- b. 2025 Election
 - Appointment of Canvassing Board
 - Designation of Polling Places
 - Authorizations for Orange County Supervisor of Elections

Commissioners Russell, Sullivan and Weaver were appointed to the Canvassing Board.

Motion made by Mayor DeCiccio to designate the polling places and approve authorizations to Orange County Supervisor of Elections as recommended, seconded by Commissioner Russell. The motion carried unanimously by a 4-0 vote. Commissioner Weaver was not present.

- c. Community Rating System (CRS) Program - Research and Consideration of Enrollment (Tabled on June, 26, 2024)

Director of Public Works and Transportation Charles Ramdatt provided the background of the city's consideration of participating in the Community Rating System (CRS) which was tabled in 2024 to allow for completion of the city's three basin studies. Staff is recommending not to proceed with the CRS and to focus on the plans and projects resulting from the basin studies and to analyze the changes and benefits of the CRS on an annual basis and consider an internal similar program.

Commissioner Weaver arrived at 3:55 p.m.

There were no public comments. **Motion made by Commissioner Sullivan to move forward as recommended, seconded by Mayor DeCiccio. The motion carried unanimously with a 5-0 vote.**

12. Public Hearings: Quasi-Judicial Matters

- a. APP #1-24. Request of the Winderweedle Law Firm on behalf of Jonathan Cole for: An Appeal pursuant to City Code Section 58-94 (b) of the determination that the landscaping currently in place is in violation of a condition of approval for the redevelopment of the property granted by the Planning and Zoning Board on May 4, 2021 on Lake Virginia, zoned R-1AAA.

Planning Director Emeritus Jeff Briggs provided the history and conditions of approval of the new home requiring lakefront landscaping to be no taller than six feet to preserve the view of neighboring property. He showed images of the property location and line of sight to the lake, and photos showing the landscaping over six feet tall along the property line and the palm trees. Staff has determined the landscaping is in violation of the conditions of approval. Upon notification by the city to remedy the situation, the property owner appealed staff's determination to the Planning and Zoning Board who upheld staff's determination and further clarified the intent that vegetation or landscaping be maintained to a height no more than six feet from the edge of the rear of the single-family home going down to the edge of Lake Virginia. The commission's responsibility is to determine whether there is a violation of the condition restricting landscaping on the lakefront to no more than six feet, and if so, the matter would be referred to the Code Compliance Board. Mr. Briggs responded to questions clarifying the height restrictions applies to all types of landscaping including the palm trees.

Trippe Cheek, attorney representing the property owner, reviewed City Code provisions regarding appeals, noting that the options available to the commission include the ability to override the decision of the Planning and Zoning Board. He noted the city code ensures views of water from adjoining waterfront properties will not be unduly impacted but it does not include landscaping. He highlighted points of their appeal. He

showed an image of the property stating the palm tree does not unduly impair the lake view and cited other lakefront properties with landscape restrictions to preserve lake views. The owner will agree to the six-foot height restriction if it applies only to the landscaping along the property line, not to the palm trees. Mr. Cheek responded to questions and comments by members of the commission relating to interpretation of the city code and authority of the commission to exclude the two palm trees from the height restriction.

Members of the commission commented on and discussed the application of the code, the conditions of approval and existing landscaping and potentially setting a precedent.

Michelle Randolph, 741 Virginia Drive, neighboring property owner, spoke about the impaired view due to the location of the palm trees and house being closer to the lake than neighboring homes. She urged the commission to uphold the conditions.

Jonathan Cole, 721 Virginia Drive, property owner, said he feels his home and his property, including the palm trees and vegetation, are compatible with the neighborhood. He said he will agree to trimming the hedge, but not to removal of the palm trees.

Mr. Ardaman clarified that the matter for the commission is whether to uphold the Planning and Zoning Board's decision not to rehear the case and determine whether the condition is consistent with the code.

Motion made by Commissioner Cruzada to uphold the Planning and Zoning Board's decision, seconded by Mayor DeCiccio. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously by a 5-0 vote.

13. Public Comments | 5 p.m. or soon thereafter

Bob Barnett, 929 W. Fairbanks Avenue, invited everyone to a discussion forum on January 28th from 6-8 p.m. concerning the redevelopment of Fairbanks Avenue properties.

14. Public Hearings: Non Quasi-Judicial Matters

15. City Commission Reports

Commissioner Sullivan

- Urged attendance at the Library's fundraiser, Yacht Rock 2025, on February 8th at the Library.

Commissioner Russell –

- Recognized Officer of Year, School Resource Officer Chris Belcore.
- Encouraged the public to volunteer to tutor at the Community Center after school.

Commissioner Cruzada –

- Thanked the city and staff for the MLK Unity Festival and the staff at the Hannibal Heritage Center for the tour

Mayor DeCiccio –

- Spoke about the underground electric utility that reduces the impact of storms and disasters.

16. Summary of Meeting Actions

- Presented proclamation to Jeff Briggs on his retirement.
- Approved the Consent Agenda.
- Approved transfer of funds to utilities departments.
- Appointed canvassing board designated polling places and authorized Supervisor of Elections to open and tabulate vote by mail ballots.
- Supported staff's recommendation not to join the CRS.
- Upheld the decision of the Planning and Zoning Board on the appeal by the property owner at 721 Virginia Drive.

17. Adjournment

The meeting adjourned at 5:18 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 10.b

item type

Consent Agenda

meeting date

February 12, 2025

prepared by

Rene Cranis, City Clerk

approved by

Randy Knight, City Manager

subject

Approve the minutes of the work session, January 23, 2025.

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Minutes - 01-23-2025



City Commission Work Session Minutes

January 23, 2025 at 3:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Craig Russell, Kris Cruzada, and Todd Weaver; City Manager Randy Knight; Assistant City Manager Michelle del Valle; and City Clerk Rene Cranis.

Also Present

Alex Stringfellow and Taylor Brock, Stringfellow Planning and Design

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 3:00 p.m.

2. Discussion Item (s)

a. Park Avenue Refresh project

Director of Communications Clarissa Howard provided the background of this project. She summarized communication and surveys and noted that this is a refresh to maintain the charm of the Avenue, enhance safety and improve infrastructure.

Mr. Stringfellow gave a presentation on the intent, staff and stakeholder recommendations for lighting, landscape/hardscape and technology and short-term opportunities. He reviewed survey results and findings using images to reflect inconsistencies in landscaping, planters, trash receptacles, light poles, and architecture. Phase I, with anticipated completion in the fall of 2025, covers Park Avenue between Fairbanks and Comstock. Recommended changes include gateway signage, new electrical, improved landscaping and planters, reconfiguration/refresh of brick planters, replacement of trash cans, creating curb extensions (bulb outs) with bollards, and eliminating unnecessary signage. Potential future projects include West Meadow Master Plan, Morse Blvd. and New England refresh, side street projects and whistle stop station. Additional discussion is needed on side streets, future phasing, ride sharing, infrastructure, car charging, autonomous vehicle opportunities and fans and misters for seasonal cooling.

Comments and discussion followed on the following:

- Side streets - fix wiring and tree wells during construction.
- Sidewalks - will be looked at closely during design phase to repair and level as needed with construction done at night.
- Phasing and timeline - question of starting at the north end of Park Avenue, rationale for starting at the south end (utility connection). Additional information is needed on electric utilities on the north end and also to determine timing due to St.

Margaret Mary school schedule and art festivals. Concerns were raised about workers during the summer.

- Charging stations – preference to be on side streets rather than Park Avenue.
- Parking ap for visitors to the city to find parking - will reduce amount of traffic on Park Avenue. (To be looked at by staff and consultant.)
- Most needed improvement is repair/replacement of electrical wiring. New conduit/ electrical is planned for all of Park Avenue.
- Bulb outs - could create bottlenecking traffic at intersections. Will be designed to accommodate turn movements include fire trucks. Safety of parallel parking and extension into no parking areas.
- Bus stops - repurpose bus stops for pickup/drop off for ride sharing/Uber/Lyft. Create wayfinding for drivers to drop off and pick up. Use for resting stations during warmer weather. May not be in the best locations.
- Fans and misters at ride sharing stops and on light poles (replacing planters) during warmer weather (will enhance summer traffic to Park Avenue).
- Use tall planters in lieu of round bollards
- Shade canopy in hot months in the absence of trees.
- Wayfinding - replacing shop signs on side streets with arrows designating parking areas with shop signs below. Unsafe to use ap while driving.
- Smooth surface for safety of persons with limited mobility.
- Funding - multiple funding sources - electric utility, CRA.
- Infrastructure improvements - water service is on Center Street. No significant issues with stormwater, but need to ensure continued.
- Autonomous driving opportunities - striping, reflectors. Difficulties with brick streets. More about communication technology - allowing for extra conduit for additional fiber if needed to facilitate.
- Parking Lot at the train station - Consider a single deck parking level with 1/2 level parking deck underground. Use CRA funds. Evaluate as part of West Meadow master plan.

Mr. Stringfellow said the next step is to present to the commission in February for direction to proceed with construction documents and estimated cost in late spring and final approval by the commission.

3. Adjournment

The meeting adjourned at 4:17 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 10.c

item type

Consent Agenda

meeting date

February 12, 2025

prepared by**approved by****subject**

Approve the following piggyback contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None

**item type**

Consent Agenda

meeting date

February 12, 2025

prepared by

Rebecca Watt, Procurement Agent

approved by

Randy Knight, City Manager

subject

1. Duval Ford, LLC - Florida Sheriffs Association Contract #FSA24-VEL32.0 - Pursuit, Administrative, and Other Vehicles; for vehicle purchases during the term of the agreement through September 30, 2025; Amount: \$350,000
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10. SiteOne Landscape Supply - Brevard County Contract #B-8-24-10 - Agriculture & Aquatic Chemicals; for goods on an as-needed basis during the term of the agreement through December 1, 2026; Amount: \$225,000

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. The Cooperative Purchasing Agency (Florida Sheriffs Association) issued a formal solicitation in FY24.
2. The Cooperative Purchasing Agency (Florida Sheriffs Association) issued a formal solicitation to award this contract in FY23.
3. The Originating Agency (Bradford County Sheriff's Office) issued a formal solicitation to award this contract in FY22.
4. The Originating Agency (FMPA) issued a formal solicitation to award this contract in FY22.
5. The Cooperative Purchasing Agency (TIPS) issued a formal solicitation in FY20.
6. The Originating Agency (Orange County) issued a formal solicitation to award this contract in FY23.
7. The Cooperative Purchasing Agency (GSA) issued a formal solicitation to award this contract in FY21.
8. The Cooperative Purchasing Agency (NASPO) issued a formal solicitation to award this contract in FY24.
9. The Originating Agency (Seminole County) issued a formal solicitation to award this contract in FY24.
10. The Originating Agency (Brevard County) issued a formal solicitation to award this contract in FY24.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. Vehicle Replacement Fund
2. Vehicle Replacement Fund
3. Vehicle Replacement Fund
4. Electric Utility Fund
5. Water & Wastewater Fund
6. General Fund
7. General Fund
8. General Fund
9. General Fund
10. General Fund

attachments

None



City Commission

agenda item 10.d

item type

Consent Agenda

meeting date

February 12, 2025

prepared by**approved by****subject**

Approve the following contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 10.d.1

item type

Consent Agenda

meeting date

February 12, 2025

prepared by

Rebecca Watt, Procurement Agent

approved by

Randy Knight, City Manager

subject

1. RFP8-24 -The Davey Tree Expert Company - Tree Pruning and Removal Services; for services during the term of the agreement through July 7, 2025; Amount: \$475,000
2. RFQ27-21 - Kimley-Horn & Associates, Inc. - Continuing Urban Design Services - Renewal; for services on an as-needed basis during the term of the agreement through January 20, 2026
3. Orange County Sheriff's Office - Memorandum of Understanding - Amendment 1; approval to share radio channel encryption information with City of St. Cloud
4. SS25-2 - Data Flow System, Inc. - TAC II SCADA System; for services on an as-needed basis through September 30, 2025; Amount: \$400,000
5. FY23-2 - Florida Fish & Wildlife Conservation (FWC) - Aquatic Vegetation Control for City Water Bodies - Renewal; the Work Plan for aquatic management reimbursements for public lakes

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. A formal solicitation was issued to award this contract in FY24.
2. A formal solicitation was issued in FY21 and has been renewed in accordance with the original executed agreement.
3. The original agreement was executed in August 2017. This amendment will grant the City of St. Cloud and its Police Department access to Orange County's encrypted Metro radio channels, alongside the original parties.
4. A formal notice was issued on October 2, 2024, stating this product is identified as a single source pursuant to Florida Statute 287.057.
5. Retroactive approval of FWC Amendment 2, executed by the City Manager on behalf of the Mayor, to align with the reimbursement timeline.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. General Fund, Electric Utility Fund
2. Each task order will be brought to the City Commission with the funding source listed.
3. There are no associated costs.
4. Water & Wastewater Fund
5. There are no associated costs.

attachments

None

**item type**

Consent Agenda

meeting date

February 12, 2025

prepared by

Peter Moore, Director of Office of Management and Budget

approved by

Randy Knight, City Manager

subject

FY25 Budget Amendment - City Hall Office Renovation & Reuse

motion | recommendation

Approve the Budget Amendment as attached.

background

The city's General Fund originally contributed \$470k towards the purchase of the 1401 Howell Branch property with the intent of building additional office space that would house the Building Department. With that project now discarded, the city is seeking to renovate the old thrift store site at City Hall into additional office space. This will allow the HR Department to relocate to City Hall and will allow the Building Department to stay in City Hall which will keep them in proximity to the Planning Department, better facilitating customer needs. Staff is requesting that the proceeds from the sale of 1401 now be used to fund the renovation and addition of eight new office spaces as well as contribute towards the cost of redoing the duct and AC system in the West Wing of City Hall. The total project cost is estimated to be about \$1.2 million and is primarily being supported by the Facility Replacement Account. The project design and cost is being finalized and if there is room in the budget, the city will also pursue looking into replacing the windows in City Hall. This would greatly improve energy efficiency in the building as well.

alternatives | other considerations

In order to complete this project, the amendment is required as all remaining available funds in the facility replacement account are dedicated to backup generator replacements. If this is not approved, then facilities would have to spread out emergency backup generator purchases over the following year and push out other improvement projects.

fiscal impact

These funds were already previously approved to be spent on office expansion and renovation.

This would simply repurpose them for the City Hall project.

attachments

1. Budget Amendments Sheet - City Hall Renovation

Exhibit A

Item	Amount	Source Account	Source Acct. Name	Exp. Account	Exp. Acct. Name	Note	Approval Date
Thrift Shop Office Conversion	\$470,000	0010383 383100 3010381 381010	Fund Balance Carryforward Transfer from General Fund	0018502 591301 3013101 565302	Transfer to Capital Projects Fund Facility Replacement Account	The General Fund had previously contributed \$470k towards land acquisition at 1401 Howell Branch to provide for expanded office space. With that project reconsidered, the proceeds are being redirected to expand office space at City Hall and allow the Human Resources Department to relocate. The funding will be contributed toward converting the old thrift shop and storage areas into offices as well as HVAC duct work.	Pending

**item type**

Consent Agenda

meeting date

February 12, 2025

prepared by

Rene Cranis, City Clerk

approved by

Randy Knight, City Manager

subject

Accept change in polling location to YMCA from University Club

motion | recommendation

Accept change of polling locations.

background

On January 23rd, the commission designated the polling places for the March 23rd election. Since that time, we received notification from the University Club that they could not accommodate the delivery of voting equipment or early setup on election day. With the assistance of the Supervisor of Elections Office, we were able to secure the use of the YMCA for the election. This change will be noted on the post cards mailed to registered voters in this precinct.

In addition, we received notification that the numbering of the polling places changed from 91-95 to 16-20 during the federal election cycle. Postcards and ballots will reflect the new numbering system:

PRECINCT NO. 16: YMCA, 1201 N. Lakemont Ave., Winter Park

PRECINCT NO. 17: St. Andrews Methodist Church, 100 St. Andrews Blvd., Winter Park

PRECINCT NO. 18: Winter Park Presbyterian Church, 400 S. Lakemont Ave., Winter Park

PRECINCT NO. 19: First Baptist Church, 1021 New York Ave., Winter Park

PRECINCT NO. 20: Azalea Lane Recreation Center, 1045 Azalea Lane, Winter Park

alternatives | other considerations**fiscal impact**

attachments

None

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

February 12, 2025

prepared by

Jorden Hinrichsen, Parks Superintendent

approved by

Randy Knight, City Manager

subject

Tree Removal Permit Appeal - 1251 Woodmere Dr.

motion | recommendation

Urban Forestry staff recommends the Commission uphold the denial

background

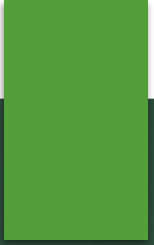
An application for removal of live oaks 14", 16", 18", 20", 22", 23", and 23" was originally denied in December 2024 by the City Arborist as the trees were in good health with good structure and ideally placed away from the house to be demolished. The applicants have requested to bring the appeal before the City Commission.

alternatives | other considerations

As of February 5, 2025, a building permit has not been submitted. Plans are in the drafting stages at this time.

fiscal impact**attachments**

1. 20250128 1251 Woodmere TRP Appeal



Tree Removal Permit Appeal

JORDEN HINRICHSEN

SUPERINTENDENT – CITY OF WINTER PARK URBAN FORESTRY

Tree Removal Permit Appeal: Case # 25-0001

- ◆ 1251 Woodmere Drive Winter Park, FL 32789
- ◆ Parcel ID # 32-21-30-9476-02-280
- ◆ Zone: WP-R-1AA
- ◆ Tree Removal Permit Appealed: TRP-2024-0204



1251 Woodmere Drive

1251 Woodmere Drive

OCPA

Parcel 32-21-30-9476-02-280 X

Print Date: 01/28/2025 System Refresh Date: 01/24/2025

PreviousNextPrintMapStreetBirdseyeTrimPortEstimateTaxesFEMAPlatSketchShareFavorite

1251 Woodmere Dr32-21-30-9476-02-280

Name(s):
NANCY E HOOLEY LIVING TRUST

Physical Street Address:
1251 Woodmere Dr

Property Use:
0100 - Single Family

Mailing Address On File:
1247 Aquila Loop
Kissimmee, FL 34747-4005
Incorrect Mailing Address?

Postal City and Zip:
Winter Park, FL 32789

Municipality:
Winter Park



1251 WOODMERE DR, WINTER PARK, FL 32789 3/29/2024 11:10 AM

Upload Photos

View 2024 Property Record Card

PROPERTY FEATURESVALUES, EXEMPTIONS AND TAXESSALESMARKET STATSLLOCATION

2025 Values will be available in August of 2025. To see the certified values, go to the Values, Exemptions and Taxes Tab.

Property Description
REPLAT OF WOODMERE TERRACE M/13 LOTS 28 & 29 BLK B
Total Land Area
19,855 sqft (+/-) | 0.46 acres (+/-)
Land

View Plat

Notice

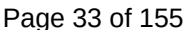
Recent history

- ◆ Purchased 06/2024
- ◆ Permit issued to demolish house
- ◆ Tree removal permit applied 11/2024
 - ◆ Denied 12/2024
 - ◆ TRP-2024-0204

Page 32 of 155

100

- KEEP
X - REMOVE
- REMOVE ALL TREES EXCEPT
FOR THE 21" OAK AT THE
FRONT PROPERTY LINE AND
10" CYPRESS ON THE LEFT





TRP-2024-0204

TRP-2024-0204

Application

TRP-2024-0204 (1251 WOODMERE DR WINTER PARK, FL 32789-2628)

NEW PERMIT

- Summary
- Details
- Location
- Additional Info**
- Workflow
- Linked Records
- Holds
- Contacts (3)
- Fees (2)
- Bonds
- Activities
- Files (3)
- Print Documents
- Conditions
- Tasks

TREE REMOVAL APPLICATION **STAFF COMMENTS & CONDITIONS OF APPROVAL**

Power Line?

Zone Clearance Needed?

Please Specify Property Use:

Tree(s) Information

Tree Species	
Estimated DBH	
Health	

Reason for removal

Staff Comments

TRP-2024-0204 (1251 WOODMERE DR WINTER PARK, FL 32789-2628)

NEW PERMIT

- Summary
- Details
- Location
- Additional Info**
- Workflow
- Linked Records
- Holds
- Contacts (3)
- Fees (2)
- Bonds
- Activities
- Files (3)
- Print Documents
- Conditions
- Tasks

Tree(s) Approved Laurel oaks 14' and 28'; Magnolia 13"

Tree(s) Denied See notes

Requires replanting of X 3" minimum caliper Florida grade #1 approved shade trees or X 2" minimum caliper Florida grade #1 approved understorey trees 30 days from removal.

A payment may be made into the Tree Trust Fund in LIEU of replanting

in the amount of

Minimum Mandated Planting:

Zone Clearance:

Arborist Notes:

Criteria for removal

- ◆ City of Winter Park Tree Preservation and Protection Ordinance outlined in Sec. 58-285, considers:
 - ◆ Health of tree
 - ◆ Topography
 - ◆ Existing trees
 - ◆ Effort made to place structures away from protected trees
 - ◆ Hardship created by trees
 - ◆ Reasonable alternatives to removal

Requested Trees



Requested Trees



Notes by City Arborist



Live oak 23"
No notable defects



Live oak 22"
Notable Defect:

- Low codominant stem, usually not an issue for live oaks



Live oak 20"
Notable defect:

- High aspect ratio of some limbs, usually not an issue for live oaks

Notes by City Arborist



Live oak 16"

Notable Defect:

- Codominant stem, usually not an issue for live oaks



Live oak 23"

Notable Defects:

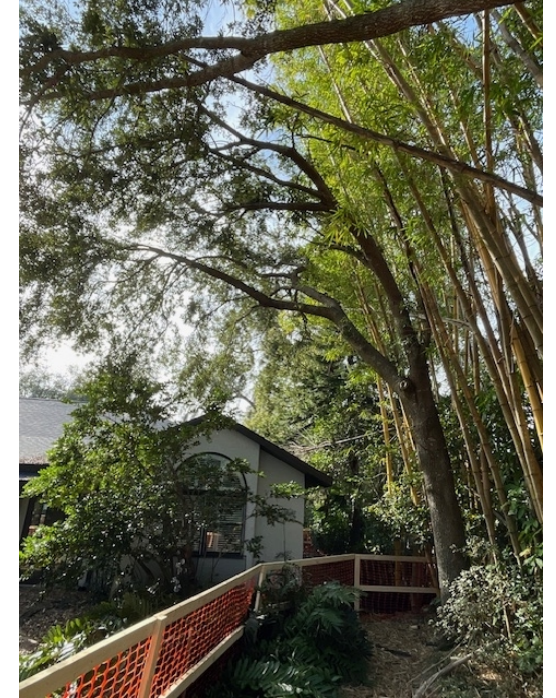
- Multiple leads from same junction, usually not an issue for live oaks
- Mild lean due to phototropism, usually not an issue for live oaks



Live oak 14"

Notable defects:

- Codominant stem, usually not an issue for live oaks



Live oak 18"

Notable Defects:

- Codominant stem, usually not an issue for live oaks

Notes by City Arborist

- ◆ Live oaks located in the backyard share some traits.
 - ◆ Forest growth form, limbs are smaller and grow more vertically than horizontally
 - ◆ They have been lion's-tailed (interior branches and foliage removed, leaving most foliage at the ends of the limb).
 - ◆ Improper pruning technique
 - ◆ All trees have average vigor and foliage.
 - ◆ Indicators of good health



Summary of notes

- ◆ All trees have average foliage and vigor, indicating they are in good health.
- ◆ All trees have been improperly pruned, but the trees can adequately recover from this.
- ◆ Some have defects that are considered minor for live oaks (codominant stems, phototropic lean).

TRP-2024-0133

TRP-2024-0204 (1251 WOODMERE DR WINTER PARK, FL 32789-2628)

NEW PERMIT

Summary

Details

Location

Additional Info

Workflow

Linked Records

Holds

Contacts (3)

Fees (2)

Bonds

Activities

Files (3)

Print Documents

Conditions

JR

TRP-2024-0204 • Tree Removal • Josejuan Rodriguez Torres

Location	Project	Apply Date	Work Class	Permit Status
1251 WOODMERE DR WINTER PARK, FL 32789-2628		11/21/2024	Tree Removal	Issued

Recent Workflow Activity

Last Completed Action: Today

✓ Assess Fees (Generic Action)

Next Action:

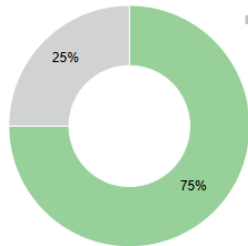
✖ Arborist Inspection (Inspection)

Workflow Completion Summary

Completed 75%

In Progress 0%

Not Started 25%



Permit Description

Approved: Laurel oaks 14" and 28"; Magnolia 13" Denied: Live oaks 14", 16", 18", 20", 22", 23", 23" Permit partially approved. Requires replanting of two 3-inch minimum caliper Florida grade #1 approved shade trees or four 2-inch minimum caliper Florida grade #1 approved understory trees 30 days from removal. ***A payment of \$3,025.00 may be made into the Tree Trust Fund in LIEU of replanting.***

\$ 0.00

PAY FEES

AD

Dumont, Asia

LAHR CONSTRUC...

ID-000030477

Applicant

Mobile Phone

(407) 686-3495

Email

office@mlahrhomes...

Tasks

i

No Tasks Attached

In summary:

- ◆ The trees are in good health providing ample ecological services.
- ◆ The trees do not meet criteria for removal according to City of Winter Park Tree Preservation and Protection ordinance.
- ◆ **Urban Forestry recommends upholding the denial.**



City Commission

agenda item 12.b

item type

Public Hearings: Quasi-Judicial Matters

meeting date

February 12, 2025

prepared by

Noemi Schudel, Administrative Coordinator II

approved by

Randy Knight, City Manager

subject

Ordinance - Vacating and abandoning a portion of Cypress Avenue between the FDOT Sunrail right-of-way and Palmetto Avenue. (1st reading)

motion | recommendation

Move to adopt ordinance to vacate that portion of Cypress Avenue lying between the FDOT Sunrail right of way and Palmetto Avenue as shown on attached sketch.

background

Unimproved right of way creating a dead end at the railroad

alternatives | other considerations**fiscal impact****attachments**

1. Ordinance - Cypress Avenue abandonment
2. Cypress Abandonment Exhibit A

After Recording Return To:
City of Winter Park
City Clerk's Office
401 Park Avenue South
Winter Park, Florida 32789

ORDINANCE ####-##

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, VACATING AND ABANDONING AN UNIMPROVED 50 FOOT-WIDE PORTION OF THE CYPRESS AVENUE RIGHT OF WAY DEDICATED BY THE PALMETTO COMPANY'S ADDITION TO WINTER PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK "E", PAGE 14, OF THE PUBLIC RECORDS OF ORANGE COUNTY, SAID PORTION TO BE VACATED IS SHOWN HEREON AS EXHIBIT "A" ATTACHED HERETO AND DESCRIBED AS BEING SITUATED BETWEEN ORANGE COUNTY FLORIDA TAX PARCEL IDENTIFICATION NUMBER 12-22-29-6600-01-600 TOGETHER WITH PARCEL 12-22-29-6600-01-601 ON THE WEST AND FLORIDA TAX PARCEL IDENTIFICATION NUMBER 12-22-29-6600-01-630 ON THE EAST AND DESCRIBED HEREIN; PROVIDING FOR CONFLICTS, RECORDING AND AN EFFECTIVE DATE.

WHEREAS, Z 14 BUILDING, LLC ("Applicant") is the fee simple owner of address 1242 Palmetto Avenue AND address 1260 Palmetto Avenue and ~~and~~ address Winter County Tax Parcel Identification DESCRIBED AS BEING SITUATED BETWEEN ORANGE COUNTY FLORIDA TAX PARCEL IDENTIFICATION NUMBER 12-22-29-6600-01-600 TOGETHER WITH PARCEL 12-22-29-6600-01-601 ON THE WEST AND FLORIDA TAX PARCEL IDENTIFICATION NUMBER 12-22-29-6600-01-630 ON THE EAST.

WHEREAS, the Applicants have petitioned the City of Winter Park ("City") for the partial vacation and abandonment of the 50 feet wide right-of-way as set forth herein; and

WHEREAS, the 50.00 feet wide right-of-way was dedicated to the public by the PALMETTO COMPANY'S ADDITION TO WINTER PARK, as recorded in Plat Book E, Page 14, Public Records of Orange County, Florida; and

WHEREAS, it has been determined that Applicants have caused the publication of the required notice of intent to vacate pursuant to general law and have paid all outstanding ad valorem taxes for ADDRESSES: 1260 Palmetto Avenue, 1280 Palmetto Avenue and- 1242 Palmetto Avenue, Winter Park, Florida;

WHEREAS, the City has the authority to adopt this Ordinance by virtue of its home rule powers and Charter with respect to abandoning and vacating rights-of-way no longer needed for public purposes; and

WHEREAS, the City has determined that this portion of Cypress Avenue right-of-way being vacated and abandoned by this Ordinance is no longer needed by the City of Winter Park or for any public purpose.

BE IT ENACTED by the People of the City of Winter Park, Florida as follows:

Section 1. The City Commission of the City of Winter Park, Florida hereby vacates and abandons that certain portion of the 50 feet wide public right-of-way described in **EXHIBIT "A"** attached hereto ("Vacation Area"), subject to a reservation by the City of Winter Park of a perpetual utilities easement over, under and through the Vacation Area for the construction, installation, repair, replacement, reconstruction, maintenance, control, operation, use, and modification of public utilities and facilities, including but not limited to sewer lines, water lines, reclaimed water lines, gas lines, electric lines, cable television lines, telecommunications lines, stormwater drainage lines, fiber optic cables and other public utilities facilities of every type, including without limitation, mains, pipes, inlets, grates, pumps, valves, wires, structures, boxes, manholes, electrical controls, cables and similar appurtenances, including the right of ingress and egress to and from adjacent public rights-of-way for the purposes of the easement.

Section 2. Any error in the legal description or in depiction of the Vacation Area may be corrected by subsequent curative document(s) prepared, executed, and/or recorded by the City Manager and/or his or her designee, if any such error is determined to exist by the City Manager or City Commission.

Section 3. In the event of any conflict between this Ordinance and any other ordinance or portions of ordinances, this Ordinance controls.

Section 4. After adoption, this Ordinance shall be recorded in the public records of Orange County, Florida.

Section 5. This Ordinance shall take effect immediately upon its passage and adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the ____ day of _____, 2025.

Sheila DeCiccio, Mayor

ATTEST:

Rene Cranis, City Clerk

NOTES:

1) THIS IS A GRAPHIC DEPICTION OF THE RIGHT OF WAY BEING PETITIONED FOR VACATION AND ABANDONMENT OF RIGHT OF WAY.

2) THE AREA TO BE VACATED IS SHOWN ON THE GRAPHIC DEPICTION BELOW SUBJECT TO CORRECTIONS BY GROUND SURVEYS.

3) THIS DEPICTION IS NOT A SURVEY.

EXISTING RIGHT OF WAY TO BE VACATED:

ALL OF THAT PART OF THE UNIMPROVED RIGHT OF WAY PLATTED AS CYPRESS AVENUE BY THE PALMETTO COMPANY'S ADDITION TO WINTER PARK AS PLATTED IN PLAT BOOK "E", PAGE 14, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA LYING EAST OF PALMETTO AVENUE (AS IT MAY BE AMENDED FROM TIME TO TIME) AND LYING WEST OF THE FLORIDA DEPARTMENT OF TRANSPORTATION SUNRAIL COMMUTER LINE RIGHT OF WAY.



CITY OF WINTER PARK
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
SURVEY SECTION
500 N. Virginia Avenue
Winter Park, Florida 32789
Phone: (407) 599-3233

PREPARED BY THOMAS L. CONNER, CITY SURVEYOR
FLORIDA LICENSED SURVEYOR AND MAPPER 164340

SKETCH OF DESCRIPTION
A PORTION OF CYPRESS AVENUE
RIGHT OF WAY TO BE VACATED
SECTION 12, TWP 22 S, RGE 29 E
CITY OF WINTER PARK, ORANGE COUNTY, FL
PALMETTO VACATE SKETCH AND DESCRIPTION.DWG

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

February 12, 2025

prepared by

Josh Nye, Parks Services Manager

approved by

Randy Knight, City Manager

subject

Ordinance - Eliminating Tree Preservation Board (1st reading)

motion | recommendation

Adopt ordinance.

background

The Tree Preservation Board board has well-documented chronic, long-term attendance issues. The last quorum staff was able to obtain was in January 2024. There was no meeting called for February. Staff was unable to obtain a quorum for March, April, May, July, August, and September of 2024.

The only quasi-judicial functions of the Tree Preservation Board are making recommendations on changes to the tree preservation ordinance and hearing appeals to denied tree removal permits. The Planning & Zoning Board also currently reviews changes to the tree preservation ordinance. The Code Compliance Board currently hears appeals to tree code violations. Prior to the reconstitution of the Tree Preservation Board, the Code Compliance Board also heard appeals to tree removal permits. The Planning & Zoning and Code Compliance boards are well-equipped to handle the quasi-judicial functions of the Tree Preservation Board.

alternatives | other considerations**fiscal impact****attachments**

1. Tree Preservation Board Ordinance

ORDINANCE

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 2, ARTICLE III, SECTION 2-47 LISTING SUBSIDIARY BOARDS OF THE CITY OF WINTER PARK; AMENDING CHAPTER 2, ARTICLE III, SECTION 2-48 DESCRIBING GENERAL RULES APPLICABLE TO SUBSIDIARY BOARDS; REPEALING CHAPTER 2, ARTICLE III, SECTION 2-68 REGARDING THE TREE PRESERVATION BOARD; AMENDING CHAPTER 2, ARTICLE III, SECTIONS 2-103 AND 2-106 REGARDING THE JURISDICTION AND POWERS OF THE CODE COMPLIANCE BOARD; AMENDING CHAPTER 58, ARTICLE V, DIVISION 6 GOVERNING TREE PRESERVATION AND PROTECTION; PROVIDING FOR SEVERABILITY, CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the City has the authority under the City Charter, Section 2(b), Article VIII of the State Constitution, and Section 166.021(1), Florida Statutes, to exercise any power for municipal purposes except where expressly prohibited by law; and

WHEREAS, on June 13, 2011, the City Commission adopted Ordinance No. 2843-11 codifying amendments to Article III of Chapter 2 of the City of Winter Park Code of Ordinances regarding the establishment of subsidiary boards of the City of Winter Park; and

WHEREAS, on October 17, 2024, the City Commission adopted Ordinance No. 3320-24 codifying amendments to Article V of Chapter 58 of the City of Winter Park Code of Ordinances concerning tree preservation and protection and landscape regulations; and

WHEREAS, the responsibility for issuing stop orders, granting or denying tree removal permits, and implementing the Tree Preservation Ordinance currently rests with the Urban Forestry Division of the City's Parks and Recreation Department under Section 58-283(a) of the City of Winter Park Code of Ordinances; and

WHEREAS, the responsibility for issuing fines for violations of the Tree Preservation Ordinance rests with the Code Compliance Board under Section 58-298(d) of the City of Winter Park Code of Ordinances; and

WHEREAS, the Building & Permitting Services Department is delegated authority to require tree removal permits and place conditions on the issuance of construction, demolition and other land development permits where removal of protected trees is requested; and

WHEREAS, the City's distinctive tree canopy is a natural resource of great significance that enhances the City's aesthetic beauty;

WHEREAS, the Code Compliance Board, and the City's staff assigned to the Code Compliance Board, have considerable experience conducting quasi-judicial hearings on alleged violations of the City Code involving the unauthorized removal of trees, the unauthorized removal of aquatic vegetation along the City's waterways, and computing and assessing fines for such code violations; and

WHEREAS, the City Commission has determined that, for greater government efficiency and simplicity, it is in the interest of the public welfare of the citizens of Winter Park that the Code Compliance Board should hear all cases involving unauthorized tree removals as well as appeals from the denial of tree removal permits and appeals from conditions placed on tree removal permits; and

WHEREAS, the City's Planning and Zoning Board has considerable experience advising the City Commission on a broad range of planning issues, including proposed City Code amendments pertaining to the long-range planning, protection, public stewardship, and enhancement of the city's tree canopy; and

WHEREAS, the Planning and Zoning Board should continue in this role, which is duplicative of duties assigned to the Tree Preservation Board; and

WHEREAS, in order to effectuate the foregoing and to eliminate duplication and confusion over responsibilities in the City Code, the duties of the Tree Preservation Board should be reassigned to the Code Compliance Board and the Planning and Zoning Board, and the Tree Preservation Board should be removed from the list of the City's advisory boards.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Winter Park, Florida, that:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this Ordinance.

SECTION 2. City Code Amendment. Section 2-47 of the City Code of Ordinances is hereby amended as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions):

Sec. 2-47. List and size of boards established.

The general requirements for boards are specified in division 2 herein and the board specific requirements are specified in division 3. Unless otherwise provided by the City Charter, state law, other ordinance or this article, each board shall have seven members. The following boards are established:

- (1) Board of adjustments;
- (2) Civil service board (also sits as the independent personnel review board);
- (3) Code compliance board (which also sits as the nuisance abatement board and performs the functions of a code enforcement board pursuant to F.S. ch. 162);
- (4) Community redevelopment agency;
- (5) Community redevelopment advisory board;

- (6) Construction board of adjustments and appeals;
- (7) Economic development advisory board;
- (8) Historic preservation board;
- (9) Housing authority board;
- (10) Keep Winter Park beautiful and sustainable advisory board;
- (11) Lakes and waterways board;
- (12) Parks and recreation advisory board;
- (13) Transportation advisory board;
- (14) Planning and zoning board;
- (15) Public art advisory board;
- (16) Utilities advisory board;
- (17) Winter Park Firefighters' pension board;
- (18) Winter Park Police Officers' pension board;
- (19) Orange Avenue overlay appearance review advisory board;
- ~~(20) Tree preservation board.~~
- ~~(20)~~(21) Lake Killarney board.
- ~~(21)~~(22) Winter Pines Golf Course Advisory Board.

SECTION 3. City Code Amendment. Section 2-48 of the City Code of Ordinances is hereby amended as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions):

Sec. 2-48. General rules applicable to subsidiary boards and ad hoc committees of the City of Winter Park.

(o) *Sunset of boards unless a board is required by statute or Charter.* Except for those boards that are required to be in existence pursuant to Florida Statute or City Charter, each city board shall sunset and terminate every five years following May 1, 2011, unless the board is renewed by a majority vote of the commission. This will allow the commission to evaluate the effectiveness and need for the particular board on a regular basis. Notwithstanding this provision, any advisory board may be terminated at any time by a majority vote of the city commission, unless such board is required by Florida Statute or Charter. The following quasi-judicial boards will not sunset: board of adjustments; planning and zoning; construction board of adjustments and appeals; code compliance; civil service; lakes and waterways board and lake killarney board (to the extent it hears stormwater fees appeals); and the historic preservation board (to the extent it acts in a quasi-judicial capacity with respect to recommendations for or against rezonings, demolitions, developments, lot splits, lot consolidations or conditional uses that could impact historic resources identified in the Florida Master Site File Survey of the City of Winter Park, reviews applications for certificates of review for designated

landmarks, resources and property within designated districts, or approves variances appropriate for the preservation of historic resources in conjunction with applications for certificates of review).~~;~~ and the tree preservation board (to the extent it sits as a quasi-judicial board with respect to the consideration of applications for tree removal permits and appeals to the tree preservation board from any denial of an application or any of the conditions attached to the approval of a tree removal permit, or to the extent it sits as a quasi-judicial board with respect to the recommendation of modification of building plans or variances regarding the preservation of protected trees, or the waiver of up to a maximum of five parking spaces for the purposes of preserving existing protected trees). Additionally, without first complying or satisfying legally imposed conditions, the community redevelopment agency and the housing authority may not be abolished.

SECTION 4. City Code Amendment. Section 2-68 of the City Code of Ordinances is hereby repealed as follows (words that are stricken out are deletions; words that are underlined are additions):

Sec. 2-68. Reserved. Tree preservation board.

Pursuant to the authority of the city commission, there is established within the City of Winter Park, a tree preservation board, subject to the following provisions:

- (1) ~~*Membership.*~~ The number of members and the procedures for appointment thereof shall be in accordance with the provisions of divisions 1 and 2 of this article.
- (2) ~~*With exception, this is an advisory board.*~~ The tree preservation board is generally an advisory board with exceptions, and shall, after receiving such information as it deems appropriate, and following due deliberation in accordance with its internal rules and procedures, give advice and recommendations to the city commission related to the protection and improvement of the city's trees, with the goal of fostering, maintaining and improving the public stewardship, protection, long range planning and careful oversight of the implementation of improvement projects for the maintenance, preservation, growth and enhancement of trees within the City of Winter Park. The city acknowledges that its trees and tree canopy are a natural resource of great significance.
 - a. Review and make recommendations on proposed code revisions and changes to the City of Winter Park Planting Guide and the City of Winter Park Urban Forestry Management Plan.
 - b. Prioritize, review and make recommendations on tree management plans for large city facilities (parks and public buildings).
 - c. Review and make recommendations on habitat management plans for natural areas.
 - d. Provide educational opportunities to engage the community in learning about the value and benefit of trees.

~~As an exception to the general rule that this is an advisory board, the city commission may, by ordinance or resolution, assign a quasi-judicial function to the tree preservation board. The provisions of this article concerning general procedures applicable to city boards and this section concerning the tree preservation board are incorporated by reference into section 58-283. These quasi-judicial functions include the assignment, in section 58-283 of the authority to hear and decide appeals from tree removal applications, appeals from conditions of approval for approved tree removal permits, appeals concerning a request for a waiver of parking spaces in multi-family residential and nonresidential parking lots, and cases involving the modification of building plans or variances relating to the preservation of trees.~~

- ~~(3) *Quasi-judicial proceedings.* To the extent the city commission by ordinance provides that this board has quasi-judicial authority, the board shall conduct such quasi-judicial proceedings in conformance with the requirements of Florida law. The city manager and city attorney shall provide technical support and resources upon request to assure that this quasi-judicial activity of the board is in accordance with the requirements of Florida law. In such proceedings, the board shall be governed by the substantive and procedural requirements set out in the City Code, including those provisions set out in chapter 58, as these provisions may be amended by the city commission.~~

SECTION 5. City Code Amendment. Sections 2-103 and 2-106 of the City Code of Ordinances are hereby amended as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions):

Sec. 2-103. Jurisdiction

(a) In its efforts to promote, protect and improve the health, safety and welfare of the citizens of the city, the code compliance board shall have the jurisdiction to hear and decide alleged violations of any codes and ordinances of the city.

(b) It is the legislative intent of the city commission to provide for the establishment of the code compliance board as an additional or supplemental means of obtaining compliance with such codes and ordinances. Nothing shall prohibit the city commission from enforcing its codes and ordinances by any other means.

(c) It is the further intent of the city commission that the code compliance board shall be established pursuant to the provisions of F.S. ch. 162 with authority to impose administrative fines and other noncriminal penalties to provide an equitable, expeditious, effective and inexpensive method of enforcing any codes and ordinances in force in the city where a pending or repeated violation continues to exist. The code compliance board shall have all of the powers and authority of a code enforcement board pursuant to F.S. ch. 162.

(d) The code compliance board shall have jurisdiction to hear cases involving financial compensation requirements or fines assessed for tree removal, improper tree replacement, or damage to trees pursuant to sections 58-286, 58-290, and 58-298.

(e) The code compliance board shall further have jurisdiction pursuant to the provisions of article V, division 6 of chapter 58 to hear and decide appeals from the denial of tree removal permit applications and appeals of conditions of approval placed on tree removal permits.

Sec. 2-106. Powers of the code compliance board.

The code compliance board shall have the power to:

- (1) Adopt rules for the conduct of its hearings.
- (2) Subpoena alleged violators and witnesses to its hearings, which subpoenas shall be served by the police department.
- (3) Subpoena records, surveys, plats and other documentary evidence, which subpoenas shall be served by the police department.
- (4) Take testimony under oath.
- (5) Issue orders having the force and effect of law commanding whatever steps are necessary to bring a violation into compliance.
- (6) Establish and levy fines for code violations pursuant to sections 2-108, 58-287, 58-299, and 58-300.
- (7) Hear and decide appeals from the denial of tree removal permit applications as well as appeals of conditions of approval placed on tree removal permits.

SECTION 6. City Code Amendment. Article V, Division 6 of Chapter 58 of the City Code of Ordinances is hereby amended as follows (words that are ~~stricken out~~ are deletions; words that are underlined are additions; sections and provisions not included are not being amended):

Sec. 58-283. Establishing duties and authority.

- (a) The Parks and Recreation Department is delegated the following authority:
 - (1) To jointly work with the Building & Permitting Services Department in administering the provisions of this division including, but not limited to, technical and advisory support.
 - (2) To grant or deny, in whole or in part, tree removal permits.
 - (3) To oversee the implementation of the Tree Preservation Ordinance through the administration and operation of the Urban Forestry Division.
 - (4) To waive or modify all or some of the requirements of this division in the case of a hurricane, tornado, severe rainstorm, or other emergency.

- (5) To regulate and supervise trimming or removal of trees in the public rights-of-ways and on City property.
 - (6) To issue a stop work order at a site if unauthorized tree work is occurring or if trees are being damaged through construction or other potentially harmful activity.
 - (7) To require immediate removal of any tree that poses an unacceptable risk to public property or persons on public property.
 - (8) To oversee the City's Utility Vegetation Management Program in coordination with the Electric Utility Department.
- (b) *The Building & Permitting Services Department* is delegated the following authority:
- (1) To require that a tree removal permit be obtained with building, demolition, site development, foundation work, and other construction activity permits, where removal of a protected tree is requested.
 - (2) To place conditions on the issuance of construction, demolition or other land development permits when recommended as a condition of a tree removal permit.
 - ~~(3) To grant a building setback encroachment up to a maximum distance of ten feet into a required setback area in order to preserve a protected tree. The City shall require a letter of approval from the affected abutting property owner(s) as a condition of approving the setback encroachment.~~
- (c) *The Planning & Zoning Board* is delegated the following authority:
- (1) To make formal recommendations to the City Commission on any proposed changes to the Land Development Code, which includes the Tree Preservation Ordinance.
 - ~~(2) Any protected trees approved for removal or protection by the Planning & Zoning Board or City Commission shall not subsequently need approval from the City or the Tree Preservation Board, except for the administrative processing of a permit to verify approval by the respective board or commission. Prior to granting any tree removal request on appeal or otherwise, if the Tree Preservation Board rendered any decision with regard to tree removal or protection on a property that later comes before the Planning & Zoning Board or City Commission, then that decision and related information of that decision shall be transmitted in writing to the respective board or commission.~~
- (d) *The Code Compliance Tree Preservation Board* shall be delegated the following authority:
- (1) To hear appeals of the denial, in whole or in part, of a tree removal permit application or any of the conditions attached to the approval of a tree removal permit as outlined in this division prior to any protected tree removal. The Code Compliance Tree Preservation Board may affirm,

reverse, or modify the decision of the Director of Parks and Recreation or their designee to deny an application or to strike conditions of the permit.

- (2) To hear and decide appeals of an order by the City requiring the removal of a tree or parts of a tree on private property deemed to pose an unacceptable risk to public property or persons on public property.
- (3) To hear and decide appeals of code enforcement fines or financial compensation requirements imposed for infractions pursuant to this division. To make formal recommendations to the Planning & Zoning Board on any proposed changes to the Tree Preservation Ordinance.
- (4) ~~To periodically conduct educational programs and/or publish educational material as to the importance of trees to the City of Winter Park and the requirements of this division.~~

(e) The Director of Planning and Zoning shall be delegated the authority to grant a building setback encroachment up to a maximum distance of ten feet into a required setback area in order to preserve a protected tree. The City shall require a letter of approval from the affected abutting property owner(s) as a condition of approving the setback encroachment.

Sec. 58-285. Tree removal permit procedure.

- (a) *When no construction or demolition is involved.* Applications for tree removal permits shall include:
 - (1) Remittance of a tree removal permit fee of an amount established by the City Commission in the Fee Schedule; and
 - (2) An accurate site plan drawn (hand-drawn site plan may be acceptable) to scale depicting which protected trees are proposed for removal, with the locations, common and/or botanical names, and sizes.
 - (3) A photograph of the protected trees proposed for removal.
 - (4) Trees requested for removal shall be marked with flagging and noted accordingly on the site plan. Paint shall not be used for marking protected trees.
 - (5) Application forms may also require information regarding reasons for tree removal and other specifics as determined by the City.
 - (6) Trees requested for removal with trunks that originate from two or more adjacent properties shall require the written consent of all property owners.
- (b) *When construction or demolition involving other permitting is involved.*
 - (1) In addition to the requirements of subsection 58-285(a), applications relating to or arising out of new building construction, renovation, demolition, or site work permits, or requiring construction permits shall

include an accurate site plan drawn to scale indicating the square footage of the site and the square footage of the proposed building area(s). The site plan shall depict any proposed grade changes and a plan view of actual trees on site including:

- a. The property lines and footprint of existing structures.
- b. The existing and proposed grades.
- c. Proposed additions to existing buildings, proposed new buildings, structures, and other impervious surfaces, such as but not limited to sidewalks, pool decks, patios, fences, walls, driveways, parking areas, stormwater retention areas, overhead and underground utilities, and other physical improvements.

- (2) Incomplete or incorrect applications that require additional site visits by City staff shall require an additional fee equal to the original permit fee for each subsequent visit.

(c) *Removal voids appeal process.*

- (1) Removal of any protected tree requested on a tree removal permit application is regarded as the applicant's acceptance of the conditions for removal as stated on the application, and voids any appeal.
- (2) Except as allowed under subsections 58-283(a)(4) and 58-284(e), removal of a protected tree without a permit shall make void any appeal as provided in this division.

(d) *Appeals.*

- (1) Upon denial of an application, or conditions placed on the approval of a tree removal permit, the grounds for such action shall be given to the applicant in writing. An applicant may appeal the tree removal denial decision or specific conditions placed on the tree removal approval to the Code Compliance Tree Preservation Board provided that such appeal is filed with the Urban Forestry Division within ten (10) days of the applicant's receipt of the decision or approval conditions being appealed. The appeal must be in writing, state the grounds of the appeal, and articulate in detail why the written decision (or a portion thereof) is incorrect. An applicant appealing a decision must pay to the city a fee prescribed by the City Commission to cover the administrative costs of an appeal taken under this subsection (d).
- (2) Following the Urban Forestry Division's receipt of a written appeal of a denial of a tree removal permit or the conditions placed on the approval of a tree removal permit, the Code Compliance Tree Preservation Board shall consider the appeal as a de novo quasi-judicial hearing within 45 calendar days or as soon as possible thereafter and make a final decision. The Code Compliance Tree Preservation Board will hear such an appeal pursuant to its authority under Section 2-1032-68. The applicant appealing the decision has the burden to prove that the tree removal denial decision or

specific conditions placed on the tree removal is incorrect or exceeds the authority given under the city code. The Code Compliance Tree Preservation Board's decision on the appeal must be supported by competent, substantial evidence in the record at the appeal hearing. A written rendition of the decision of the Code Compliance Tree Preservation Board will be sent to the applicant within ten (10) days of the appeal hearing.

- (3) The applicant may appeal the decision of the Code Compliance Tree Preservation Board to the circuit court within thirty (30) days of the execution of the final order pursuant to Sec. 2-108. ~~City Commission if a further written appeal is filed with the City Clerk within ten (10) days of the date of the written rendition of the decision of the Tree Preservation Board. Further, with approval of the City Manager, the Urban Forestry Division may appeal the decision of the Tree Preservation Board to the City Commission by filing a written appeal with the City Clerk within ten (10) days of the date of the written rendition of the decision by the Tree Preservation Board. The City Commission will conduct a quasi-judicial hearing on the appeal at a regularly scheduled meeting to be conducted within forty-five (45) days of the appeal being filed, or at such later meeting as may be agreed to by the applicant and the City Manager. The City Commission may reverse, modify or uphold the decision of the Tree Preservation Board. The City Commission's decision on the appeal constitutes a final decision by the City. If the Commission upholds the denial, the tree(s) may not be removed.~~

(e) *Time for processing tree removal permit applications.*

- (1) Notice of an incomplete or inaccurate application shall be given to the applicant within seven working days of the receipt of the application.
- (2) Each application shall either be approved, approved with conditions, denied, or returned to the applicant, requesting further action on the application within fourteen business days of the receipt of a complete application.

(f) *Duration of tree removal permit.*

- (1) Unless associated with new building construction, renovation, demolition, site work, or other construction permits, each tree removal permit shall remain in effect for one year from the date of issuance. If the action approved in the permit is not completed within the permit's effective date, then the permit is void and a new tree removal permit must be obtained before any tree removal occurs.
- (2) All conditions for removal, except financial compensation to the City which is required at the time a permit is approved in accordance with subsection 58-286(d)(1), shall be met within 30 days of the tree removal date unless an extension is documented on an approved permit. Extensions no longer

than one year from date of removal may be considered on a case by case basis.

- (3) Tree removal permits associated with new building construction, renovation, demolition, site work, or other construction permits shall remain in effect through the duration of the associated building project. All conditions for removal shall be met before final building inspection.

Sec. 58-290. Penalties for tree removal without required permit or for tree damage.

- (a) Any protected tree removed without a permit or destroyed or having received major damage in violation of this division shall be replaced and/or compensated at the rate of twice the requirements of section 58-286.
- (b) If no evidence exists on site to calculate the DBH inches of the tree(s) removed, then the tree(s) shall be presumed to be a minimum of a twenty-four DBH inches. It is the property owner's responsibility and burden of proof to prove otherwise.
- (c) For repeat offenders the City has the right to double restoration requirements or fines (or both) for each subsequent infraction, and in the alternative or in addition to revoke or suspend a contractor's license to do business in the city.
- (d) Any person subject to code enforcement for an infraction pursuant to this section shall be entitled to all rights of administrative appeal and judicial review before the Code Compliance Board and review of such actions as provided by Florida law.

Sec. 58-298. Enforcement and authority to enforce this division.

- (a) The City shall provide interpretations, administration and enforcement of the provisions of this division and shall be synonymous with and referred to as "the City" or "City" for references contained herein. Appeals of decisions and determinations in the enforcement of this division shall follow the procedure as set forth in subsection 58-285(d) or as specifically addressed elsewhere.
- (b) The City shall have the authority to stop work at a site if unauthorized tree work is occurring. Once a stop work order is issued, work shall not commence until the necessary permits have been issued and any applicable fine has been paid.
- (c) Failure to meet permit condition requirements for replacement within thirty days of the removal of the tree(s) shall require compensation, including administrative costs plus accrued interest at the rate per annum specified in F.S. Section 55.03 filed as a lien upon the property and the provisions of section 102-135 shall apply.
- (d) Violations for this division shall be subject to the following: Code enforcement actions or citations as per Class IV level citation as listed under Article II, Code Enforcement Citation, Section 1-23 "Classes of violations and penalties" and/or

code compliance board may impose maximum penalties of \$250.00 per day for first time violations or \$500.00 per day for repeat violations. Further, the code compliance board may impose a \$5,000.00 fine per violation for violation of an irreparable or irreversible nature. In addition to imposing code enforcement fines, the code compliance board may order remedial action to restore the property.

- (e) Failure to remove or prune any tree deemed by the City to pose an unacceptable risk to public property or persons on public property shall constitute a violation of this article. Such violation may result in giving notice to the owner or the agent of the owner an order to correct the violation by removing the entire tree or limb(s). Failure to correct the violation may result in the City taking the necessary action to remove the tree or limb(s) and assess all costs incurred by the City to the owner of the property, plus an administrative fee as established by the City Commission in the Fee Schedule. Where the full amount due the City is not paid by such owner or agent of the owner within thirty days after invoicing the owner for removing the tree or limb(s), such charges shall be declared a lien on the property. In addition, nothing shall prevent the City from pursuing other legal courses of action to correct the violation, including referring the matter to the Code Compliance Board. Appeals of an order to remove a tree or limb(s) of a tree will be heard by the Code Compliance Tree Preservation Board and must be filed with the city within thirty days of receipt of notice or within thirty days of posting the property with a notice to remove the tree or limb(s). An appeal shall include payment of any required fees, provision of documentation verifying the health of the tree, and any other information which will justify withdrawing the order to remove the tree or limb(s). Appeals of the decision of the Code Compliance Tree Preservation Board on this matter shall be taken to the circuit court pursuant to Sec. 2-108. Code Compliance Board.

SECTION 7. Severability. If any section, subsection, sentence, clause, phrase, word or provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, whether for substantive, procedural, or any other reason, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 8. Conflicts. In the event of a conflict or conflicts between this Ordinance and any other ordinance or provision of law, this Ordinance controls to the extent of the conflict, as allowable under the law.

SECTION 9. Codification. Sections 2 through 6 of this Ordinance shall be incorporated into the Winter Park City Code. Any section, paragraph number, subsection number, letter and/or any heading may be changed or modified as necessary to effectuate the foregoing. Grammatical, typographical and similar or like errors may be corrected, and additions, alterations, and omissions not affecting the construction or meaning of this ordinance or City Code may be freely made.

SECTION 10. Effective date. This Ordinance shall become effective immediately upon adoption by the City Commission of the City of Winter Park, Florida.

ADOPTED this ____ day of _____, 2025 by the City Commission of the City of Winter Park, Florida.

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

February 12, 2025

prepared by

John Harbilas, Senior Planner

approved by

Kim Breland, Deputy City Clerk

subject

Request of Frank LoCascio to:

- Annex the properties at 2137 Oglesby Avenue and 725 Formosa Avenue
- Establish Commercial Future Land Use
- Establish Commercial (C-3) Zoning (First Readings)

motion | recommendation

Staff and Planning and Zoning Board recommendation is for approval.

background

The City of Winter Park, received a request to annex the two properties at 2137 Oglesby Avenue; and 725 Formosa Avenue, from unincorporated Orange County, into the City. When approved, the City needs to establish a Commercial Future Land Use designation in the Comprehensive Plan and Commercial (C-3) zoning on these properties. The Formosa property currently has the same Commercial future land use and Commercial (C-3) zoning in Orange County. The Oglesby property currently has residential future land use and Residential (R-2) zoning in Orange County.

Redevelopment of this West Fairbanks gateway corridor has been a long-term project pursued by the City Commissions over the past 15 years. The first step was the annexation of this corridor 15 years ago and then, over time, major investments in the public infrastructure, with the hope to insight commercial redevelopment. Per the policies of the Comprehensive Plan, the City is interested in annexing properties in this West Fairbanks Study area, on the south side of West Fairbanks Avenue in this block west of Formosa Avenue. Those in the City, are all currently zoned Commercial (C-3). Furthermore, the subject properties fall within the Comp Plan's Annexation Reserve Area #2, as well as, the Joint Planning Area, between the City and Orange County, which encourages intergovernmental coordination and facilitates annexing enclave County lands such as this area.

There is no specific, proposed development at this time. The P&Z and City Commission are

only reviewing the annexation, and new City future land use and zoning designations, for now.

alternatives | other considerations

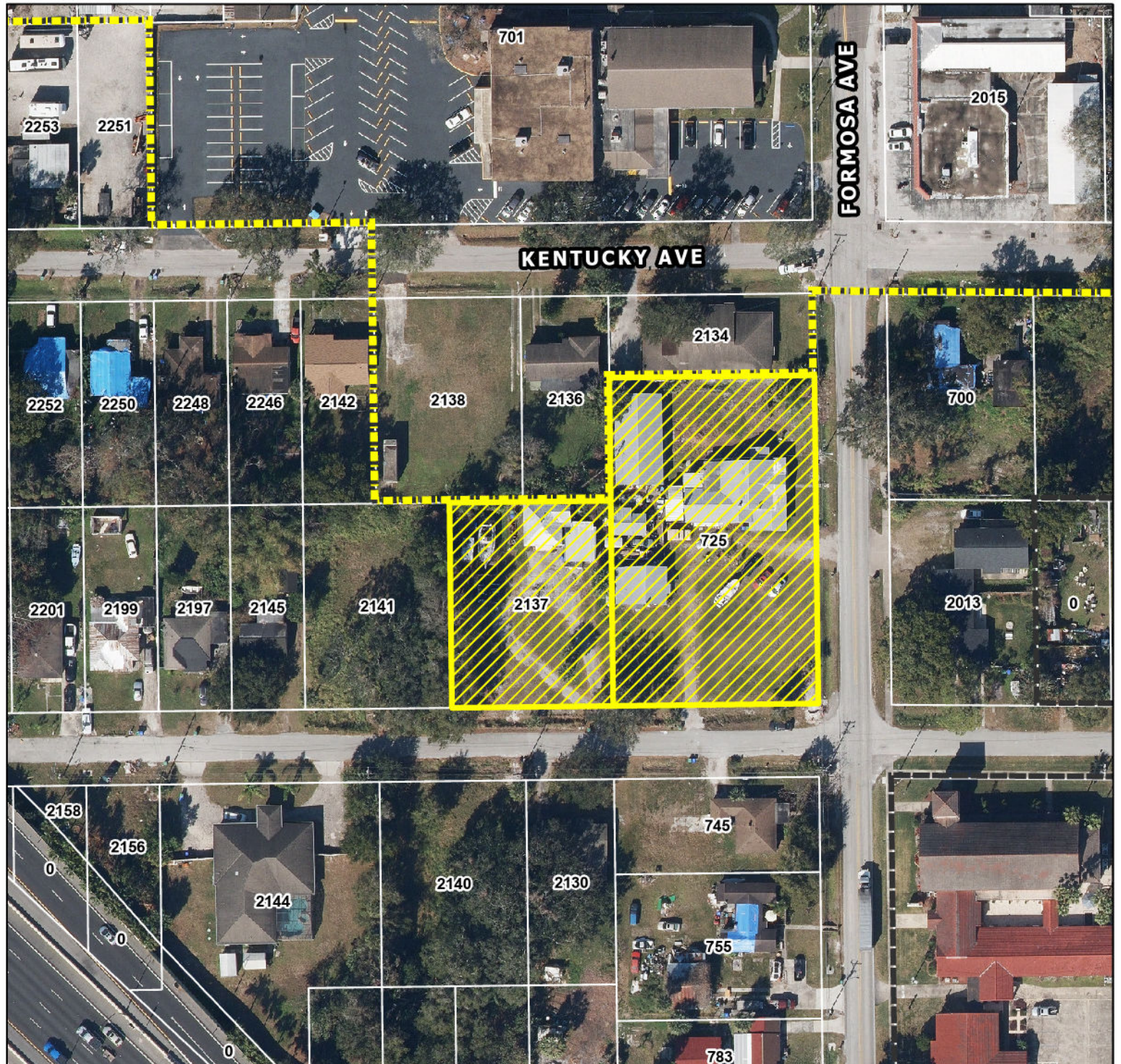
fiscal impact

attachments

1. Annexation Area
2. LoCascio- Annex Ordinance
3. LoCascio- FLU Ordinance
4. LoCascio - Zoning Ordinance



ANNEXATION AREA
2137 Ogelsby Ave &
725 Formosa Ave
City of Winter Park
Florida



ORDINANCE XXXX-25

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 1.07 ACRES OF REAL PROPERTY LOCATED AT 2137 OGLESBY AND 725 FORMOSA AVENUE, AS MORE SPECIFICALLY DESCRIBED HEREIN, INTO THE MUNICIPAL BOUNDARIES OF THE CITY OF WINTER PARK; REDEFINING THE CITY BOUNDARIES TO GIVE THE CITY OF WINTER PARK JURISDICTION OVER SAID PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the property owner of 2137 Oglesby Avenue and 725 Formosa Avenue has requested the City enact a voluntary annexation for 2137 Oglesby Avenue and 725 Formosa Avenue, also identified by Orange County Tax Parcel ID #'s: 11-22-29-6180-02-020 and 11-22-29-6180-02-480.

WHEREAS, the City of Winter Park has determined that the Subject Property is reasonably compact and contiguous to the municipal limits of the City of Winter Park, that annexation of the Subject Property will not result in the creation of an enclave and that the Subject Property meets the prerequisites and standards set forth in Section 171.044, Fla. Stat., for voluntary annexation into the City of Winter Park; and

WHEREAS, the City of Winter Park has provided adequate notice required by general law for the annexation of the Subject Properties and has conducted the required public hearing prior to the adoption of this Ordinance.

NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:

SECTION 1: *Recitals.* The above "Whereas" clauses are true and correct and constitute legislative findings of the City of Winter Park City Commission and are incorporated herein by this reference.

SECTION 2: *Property Annexed.* That, after conducting two public hearings and having found that the Owners' petition for voluntary annexation of the Subject Properties meet the prerequisites and standards for annexation under general law, the Subject Properties identified as 2137 Oglesby Avenue, also identified with the OCPA ID# 11-22-29-6180-02-480, and 725 Formosa Avenue, also identified with the OCPA ID# 11-22-29-6180-02-020, as further legally defined below is hereby annexed into the municipal boundaries of the City of Winter Park.

Legal description: LOTS 48 AND 49, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH LOTS 2, 3, 4 AND 5, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE

PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SECTION 3: *Effect of Annexation.* That the City of Winter Park, shall have all of the power, authority, and jurisdiction over and within the Subject Properties as described in Section 2 hereof, and the inhabitants thereof, and property therein, as it does and have over its present corporate limits and laws, ordinances, and resolutions of said City shall apply and shall have equal force and effect as if all territory had been part of said City at the time of the passage of such laws, ordinances, and resolutions.

SECTION 4: *Apportionment of Debts and Taxes.* Pursuant to § 171.061, Fla. Stat., the area annexed to the City shall be subject to all taxes and debts of the City upon the effective date of annexation. However, the annexed area shall not be subject to municipal ad valorem taxation for the current year if the effective date of the annexation falls after the City levies such tax.

SECTION 5: *Instructions to Clerk.* Within seven (7) days following the adoption of this Ordinance, the City Clerk or her designee is directed to file a copy of this Ordinance with the clerk of the circuit court and the chief administrative officer of Orange County as required by § 171.044(3), Fla. Stat.

SECTION 6: *Severability.* Should any portion of this Ordinance be held invalid, then such portions as are not declared invalid shall remain in full force and effect.

SECTION 7: *Effective Date.* This Ordinance shall become effective after its adoption at its second reading.

ADOPTED this _____ day of _____, 2025, by the City Commission of the City of Winter Park, Florida.

APPROVED:

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk

ORDINANCE xxxx-25

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I, "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO ESTABLISH COMMERCIAL FUTURE LAND USE ON THE ANNEXED PROPERTY AT 2137 OGLESBY AVENUE AND 725 FORMOSA AVENUE, AND TO INDICATE THE ANNEXATION ON THE OTHER MAPS WITHIN THE COMPREHENSIVE PLAN, MORE PARTICULARLY DESCRIBED HEREIN; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission intends to amend its Comprehensive Plan to establish a municipal Comprehensive Plan future land use map designation as a small-scale amendment to the Comprehensive Plan on the recently annexed properties at 2137 Oglesby Avenue and 725 Formosa Avenue; and

WHEREAS, on February 4, 2025, the Planning and Zoning Board held a public hearing on the proposed future land use map amendment set forth herein and made a recommendation of approval to the City Commission; and

WHEREAS, the amendment of the Comprehensive Plan maps and the establishment of a future land use designation meets the criteria established by Chapter 163, Florida Statutes and pursuant to and in compliance with law.

NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:

SECTION 1: That, Chapter 58 "Land Development Code", Article I, "Comprehensive Plan" future land use plan map is hereby amended so as to establish a Commercial future land use designation on the annexed properties at 2137 Oglesby Avenue and 725 Formosa Avenue, and that all other maps in the Comprehensive Plan reflect the annexation of this property into the City of Winter Park, said property being more particularly described as follows:

Legal description: LOTS 48 AND 49, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH LOTS 2, 3, 4 AND 5, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SECTION 2: This ordinance shall become effective 31 days after adoption but shall not become effective if this Ordinance is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. In that case it will not become effective

until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance, in compliance, with Chapter 163, Florida Statutes.

ADOPTED this _____ day of _____, 2025, by the City Commission of the City of Winter Park, Florida.

APPROVED:

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk

ORDINANCE xxxx-25

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO ESTABLISH COMMERCIAL (C-3) ZONING ON THE ANNEXED PROPERTIES AT 2137 OGLESBY AVENUE AND 725 FORMOSA AVENUE, MORE PARTICULARLY DESCRIBED HEREIN; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission intends to establish a municipal zoning designation on this property in compliance with the establishment of a similar Comprehensive Plan future land use designation for said property; and

WHEREAS, on February 4, 2025, the Planning and Zoning Board held a public hearing on the proposed zoning map amendment set forth herein and made a recommendation of approval to the City Commission; and

WHEREAS, the establishment of municipal zoning meets the criteria established by Chapter 166, Florida Statutes and pursuant to and in compliance with law, notice has been given to Orange County and to the public by publication in a newspaper of general circulation to notify the public of this proposed Ordinance and of public hearings to be held.

NOW, THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA:

SECTION 1: That, Chapter 58 "Land Development Code", Article III, "Zoning" and the official Zoning Map is hereby amended so as to establish a Commercial (C-3) district zoning on the annexed properties at 2137 Oglesby Avenue and 725 Formosa Avenue, and that all other maps in the Comprehensive Plan reflect the annexation of this property into the City of Winter Park, said property being more particularly described as follows:

Legal description: LOTS 48 AND 49, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA, TOGETHER WITH LOTS 2, 3, 4 AND 5, BLOCK "B", OLYMPIA HEIGHTS ANNEX, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK "J", PAGE 83, OF THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

SECTION 2: This ordinance shall become effective 31 days after adoption but shall not become effective if this Ordinance is challenged pursuant to Florida Statutes Section 163.3187 within 30 days after adoption. In that case it will not become effective until the State Land Planning Agency or the Administration Commission, respectively, issues a Final Order determining the Ordinance, in compliance, with Chapter 163, Florida Statutes.

ADOPTED this _____ day of _____, 2025, by the City Commission of the City of Winter Park, Florida.

APPROVED:

Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk



City Commission

agenda item 13.a

item type

Public Hearings: Non Quasi-Judicial Matters

meeting date

February 12, 2025

prepared by

Randy Knight, City Manager

approved by

Randy Knight, City Manager

subject

Resolution 2296-25 - Repealing Resolution 2286-25 approving traffic signal at Aloma and Cortland Avenues

motion | recommendation

Adopt resolution.

background

The City was approached by the FDOT back in early 2023 about the upcoming repaving of SR 426 (Aloma Avenue) between Park Avenue and Lakemont. Around the same time, a citizen group called Fix 426 formed requesting safety improvements along that same corridor to slow traffic and improve pedestrian and bicycle safety. The FDOT hosted several public meetings to discuss various safety improvements.

During those public meetings there were several comments from citizens that a traffic signal was needed along that corridor. The two most requested locations were Cortland and Trisman/Henkle. In past years, the FDOT has stated such a signal was not warranted. With all the public input, the FDOT conducted a new warrant study and determined a signal at Cortland could be warranted. However, the FDOT stated that a signal would not be part of their paving project and if the City wanted it, it would be the City's responsibility to construct and pay for it, outside of their project window for the other safety improvements and repaving.

The FDOT requested a Resolution from the City supporting the signal at Cortland and acknowledging the responsibility for any cost, right-of-way acquisition, permits and future maintenance would be on the City. The Commission adopted Resolution 2286-24 on June 12, 2024 with those acknowledgments.

In the last few weeks, the City has received numerous comments, many of which were from residents directly impacted on Cortland, that they are opposed to a signal at Cortland. As a result of that input, city staff is recommending that we discontinue pursuing a light prior to the FDOT project window. Once the FDOT safety improvements take place, the community and

city staff will have the opportunity to judge the effectiveness and impacts of those improvements and determine if there is consensus as to whether or not a signal is needed at Cortland or any other side street along that corridor.

The attached Resolution repeals Resolution 2286-24.

A link to the FDOT project web page is <https://www.cflroads.com/project/451282-1>

alternatives | other considerations

fiscal impact

Not constructing the signal at Cortland will save the City approximately \$800,000 plus the ongoing maintenance.

attachments

1. Resolution 2296-25
2. Resolution 2286-24
3. SR 426_Signal Warrant Analysis_Cortland_090924_S&S

RESOLUTION 2296-25

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, REPEALING RESOLUTION 2286-24, REGARDING THE IMPLEMENTATION OF A NEW TRAFFIC SIGNAL AT THE INTERSECTION OF S.R. 426/ALOMA AVENUE AND CORTLAND AVENUE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on June 12, 2024, based upon substantial public input received at public meetings related to the Florida Department of Transportation's (FDOT) S.R. 426 Resurfacing, Restoration, and Rehabilitation project, Resolution 2286-24 was adopted by the City Commission authorizing the City Manager to work with the FDOT to install a traffic signal at the S.R. 426/Aloma Avenue and Cortland Avenue intersection; and

WIHEREAS, the FDOT required that if the Cortland signal is to be installed, the installation would be at the City's expense either before or after the scheduled FDOT's project window of the S.R. 426 safety enhancements and repaving; and

WHEREAS, as City staff was working to design and construct the traffic signal at Cortland Avenue before the FDOT project window began, significant opposition to the signal began to be expressed by some of the impacted residents; and

WHEREAS, with the need to better understand the true will of the community on this topic and a tight timeframe before the FDOT project window opens; and

WHEREAS, there are advantages to understanding the effectiveness of the FDOT safety improvements along the corridor before a decision is made on whether there should be a signal at Cortland or any other intersection.

NOW, THEREFORE, be it resolved by the City Commission of the City of Winter Park, Florida that:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this Resolution.

SECTION 2. Repeal. Resolution 2286-24 is hereby repealed and City staff will not continue to design and install a light at Cortland Avenue.

SECTION 3. Revisit. Once the FDOT project has been completed and sufficient time has passed to review the effectiveness of those safety improvements, City staff will work with the community and the FDOT to determine if a traffic signal is needed and desired at any of the intersections along that corridor.

SECTION 4. Effective date. This Resolution shall become effective immediately upon adoption of this resolution by the City Commission of the City of Winter Park, Florida.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park on this 12th day of February, 2025.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis

RESOLUTION 2286-24

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, APPROVING THE COORDINATION BETWEEN THE CITY OF WINTER PARK AND THE FLORIDA DEPARTMENT OF TRANSPORTATION REGARDING THE IMPLEMENTATION OF A NEW TRAFFIC SIGNAL AT THE INTERSECTION OF S.R. 426/ALOMA AVENUE AND CORTLAND AVENUE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Winter Park desires to install a traffic signal at the intersection of S.R. 426/Aloma Avenue and Cortland Avenue;

WHEREAS, the City of Winter Park acknowledges the S.R. 426/Aloma Avenue corridor is over capacity, and the new traffic signal should not reduce congestion or delay;

WHEREAS, the City of Winter Park acknowledges that benefits to network access and connectivity are no less important than traffic capacity consideration;

WHEREAS, the City of Winter Park acknowledges that the proposed traffic signal will enhance the mobility options for bicycle and pedestrian safety and connectivity by creating safer access for all residents generally, and specifically to neighboring local parks and facilities;

WHEREAS, the City of Winter Park acknowledges that challenges to placement of the signal would require mitigation strategies between the City and appropriate parties to ensure safe operations and constructability;

WHEREAS, the City of Winter Park acknowledges the acquisition of any required permits, rights-of-way, and related costs associated with the installation and procurement of the proposed traffic signal will be the responsibility of the City;

WHEREAS, the City of Winter Park would accept maintenance of the proposed traffic signal and related equipment under the Florida Department of Transportation's Traffic Signal Maintenance and Compensation Agreement;

WHEREAS, the City of Winter Park acknowledges that timing of the traffic signal installation is of the essence, and shall install the proposed traffic signal in advance of the letting conducted by the Florida Department of Transportation's S.R. 426 Resurfacing, Restoration, and Rehabilitation project, which is currently scheduled for August 2025.

NOW, THEREFORE, be it resolved by the City Commission of the City of Winter Park, Florida that:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and are hereby made a part of this Resolution.

SECTION 2. Acceptance. The City Manager is hereby given authority on behalf of the City of Winter Park to take steps needed to carry out the goals as set forth in the recitals, including the acceptance of maintenance of the proposed traffic signal

and related equipment under the Florida Department of Transportation's Traffic Signal Maintenance and Compensation Agreement.

SECTION 3. Effective date. This Resolution shall become effective immediately upon adoption of this Resolution by the City Commission of the City of Winter Park, Florida.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park held in City Hall, Winter Park on this 12th day of June, 2024.



Mayor Sheila DeCiccio

ATTEST:



City Clerk Rene Cranis

Signal Warrant Analysis

DRAFT

S.R. 426 Coalition
Intersection of S.R. 426 and Cortland Avenue
City of Winter Park, Orange County

Prepared for:

**FLORIDA DEPARTMENT OF
TRANSPORTATION DISTRICT 5 TRAFFIC
OPERATIONS**

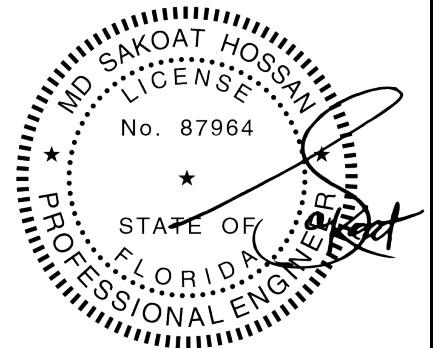
719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720



Contract Number: CAC29
Task Work Order: 28

Prepared by:
WSP USA
301 East Pine Street, Suite 1020
Orlando, FL 32801

September 2024



Prepared by:
Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I

Professional Engineer:
Md Sakoat Hossan, P.E.
P.E. Number: 87964

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INTRODUCTION

A Signal Warrant Analysis (SWA) was conducted to determine the need and justification for the installation of a traffic signal at the intersection of S.R. 426 and Cortland Avenue in the City of Winter Park, Florida. The study intersection location is illustrated in **Figure 1**.

S.R. 426 is a 4-lane undivided roadway with a posted speed limit of 30 miles per hour (mph) and currently serves 42,000 vehicles per day (vpd). The Average Annual Daily Traffic (AADT) data was obtained from Florida Department of Transportation (FDOT) 2023 Historical AADT Report, provided in **Appendix A**. Cortland Avenue is a 2-lane undivided roadway with a posted speed limit of 25 mph.

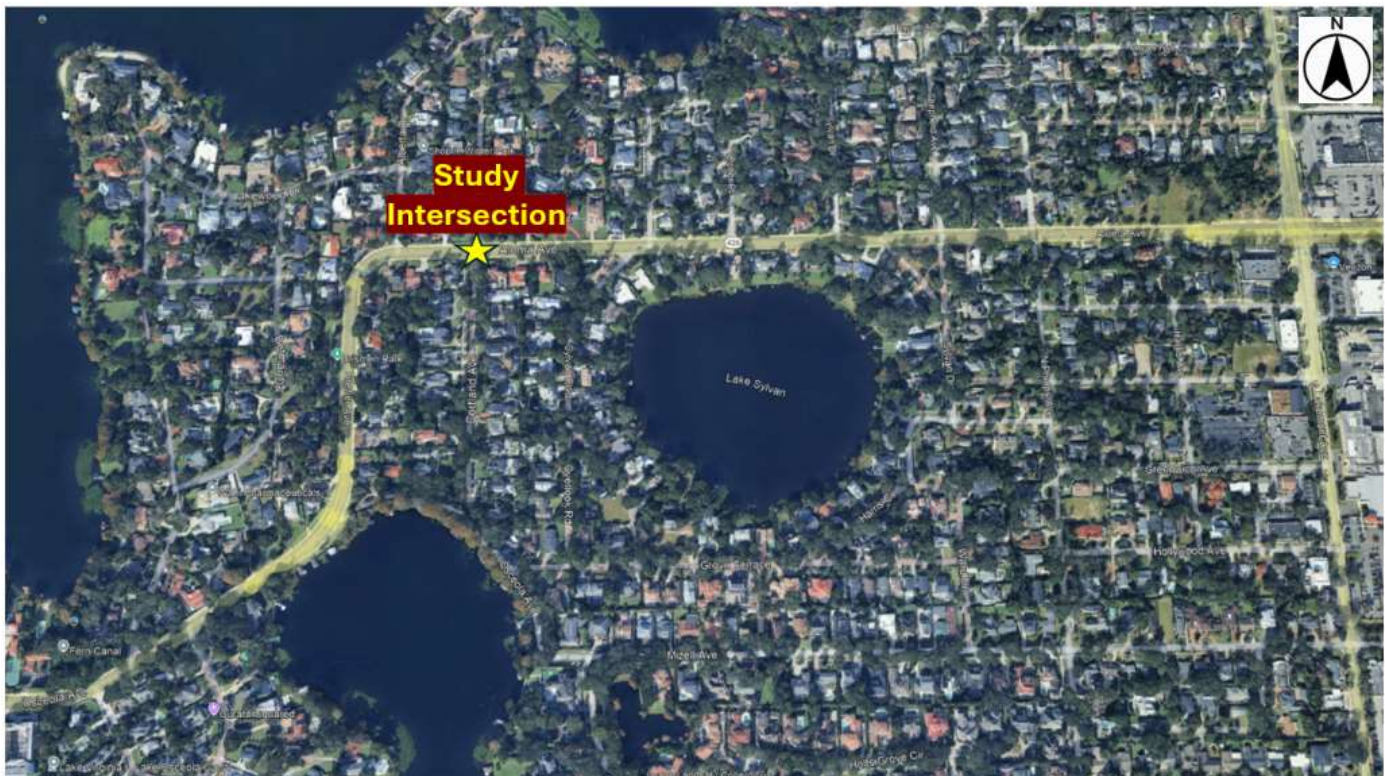


Figure 1: S.R. 426 and Cortland Avenue Intersection Location

DATA

Traffic volume counts were collected at the intersection of S.R. 426 and Cortland Avenue to determine the current traffic volumes for use in the SWA. Eight (8) hour directional traffic volume counts were collected on September 14, 2023. In addition to the S.R. 426 and Cortland Avenue intersection, Eight (8) hour directional traffic volume counts were also collected at the intersection of S.R. 426 and Phelps Avenue and the intersection of S.R. 426 and N. Lakemont Avenue. The counts were collected during the peak season; therefore, a seasonal factor was not applied. The traffic count data and seasonal factor report are included in **Appendix B**. Additionally, crash data for the study intersection were collected from the Signal Four Analytics database for the most recent full three year period (2021 – 2023).

METHODOLOGY

The signal warrant analysis was conducted in accordance with the methods of the Manual on Uniform Traffic Control Devices (MUTCD) 2009 edition, Revisions 1, 2 and 3, the FDOT Manual of Uniform Traffic Studies (MUTS), and standard engineering practice. The analysis is based on the nine (9) warrants set forth in the MUTCD as shown below:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network
- Warrant 9 – Intersection Near a Grade Crossing

Applicable Signal Warrants

The following warrants were determined to be applicable to this intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience

WARRANT ANALYSIS

The traffic data was analyzed in accordance with the procedures of the MUTCD to determine if they meet the minimum thresholds to warrant a traffic signal at the S.R. 426 and Cortland Avenue intersection. The traffic signal warrant analysis summary worksheets are provided in **Appendix C**.

Warrant 1: Eight-Hour Vehicular Volume (Not Satisfied)

Warrant 1 can be satisfied in two different ways; (i) Condition A, which refers to the Minimum Vehicular Volume and (ii) Condition B, which refers to the Interruption of Continuous Traffic. Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Condition B is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

The Warrant 1 analysis is summarized in **Table 1**, which reveals that the volumes at the S.R. 426 and Cortland Avenue intersection does not meet the thresholds of Warrant 1 for Conditions A or B. Therefore, the volume thresholds of Warrant 1 are **Not Satisfied**.

Table 1: Warrant 1 Summary

Time	Total Volumes of Both Approaches	Highest Approach Volume	Warrant 1	
	Major Road	Minor Road	Condition A	Condition B
7:00 AM - 8:00 AM	2,805	9	Not Satisfied	Not Satisfied
8:00 AM - 9:00 AM	2,989	12	Not Satisfied	Not Satisfied
11:00 AM - 12:00 PM	2,208	20	Not Satisfied	Not Satisfied
12:00 PM - 1:00 PM	2,270	11	Not Satisfied	Not Satisfied
2:00 PM - 3:00 PM	2,629	16	Not Satisfied	Not Satisfied
3:00 PM - 4:00 PM	2,489	10	Not Satisfied	Not Satisfied
4:00 PM - 5:00 PM	2,503	13	Not Satisfied	Not Satisfied
5:00 PM - 6:00 PM	2,809	12	Not Satisfied	Not Satisfied
Hours Required			8	8
Hours Satisfied			0	0
Volume Threshold Satisfied			Not Satisfied	Not Satisfied
Warrant Results			Not Satisfied	

Warrant 2: Four-Hour Vehicular Volume (Not Satisfied)

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Warrant 2 analysis is summarized in **Figure 2**, which reveals that the volume thresholds for Warrant 2 are **Not Satisfied**.

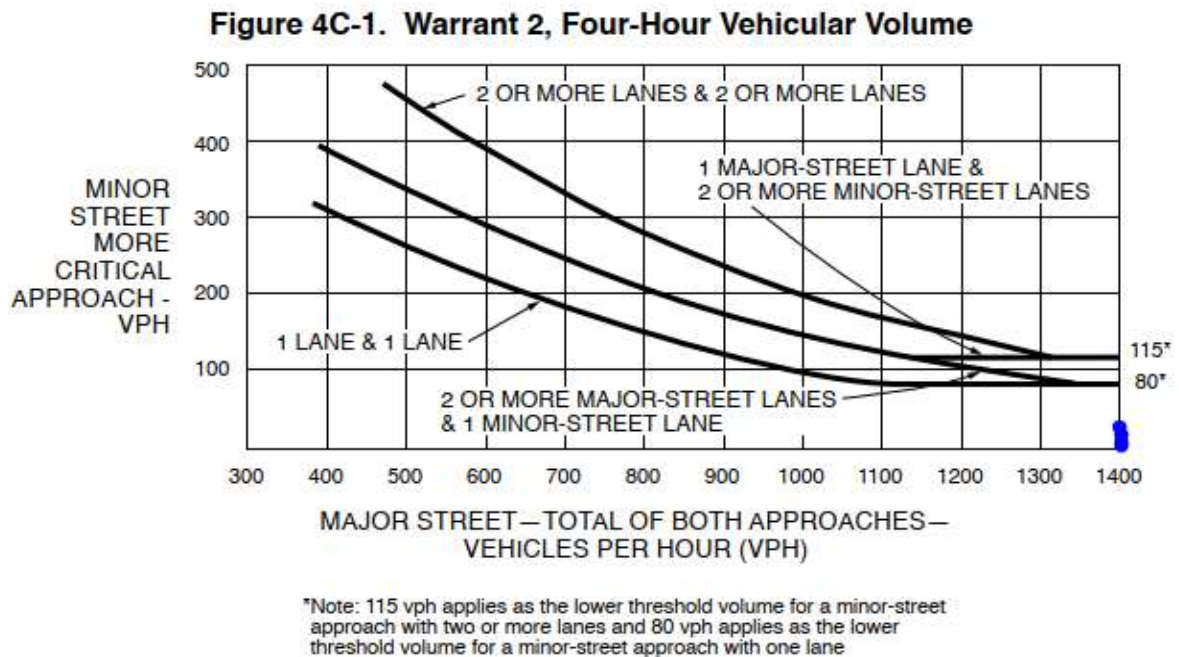


Figure 2: Warrant 2, Four-Hour Vehicular Volume

Warrant 6: Coordinated Signal System (Satisfied)

Warrant 6 is used to justify if a signal installation is needed to maintain vehicle platooning and regulate group speed. One of the criteria for Warrant 6 is to examine the appropriateness of the resulting spacing between the subject intersection and nearby existing signalized intersections. According to MUTCD 2009 edition, Revisions 1, 2 and 3, the Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.

For the S.R. 426 and Cortland Avenue intersection, the resulting spacing between S.R. 426 and Cortland Avenue intersection and S.R. 426 and Phelps Avenue intersection is approximately 2,120 feet, while the resulting spacing between S.R. 426 and Cortland Avenue intersection and S.R. 426 and Chase Avenue/Ollie Avenue intersection is approximately 3,630 feet. Both spacing meet the minimum requirement (1,000 feet) specified by the MUTCD. As shown in **Figure 3**, S.R. 426 and Cortland Avenue intersection is located midway between the S.R. 426 and Phelps Avenue intersection and S.R. 426 and Chase Avenue/Ollie Avenue intersection. Therefore, a signal installation here is expected to maintain vehicle platooning and regulate group speed. Hence, Warrant 6 is Satisfied for the S.R. 426 and Cortland Avenue intersection.



Figure 3: Study Area

Warrant 7: Crash Experience (Not Satisfied)

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

The crash experience was evaluated using five (5) years of crash data obtained from the Signal Four Analytics database. The crash data was obtained for the intersection of S.R. 426 & Cortland Avenue from January 1, 2019, to December 31, 2023. **Table 2** presents a summary of crashes at the intersection by type and frequency.

Table 2: Crash Experience at S.R. 426 and Cortland Avenue

Crash Type	Year					
	2019	2020	2021	2022	2023	Total
Angle	0	0	1	0	0	1
Rear End	3	0	2	3	2	10
Left Turn	1	0	0	1	2	4
Sideswipe	0	1	0	1	2	4
Off Road	0	0	0	1	0	1
Other	0	0	1	0	0	1
Total	4	1	4	6	6	21

A total of twenty one (21) crashes were identified at the S.R. 426 & Cortland Avenue intersection. None of the reported crashes resulted in a fatality or severe injury. Four (4) of the crashes resulted in possible injuries and three (3) resulted in non-incapacitating injuries. The number of reported correctable crashes (angle and left turn) do not exceed the threshold specified by the MUTCD (i.e., five or more crashes within a 12-month period). Additionally, the 80% volume threshold for minor road volume or pedestrian volume is not met for this warrant. Therefore, Warrant 7 is **Not Satisfied**.

WARRANT ANALYSIS – ADDITIONAL ANALYSIS

Based on the roadway geometry, land use types, and roadway network connectivity, it is anticipated that a portion of local residents currently using nearby signalized intersections (e.g., S.R. 426 & Phelps Avenue, S.R. 426 & N. Lakemont Avenue etc.) or unsignalized intersections (S.R. 426 & Jo-Al-Ca Avenue, S.R. 426 & Shepherd Avenue etc.) will shift to using the S.R. 426 & Cortland Avenue signalized intersection once it is operational. Based on the feedback from local residents and engineering judgement, the following changes of traffic patterns are anticipated.

- 30% of the S.R. 426 & Phelps Avenue NBL volumes will use the S.R. 426 & Cortland Avenue intersection.
- 20% of the S.R. 426 & N. Lakemont Avenue NBL volumes will use the S.R. 426 & Cortland Avenue intersection.

Table 3 presents the estimated traffic volumes on Cortland Avenue based on the aforementioned assumptions. As previously mentioned, eight (8) hour directional traffic volume counts for the intersections at S.R. 426 & Phelps Avenue and S.R. 426 & Lakemont Avenue can be found in **Appendix B**.

Table 3: Estimated Volume at Cortland Avenue

Cortland Avenue – NB Volume				
Time	Cortland Only	Traffic From Phelps	Traffic From N. Lakemont	Estimated Volume Total*
7:00 AM - 8:00 AM	9	35	56	100
8:00 AM - 9:00 AM	6	25	53	84
11:00 AM - 12:00 PM	20	23	45	88
12:00 PM - 1:00 PM	11	20	38	70
2:00 PM - 3:00 PM	11	23	47	82
3:00 PM - 4:00 PM	10	25	45	80
4:00 PM - 5:00 PM	13	22	42	77
5:00 PM - 6:00 PM	12	23	39	75

**Bold numbers represent volume that satisfy Warrant 2*

As shown in **Figure 4**, the volume thresholds for Warrant 2 are met with the additional volumes that are estimated to shift to Cortland Avenue. Hence, Warrant 2 is satisfied. The traffic signal warrant analysis summary worksheets for the additional analysis are provided in **Appendix D**.

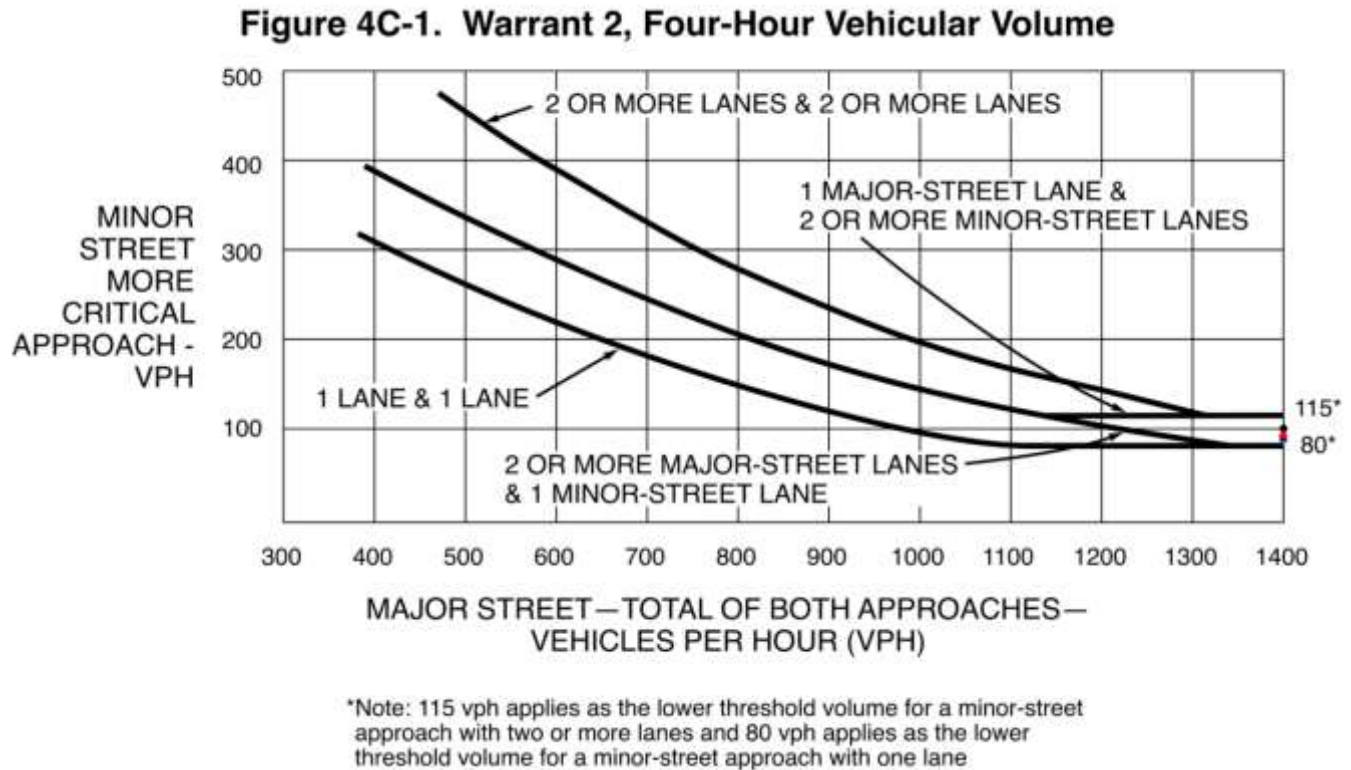


Figure 4: Warrant 2, Four-Hour Vehicular Volume (Estimated with Assumptions)

WARRANT ANALYSIS – SUMMARY

As presented, Warrant 6 (Coordinated Signal System) is satisfied for the S.R. 426 and Cortland Avenue intersection. Additionally, it is anticipated that a portion of local residents will shift to using the S.R. 426 and Cortland Avenue signalized intersection once it is operational, which will also meet the requirements of Warrant 2 (Four-Hour Vehicular Volume).

Based on these findings, the installation of a traffic signal is recommended at the intersection of S.R. 426 and Cortland Avenue.

Appendix A

AADT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 5077 - ON SR-426, 0.110 MI. E OF TRISMEN TER (UV)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2023	42000	F	E 21000		W 21000	9.00	53.20	4.50
2022	40000	C	E 20000		W 20000	9.00	53.50	4.50
2021	35500	S	E 19000		W 16500	9.00	53.20	1.60
2020	36500	F	E 19500		W 17000	9.00	53.00	1.60
2019	38500	C	E 20500		W 18000	9.00	52.60	1.60
2018	38500	C	E 21500		W 17000	9.00	53.20	2.70
2017	43000	C	E 21000		W 22000	9.00	52.60	1.50
2016	39000	C	E 20000		W 19000	9.00	52.50	2.40
2015	33500	C	E 15000		W 18500	9.00	53.20	6.80
2014	40000	C	E 19500		W 20500	9.00	53.20	4.50
2013	43000	C	E 21500		W 21500	9.00	53.30	6.20
2012	39500	C	E 20000		W 19500	9.00	52.90	11.20
2011	44000	C	E 22000		W 22000	9.00	52.70	11.20
2010	41000	C	E 20500		W 20500	8.87	52.83	4.10
2009	41500	C	E 20500		W 21000	8.79	53.70	4.20
2008	42500	C	E 21000		W 21500	8.80	53.99	8.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix B

Seasonal Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2023 - 01/07/2023	1.02	1.03
2	01/08/2023 - 01/14/2023	1.03	1.04
3	01/15/2023 - 01/21/2023	1.03	1.04
4	01/22/2023 - 01/28/2023	1.02	1.03
5	01/29/2023 - 02/04/2023	1.01	1.02
6	02/05/2023 - 02/11/2023	1.00	1.01
7	02/12/2023 - 02/18/2023	0.99	1.00
8	02/19/2023 - 02/25/2023	0.99	1.00
9	02/26/2023 - 03/04/2023	0.99	1.00
*10	03/05/2023 - 03/11/2023	0.98	0.99
*11	03/12/2023 - 03/18/2023	0.98	0.99
*12	03/19/2023 - 03/25/2023	0.98	0.99
*13	03/26/2023 - 04/01/2023	0.99	1.00
*14	04/02/2023 - 04/08/2023	0.99	1.00
*15	04/09/2023 - 04/15/2023	0.99	1.00
*16	04/16/2023 - 04/22/2023	0.99	1.00
*17	04/23/2023 - 04/29/2023	0.99	1.00
*18	04/30/2023 - 05/06/2023	0.99	1.00
*19	05/07/2023 - 05/13/2023	0.99	1.00
*20	05/14/2023 - 05/20/2023	0.98	0.99
*21	05/21/2023 - 05/27/2023	0.99	1.00
*22	05/28/2023 - 06/03/2023	0.99	1.00
23	06/04/2023 - 06/10/2023	1.00	1.01
24	06/11/2023 - 06/17/2023	1.00	1.01
25	06/18/2023 - 06/24/2023	1.00	1.01
26	06/25/2023 - 07/01/2023	1.00	1.01
27	07/02/2023 - 07/08/2023	1.01	1.02
28	07/09/2023 - 07/15/2023	1.01	1.02
29	07/16/2023 - 07/22/2023	1.01	1.02
30	07/23/2023 - 07/29/2023	1.01	1.02
31	07/30/2023 - 08/05/2023	1.01	1.02
32	08/06/2023 - 08/12/2023	1.01	1.02
33	08/13/2023 - 08/19/2023	1.01	1.02
34	08/20/2023 - 08/26/2023	1.01	1.02
35	08/27/2023 - 09/02/2023	1.01	1.02
36	09/03/2023 - 09/09/2023	1.01	1.02
37	09/10/2023 - 09/16/2023	1.00	1.01
38	09/17/2023 - 09/23/2023	1.00	1.01
39	09/24/2023 - 09/30/2023	1.00	1.01
40	10/01/2023 - 10/07/2023	1.00	1.01
41	10/08/2023 - 10/14/2023	0.99	1.00
42	10/15/2023 - 10/21/2023	0.99	1.00
43	10/22/2023 - 10/28/2023	1.00	1.01
44	10/29/2023 - 11/04/2023	1.00	1.01
45	11/05/2023 - 11/11/2023	1.01	1.02
46	11/12/2023 - 11/18/2023	1.01	1.02
47	11/19/2023 - 11/25/2023	1.01	1.02
48	11/26/2023 - 12/02/2023	1.02	1.03
49	12/03/2023 - 12/09/2023	1.02	1.03
50	12/10/2023 - 12/16/2023	1.02	1.03
51	12/17/2023 - 12/23/2023	1.03	1.04
52	12/24/2023 - 12/30/2023	1.03	1.04
53	12/31/2023 - 12/31/2023	1.03	1.04

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

5_7500_PKSEASON.TXT

8 HR TMC - Cortland Avenue

8-HOUR TURNING MOVEMENT COUNT

For
SR 426 at Cortland Avenue
Section 75090000
M.P. 1.051
Orange County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

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



Continuing Service Contract for Traffic Operations
Financial Project Identification Number: 237974-1-32-17
Contract Number: C-A652
Stanley Contract Number: 30860
Task Work Order: 118

Prepared by:
Stanley Consultants, Inc.
80 Spring Vista Drive
DeBary, Florida 32713

September 2023

This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

**Eastbound Photographs
SR 426 at Cortland Avenue**



Looking East Toward Intersection



Looking West Away from Intersection

**Westbound Photographs
SR 426 at Cortland Avenue**



Looking West Toward Intersection



Looking East Away from Intersection

**Northbound Photographs
SR 426 at Cortland Avenue**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
SR 426 at Cortland Avenue**



Looking South Toward Intersection



Looking North Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION75090000

CITYWinter Park

COUNTYOrange

STATE ROUTEState Road 426

INTERSECTING ROUTECortland Avenue

OBSERVERStanley Consultants, Inc.

DATE9/14/2023

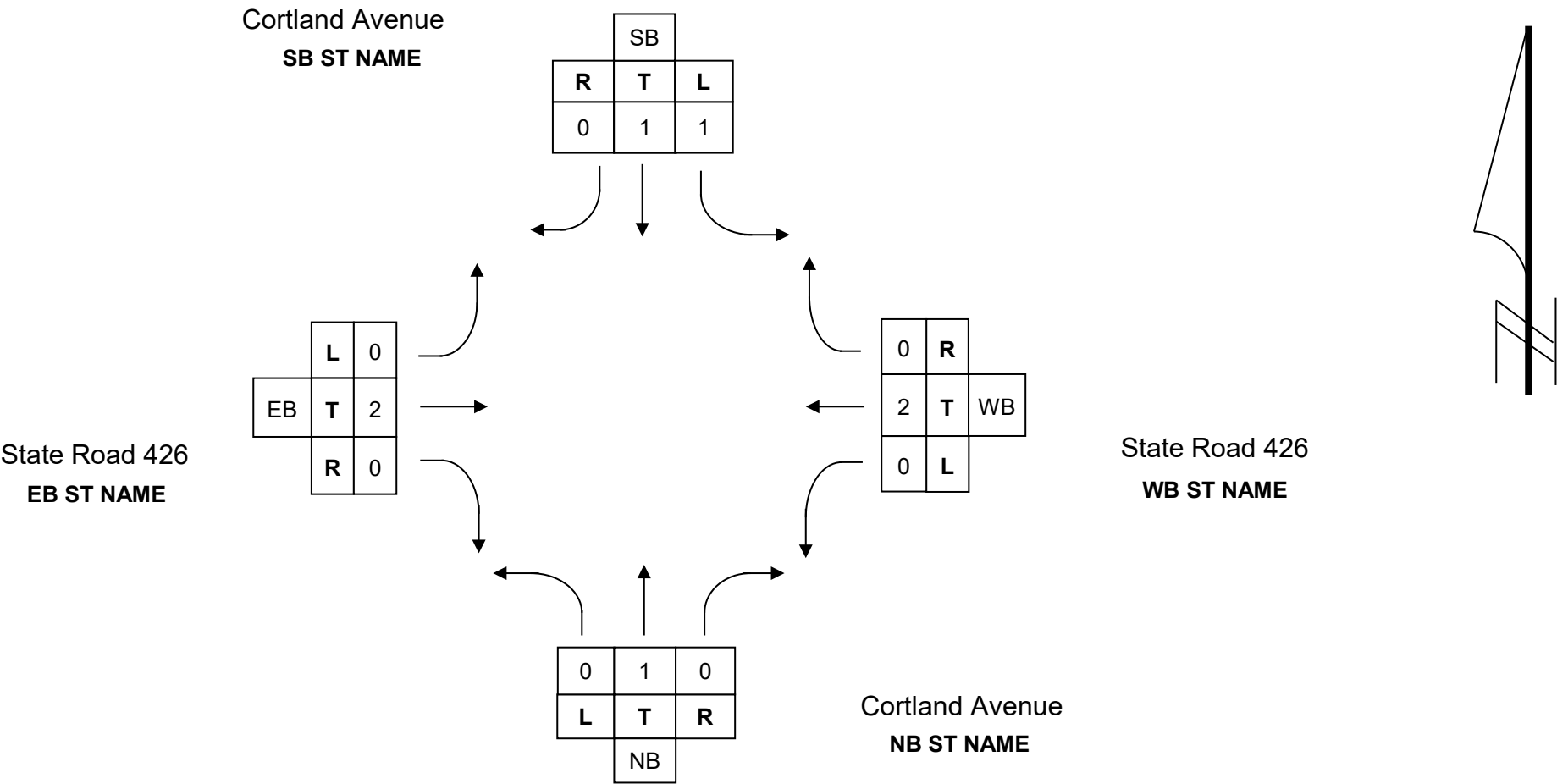
MILEPOST1.051

WEATHERSunny

ROAD CONDITIONGood

REMARKS

FORM COMPLETED BYWJHDATE09/22/23



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	6	0	3	0	9	2	0	3	0	5	14	2	1,011	14	0	1,027	1	1,776	1	0	1,778	2,805
8:00 - 9:00	5	0	1	0	6	4	0	8	0	12	18	4	1,133	24	0	1,161	2	1,818	8	0	1,828	2,989
11:00 - 12:00	10	0	10	0	20	7	0	5	0	12	32	0	995	19	0	1,014	2	1,186	6	0	1,194	2,208
12:00 - 1:00	5	0	6	0	11	4	1	6	0	11	22	3	1,103	23	0	1,129	5	1,128	8	0	1,141	2,270
2:00 - 3:00	6	0	5	0	11	9	0	7	0	16	27	0	1,382	16	0	1,398	0	1,226	5	0	1,231	2,629
3:00 - 4:00	6	0	4	0	10	4	0	4	0	8	18	5	1,281	30	0	1,316	2	1,164	7	0	1,173	2,489
4:00 - 5:00	5	0	8	0	13	4	0	6	0	10	23	5	1,330	41	0	1,376	4	1,119	4	0	1,127	2,503
5:00 - 6:00	6	0	6	0	12	2	1	6	0	9	21	2	1,474	114	0	1,590	6	1,209	4	0	1,219	2,809
TOTAL	49	0	43	0	92	36	2	45	0	83	175	21	9,709	281	0	10,011	22	10,626	43	0	10,691	20,702

Percentage	53%	0%	47%	0%		43%	2%	54%	0%			0%	97%	3%	0%		0%	99%	0%	0%		
Average	6	0	5	0	12	5	0	6	0	10		3	1,214	35	0	1,251	3	1,328	5	0	1,336	
Maximum	10	0	10	0	20	9	1	8	0	16		5	1,474	114	0	1,590	6	1,818	8	0	1,828	
Minimum	5	0	1	0	6	2	0	3	0	5		0	995	14	0	1,014	0	1,119	1	0	1,127	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION

STATE ROUTE

OBSERVER

75090000

State Road 426

Stanley Consultants, Inc.

CITY

INTERSECTING ROUTE

DATE

Winter Park

Cortland Avenue

9/14/2023

COUNTY

Orange

REMARKS

FORM COMPLETED BY

WJH

DATE

09/22/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Cortland Avenue			Cortland Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	0	0	0	0	0	1	1	2	0	0	0	2
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	2	2	0	0	0	2
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	1	1	1
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	1	0	1	0	0	0	1
5:00 - 6:00	0	0	0	0	0	0	0	1	1	0	0	0	1
TOTAL	0	0	0	0	0	0	2	4	6	0	1	1	7

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION

STATE ROUTE

OBSERVER

75090000

State Road 426

Stanley Consultants, Inc.

CITY Winter Park

INTERSECTING ROUTE Cortland Avenue

DATE 9/14/2023

COUNTY Orange

REMARKS

FORM COMPLETED BY

WJH

DATE

09/22/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Cortland Avenue			Cortland Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	1	1	1
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	2	2	0	0	0	2
2:00 - 3:00	0	0	0	0	0	0	0	0	0	1	0	1	1
3:00 - 4:00	0	0	0	0	0	0	1	1	2	0	0	0	2
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	1	3	4	1	1	2	6

Stanley Consultants Inc.

File Name : SR 426 at Cortland Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

	CORTLAND AVENUE Northbound					CORTLAND AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	1	0	1	0	2	0	0	0	0	0	2	272	3	0	277	1	390	1	0	392	671
07:15 AM	1	0	0	0	1	1	0	2	0	3	0	249	4	0	253	0	433	0	0	433	690
07:30 AM	3	0	2	0	5	0	0	0	0	0	0	240	4	0	244	0	476	0	0	476	725
07:45 AM	1	0	0	0	1	1	0	1	0	2	0	250	3	0	253	0	477	0	0	477	733
Total	6	0	3	0	9	2	0	3	0	5	2	1011	14	0	1027	1	1776	1	0	1778	2819
08:00 AM	1	0	0	0	1	2	0	1	0	3	0	258	7	0	265	2	430	3	0	435	704
08:15 AM	0	0	0	0	0	2	0	2	0	4	0	296	8	0	304	0	427	2	0	429	737
08:30 AM	0	0	0	0	0	0	0	2	0	2	3	286	7	0	296	0	479	2	0	481	779
08:45 AM	4	0	1	0	5	0	0	3	0	3	1	293	2	0	296	0	482	1	0	483	787
Total	5	0	1	0	6	4	0	8	0	12	4	1133	24	0	1161	2	1818	8	0	1828	3007
*** BREAK ***																					
11:00 AM	0	0	2	0	2	1	0	1	0	2	0	261	4	0	265	1	326	1	0	328	597
11:15 AM	5	0	4	0	9	4	0	2	0	6	0	265	4	0	269	0	294	1	0	295	579
11:30 AM	1	0	2	0	3	2	0	1	0	3	0	227	8	0	235	1	307	2	0	310	551
11:45 AM	4	0	2	0	6	0	0	1	0	1	0	242	3	0	245	0	259	2	0	261	513
Total	10	0	10	0	20	7	0	5	0	12	0	995	19	0	1014	2	1186	6	0	1194	2240
12:00 PM	0	0	3	0	3	0	0	1	0	1	2	286	5	0	293	2	265	3	0	270	567
12:15 PM	1	0	1	0	2	1	0	1	0	2	1	272	7	0	280	0	268	3	0	271	555
12:30 PM	1	0	1	0	2	1	1	1	0	3	0	270	6	0	276	3	300	0	0	303	584
12:45 PM	3	0	1	0	4	2	0	3	0	5	0	275	5	0	280	0	295	2	0	297	586
Total	5	0	6	0	11	4	1	6	0	11	3	1103	23	0	1129	5	1128	8	0	1141	2292
*** BREAK ***																					
02:00 PM	2	0	2	0	4	4	0	1	0	5	0	391	6	0	397	0	287	1	0	288	694
02:15 PM	1	0	2	0	3	0	0	2	0	2	0	347	3	0	350	0	267	2	0	269	624
02:30 PM	1	0	1	0	2	1	0	3	0	4	0	332	3	0	335	0	365	2	0	367	708
02:45 PM	2	0	0	0	2	4	0	1	0	5	0	312	4	0	316	0	307	0	0	307	630
Total	6	0	5	0	11	9	0	7	0	16	0	1382	16	0	1398	0	1226	5	0	1231	2656
03:00 PM	4	0	1	0	5	0	0	1	0	1	3	320	5	0	328	2	285	3	0	290	624
03:15 PM	2	0	2	0	4	2	0	2	0	4	1	324	6	0	331	0	309	1	0	310	649
03:30 PM	0	0	1	0	1	1	0	1	0	2	0	350	10	0	360	0	302	3	0	305	668
03:45 PM	0	0	0	0	0	1	0	0	0	1	1	287	9	0	297	0	268	0	0	268	566
Total	6	0	4	0	10	4	0	4	0	8	5	1281	30	0	1316	2	1164	7	0	1173	2507
04:00 PM	0	0	2	0	2	0	0	1	0	1	0	302	5	0	307	1	252	0	0	253	563
04:15 PM	2	0	4	0	6	0	0	1	0	1	2	371	9	0	382	2	282	2	0	286	675
04:30 PM	3	0	2	0	5	3	0	3	0	6	0	312	14	0	326	0	280	1	0	281	618
04:45 PM	0	0	0	0	0	1	0	1	0	2	3	345	13	0	361	1	305	1	0	307	670
Total	5	0	8	0	13	4	0	6	0	10	5	1330	41	0	1376	4	1119	4	0	1127	2526
05:00 PM	1	0	2	0	3	1	0	3	0	4	1	406	26	0	433	1	336	0	0	337	777
05:15 PM	3	0	1	0	4	0	0	2	0	2	0	388	37	0	425	2	300	2	0	304	735
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	342	35	0	377	2	315	2	0	319	698
05:45 PM	2	0	3	0	5	1	0	0	0	1	1	338	16	0	355	1	258	0	0	259	620
Total	6	0	6	0	12	2	1	6	0	9	2	1474	114	0	1590	6	1209	4	0	1219	2830
Grand Total	49	0	43	0	92	36	2	45	0	83	21	9709	281	0	10011	22	10626	43	0	10691	20877
Apprch %	53.3	0	46.7	0		43.4	2.4	54.2	0		0.2	97	2.8	0		0.2	99.4	0.4	0		
Total %	0.2	0	0.2	0	0.4	0.2	0	0.2	0	0.4	0.1	46.5	1.3	0	48	0.1	50.9	0.2	0	51.2	
Passenger Vehicles	49	0	42	0	91	36	2	45	0	83	20	9617	280	0	9917	22	10532	43	0	10597	20688
% Passenger Vehicles	100	0	97.7	0	98.9	100	100	100	0	100	95.2	99.1	99.6	0	99.1	100	99.1	100	0	99.1	99.1
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	1	92	1	0	94	0	94	0	0	94	189
% Heavy Trucks	0	0	2.3	0	1.1	0	0	0	0	0	4.8	0.9	0.4	0	0.9	0	0.9	0	0	0.9	0.9

File Name : SR 426 at Cortland Ave

Site Code : 00000000

Start Date : 9/14/2023

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	CORTLAND AVENUE Northbound					CORTLAND AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	0	0	1	2	0	1	0	3	0	258	7	0	265	2	430	3	0	435	704
08:15 AM	0	0	0	0	0	2	0	2	0	4	0	296	8	0	304	0	427	2	0	429	737
08:30 AM	0	0	0	0	0	0	0	2	0	2	3	286	7	0	296	0	479	2	0	481	779
08:45 AM	4	0	1	0	5	0	0	3	0	3	1	293	2	0	296	0	482	1	0	483	787
Total Volume	5	0	1	0	6	4	0	8	0	12	4	1133	24	0	1161	2	1818	8	0	1828	3007
% App. Total	83.3	0	16.7	0		33.3	0	66.7	0		0.3	97.6	2.1	0		0.1	99.5	0.4	0		
PHF	.313	.000	.250	.000	.300	.500	.000	.667	.000	.750	.333	.957	.750	.000	.955	.250	.943	.667	.000	.946	.955
Passenger Vehicles	5	0	1	0	6	4	0	8	0	12	3	1116	24	0	1143	2	1797	8	0	1807	2968
% Passenger Vehicles	100	0	100	0	100	100	0	100	0	100	75.0	98.5	100	0	98.4	100	98.8	100	0	98.9	98.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	0	21	0	0	21	39
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	25.0	1.5	0	0	1.6	0	1.2	0	0	1.1	1.3

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					08:00 AM				
+0 mins.	1	0	1	0	2	2	0	1	0	3	0	258	7	0	265	2	430	3	0	435
+15 mins.	1	0	0	0	1	2	0	2	0	4	0	296	8	0	304	0	427	2	0	429
+30 mins.	3	0	2	0	5	0	0	2	0	2	3	286	7	0	296	0	479	2	0	481
+45 mins.	1	0	0	0	1	0	0	3	0	3	1	293	2	0	296	0	482	1	0	483
Total Volume	6	0	3	0	9	4	0	8	0	12	4	1133	24	0	1161	2	1818	8	0	1828
% App. Total	66.7	0	33.3	0		33.3	0	66.7	0		0.3	97.6	2.1	0		0.1	99.5	0.4	0	
PHF	.500	.000	.375	.000	.450	.500	.000	.667	.000	.750	.333	.957	.750	.000	.955	.250	.943	.667	.000	.946
Passenger Vehicles	6	0	3	0	9	4	0	8	0	12	3	1116	24	0	1143	2	1797	8	0	1807
% Passenger Vehicles	100	0	100	0	100	100	0	100	0	100	75	98.5	100	0	98.4	100	98.8	100	0	98.9
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	0	21	0	0	21
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	25	1.5	0	0	1.6	0	1.2	0	0	1.1

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

Peak Hour for Each Approach Begins at:

	11:15 AM					11:00 AM					12:00 PM					11:00 AM				
+0 mins.	5	0	4	0	9	1	0	1	0	2	2	286	5	0	293	1	326	1	0	328
+15 mins.	1	0	2	0	3	4	0	2	0	6	1	272	7	0	280	0	294	1	0	295
+30 mins.	4	0	2	0	6	2	0	1	0	3	0	270	6	0	276	1	307	2	0	310
+45 mins.	0	0	3	0	3	0	0	1	0	1	0	275	5	0	280	0	259	2	0	261
Total Volume	10	0	11	0	21	7	0	5	0	12	3	1103	23	0	1129	2	1186	6	0	1194
% App. Total	47.6	0	52.4	0		58.3	0	41.7	0		0.3	97.7	2	0		0.2	99.3	0.5	0	
PHF	.500	.000	.688	.000	.583	.438	.000	.625	.000	.500	.375	.964	.821	.000	.963	.500	.910	.750	.000	.910
Passenger Vehicles	10	0	11	0	21	7	0	5	0	12	3	1091	23	0	1117	2	1167	6	0	1175
% Passenger Vehicles	100	0	100	0	100	100	0	100	0	100	100	98.9	100	0	98.9	100	98.4	100	0	98.4
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	19	0	0	19
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	1.1	0	1.6	0	0	1.6

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

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	0	1	0	1	0	2	3	345	13	0	361	1	305	1	0	307	670
05:00 PM	1	0	2	0	3	1	0	3	0	4	1	406	26	0	433	1	336	0	0	337	777
05:15 PM	3	0	1	0	4	0	0	2	0	2	0	388	37	0	425	2	300	2	0	304	735
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	342	35	0	377	2	315	2	0	319	698
Total Volume	4	0	3	0	7	2	1	7	0	10	4	1481	111	0	1596	6	1256	5	0	1267	2880
% App. Total	57.1	0	42.9	0		20	10	70	0		0.3	92.8	7	0		0.5	99.1	0.4	0		
PHF	.333	.000	.375	.000	.438	.500	.250	.583	.000	.625	.333	.912	.750	.000	.921	.750	.935	.625	.000	.940	.927
Passenger Vehicles	4	0	3	0	7	2	1	7	0	10	4	1476	111	0	1591	6	1251	5	0	1262	2870
% Passenger Vehicles	100	0	100	0	100	100	100	100	0	100	100	99.7	100	0	99.7	100	99.6	100	0	99.6	99.7
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	10
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.4	0	0	0.4	0.3

Stanley Consultants Inc.

File Name : SR 426 at Cortland Ave
 Site Code : 00000000
 Start Date : 9/14/2023
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	CORTLAND AVENUE Northbound					CORTLAND AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					02:00 PM					04:45 PM					02:30 PM					
+0 mins.	2	0	4	0	6	4	0	1	0	5	3	345	13	0	361	0	365	2	0	367	
+15 mins.	3	0	2	0	5	0	0	2	0	2	1	406	26	0	433	0	307	0	0	307	
+30 mins.	0	0	0	0	0	1	0	3	0	4	0	388	37	0	425	2	285	3	0	290	
+45 mins.	1	0	2	0	3	4	0	1	0	5	0	342	35	0	377	0	309	1	0	310	
Total Volume	6	0	8	0	14	9	0	7	0	16	4	1481	111	0	1596	2	1266	6	0	1274	
% App. Total	42.9	0	57.1	0		56.2	0	43.8	0		0.3	92.8	7	0		0.2	99.4	0.5	0		
PHF	.500	.000	.500	.000	.583	.563	.000	.583	.000	.800	.333	.912	.750	.000	.921	.250	.867	.500	.000	.868	
Passenger Vehicles	6	0	8	0	14	9	0	7	0	16	4	1476	111	0	1591	2	1257	6	0	1265	
% Passenger Vehicles	100	0	100	0	100	100	0	100	0	100	100	99.7	100	0	99.7	100	99.3	100	0	99.3	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	9	0	0	9	
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0.7	0	0	0.7	

Stanley Consultants Inc.

File Name : SR 426 at Cortland Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 1

Groups Printed- Heavy Trucks

	CORTLAND AVENUE Northbound					CORTLAND AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	20	0	0	20	37
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	7	0	0	7	14
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	8	12
Total	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	0	21	0	0	21	39
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	10
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3	11
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	8	0	0	8	17
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	0	19	0	0	19	42
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	7	0	0	7	19
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	19
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	9	0	0	9	15
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
Grand Total	0	0	1	0	1	0	0	0	0	0	1	92	1	0	94	0	94	0	0	94	189
Apprch %	0	0	100	0		0	0	0	0		1.1	97.9	1.1	0		0	100	0	0		
Total %	0	0	0.5	0	0.5	0	0	0	0	0	0.5	48.7	0.5	0	49.7	0	49.7	0	0	49.7	

Stanley Consultants Inc.

File Name : SR 426 at Cortland Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 2

	CORTLAND AVENUE Northbound					CORTLAND AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	7	0	0	7	14
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	8	0	0	8	12
Total Volume	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	0	21	0	0	21	39
% App. Total	0	0	0	0	0	0	0	0	0	0	5.6	94.4	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.708	.000	.000	.643	.000	.656	.000	.000	.656	.696

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:45 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	0	0	7
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	8	0	0	8
Total Volume	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	0	21	0	0	21
% App. Total	0	0	0	0	0	0	0	0	0	0	5.6	94.4	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.708	.000	.000	.643	.000	.656	.000	.000	.656

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

Peak Hour for Each Approach Begins at:

	10:00 AM					10:00 AM					11:00 AM					11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	3	0	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	8	0	0	8
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	22	1	0	23	0	19	0	0	19
% App. Total	0	0	0	0	0	0	0	0	0	0	0	95.7	4.3	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688	.250	.000	.639	.000	.594	.000	.000	.594

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

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total Volume	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	10	0	0	10	19
% App. Total	0	0	100	0		0	0	0	0	0	0	100	0	0		0	100	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.500	.000	.000	.500	.594

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

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2
+30 mins.	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2
Total Volume	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	11	0	0	11
% App. Total	0	0	100	0		0	0	0	0	0	0	100	0	0		0	100	0	0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.000	.550	.000	.000	.550

8 HR TMC – Phelps Avenue

8-HOUR TURNING MOVEMENT COUNT

For
Phelps Avenue
Section 75090000
M.P. 1.463
Orange County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS

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



Continuing Service Contract for Traffic Operations
Financial Project Identification Number: 237974-1-32-17
Contract Number: C-A652
Stanley Contract Number: 30860
Task Work Order: 118

Prepared by:
Stanley Consultants, Inc.
80 Spring Vista Drive
DeBary, Florida 32713

September 2023

This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



STANLEY CONSULTANTS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT PHELPS AVENUE
ORANGE COUNTY - FLORIDA

**Eastbound Photographs
SR 426 at Phelps Avenue**



Looking East Toward Intersection



Looking West Away from Intersection

**Westbound Photographs
SR 426 at Phelps Avenue**



Looking West Toward Intersection



Looking East Away from Intersection

**Northbound Photographs
SR 426 at Phelps Avenue**



Looking North Toward Intersection



Looking South Away from Intersection

**Southbound Photographs
SR 426 at Phelps Avenue**



Looking South Toward Intersection



Looking North Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION75090000

CITYWinter Park

COUNTYOrange

STATE ROUTEState Road 426

INTERSECTING ROUTEPhelps Avenue

OBSERVERStanley Consultants, Inc.

DATE9/14/2023

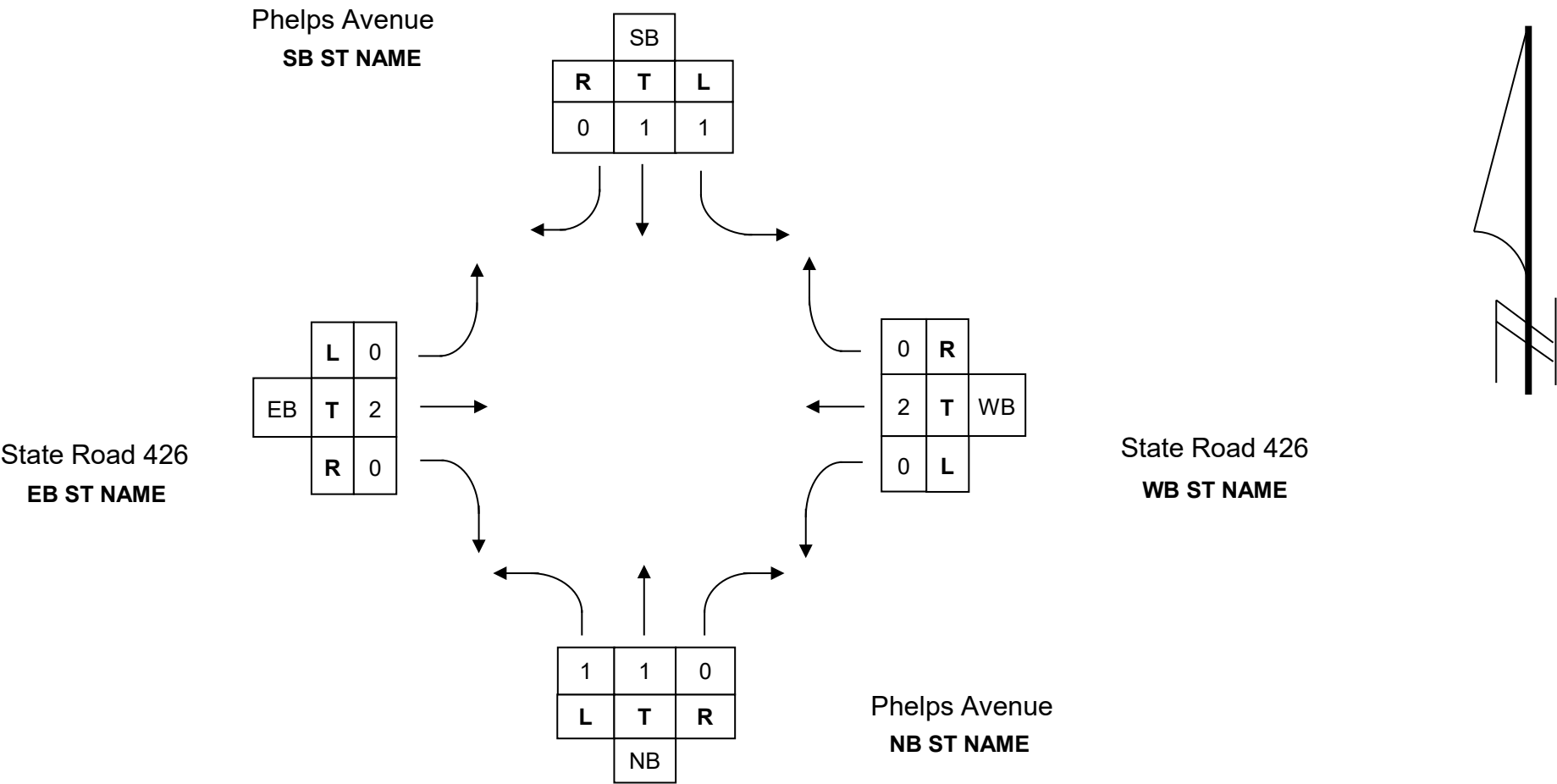
MILEPOST1.463

WEATHERSunny

ROAD CONDITIONGood

REMARKS

FORM COMPLETED BYWJHDATE09/22/23



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	115	45	9	0	169	18	44	49	0	111	280	9	949	42	0	1,000	2	1,599	19	0	1,620	2,620
8:00 - 9:00	84	47	12	0	143	22	67	61	0	150	293	12	1,052	44	0	1,108	8	1,610	59	0	1,677	2,785
11:00 - 12:00	78	25	13	0	116	18	35	46	0	99	215	18	944	49	0	1,011	5	1,065	17	0	1,087	2,098
12:00 - 1:00	67	27	17	0	111	25	30	33	0	88	199	18	1,038	48	0	1,104	18	1,040	27	0	1,085	2,189
2:00 - 3:00	78	52	18	0	148	34	54	43	0	131	279	20	1,276	71	0	1,367	5	1,093	36	1	1,135	2,502
3:00 - 4:00	82	48	14	0	144	22	58	37	0	117	261	24	1,181	62	0	1,267	7	1,035	34	1	1,077	2,344
4:00 - 5:00	74	47	5	0	126	16	57	40	0	113	239	9	1,227	69	0	1,305	5	1,028	21	0	1,054	2,359
5:00 - 6:00	78	42	7	0	127	21	83	35	0	139	266	4	1,302	73	0	1,379	3	1,056	23	0	1,082	2,461
TOTAL	656	333	95	0	1,084	176	428	344	0	948	2,032	114	8,969	458	0	9,541	53	9,526	236	2	9,817	19,358

Percentage	61%	31%	9%	0%		19%	45%	36%	0%			1%	94%	5%	0%		1%	97%	2%	0%		
Average	82	42	12	0	136	22	54	43	0	119		14	1,121	57	0	1,193	7	1,191	30	0	1,227	
Maximum	115	52	18	0	169	34	83	61	0	150		24	1,302	73	0	1,379	18	1,610	59	1	1,677	
Minimum	67	25	5	0	111	16	30	33	0	88		4	944	42	0	1,000	2	1,028	17	0	1,054	

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION

STATE ROUTE

OBSERVER

75090000

State Road 426

Stanley Consultants, Inc.

CITY

INTERSECTING ROUTE

DATE

Winter Park

Phelps Avenue

9/14/2023

COUNTY

Orange

REMARKS

FORM COMPLETED BY

WJH

DATE

09/22/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Phelps Avenue			Phelps Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	1	1	0	0	0	0	0	0	0	0	0	1
8:00 - 9:00	1	0	1	0	0	0	1	0	1	0	1	1	3
11:00 - 12:00	0	0	0	0	1	1	0	0	0	0	0	0	1
12:00 - 1:00	0	0	0	2	0	2	0	0	0	0	0	0	2
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	1	1	1
3:00 - 4:00	0	0	0	1	0	1	0	0	0	0	0	0	1
4:00 - 5:00	0	0	0	0	0	0	1	0	1	0	0	0	1
5:00 - 6:00	1	0	1	0	1	1	0	0	0	0	0	0	2
TOTAL	2	1	3	3	2	5	2	0	2	0	2	2	12

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION

STATE ROUTE

OBSERVER

75090000

State Road 426

Stanley Consultants, Inc.

CITY

INTERSECTING ROUTE

DATE

Winter Park

Phelps Avenue

9/14/2023

COUNTY

Orange

REMARKS

FORM COMPLETED BY

WJH

DATE

09/22/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Phelps Avenue			Phelps Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	5	5	2	0	2	0	0	0	0	0	0	7
8:00 - 9:00	0	0	0	2	0	2	0	0	0	0	0	0	2
11:00 - 12:00	0	0	0	3	0	3	0	0	0	0	0	0	3
12:00 - 1:00	0	0	0	1	0	1	0	2	2	0	0	0	3
2:00 - 3:00	0	0	0	3	0	3	0	0	0	0	0	0	3
3:00 - 4:00	0	2	2	0	0	0	1	1	2	0	0	0	4
4:00 - 5:00	1	1	2	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	1	3	4	3	0	3	0	0	0	0	0	0	7
TOTAL	2	11	13	14	0	14	1	3	4	0	0	0	31

Stanley Consultants Inc.

File Name : SR 426 at Phelps Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	28	14	3	0	45	2	20	10	0	32	1	260	11	0	272	0	343	4	0	347	696
07:15 AM	21	17	2	0	40	4	3	14	0	21	5	232	7	0	244	0	393	2	0	395	700
07:30 AM	27	7	2	0	36	8	9	11	0	28	0	215	10	0	225	0	437	7	0	444	733
07:45 AM	39	7	2	0	48	4	12	14	0	30	3	242	14	0	259	2	426	6	0	434	771
Total	115	45	9	0	169	18	44	49	0	111	9	949	42	0	1000	2	1599	19	0	1620	2900
08:00 AM	17	13	1	0	31	8	12	15	0	35	5	237	9	0	251	4	385	12	0	401	718
08:15 AM	17	11	5	0	33	6	19	10	0	35	3	285	10	0	298	2	396	22	0	420	786
08:30 AM	28	13	2	0	43	3	19	17	0	39	1	261	14	0	276	0	429	19	0	448	806
08:45 AM	22	10	4	0	36	5	17	19	0	41	3	269	11	0	283	2	400	6	0	408	768
Total	84	47	12	0	143	22	67	61	0	150	12	1052	44	0	1108	8	1610	59	0	1677	3078
*** BREAK ***																					
11:00 AM	19	8	3	0	30	3	7	14	0	24	3	263	11	0	277	1	285	6	0	292	623
11:15 AM	23	5	4	0	32	5	13	7	0	25	6	239	12	0	257	1	269	1	0	271	585
11:30 AM	20	8	3	0	31	2	4	12	0	18	2	223	12	0	237	2	275	4	0	281	567
11:45 AM	16	4	3	0	23	8	11	13	0	32	7	219	14	0	240	1	236	6	0	243	538
Total	78	25	13	0	116	18	35	46	0	99	18	944	49	0	1011	5	1065	17	0	1087	2313
12:00 PM	16	5	5	0	26	5	6	7	0	18	4	269	10	0	283	4	241	7	0	252	579
12:15 PM	18	10	3	0	31	8	3	11	0	22	3	272	14	0	289	6	247	8	0	261	603
12:30 PM	19	6	0	0	25	7	11	7	0	25	9	252	12	0	273	4	277	9	0	290	613
12:45 PM	14	6	9	0	29	5	10	8	0	23	2	245	12	0	259	4	275	3	0	282	593
Total	67	27	17	0	111	25	30	33	0	88	18	1038	48	0	1104	18	1040	27	0	1085	2388
*** BREAK ***																					
02:00 PM	12	10	4	0	26	10	10	9	0	29	3	352	24	0	379	2	276	6	0	284	718
02:15 PM	13	13	2	0	28	5	16	9	0	30	5	335	19	0	359	0	241	6	1	248	665
02:30 PM	34	16	8	0	58	9	15	13	0	37	7	306	15	0	328	2	319	9	0	330	753
02:45 PM	19	13	4	0	36	10	13	12	0	35	5	283	13	0	301	1	257	15	0	273	645
Total	78	52	18	0	148	34	54	43	0	131	20	1276	71	0	1367	5	1093	36	1	1135	2781
03:00 PM	27	11	3	0	41	10	18	15	0	43	5	285	15	0	305	1	252	11	1	265	654
03:15 PM	18	17	4	0	39	7	17	11	0	35	4	295	11	0	310	3	267	11	0	281	665
03:30 PM	24	9	3	0	36	4	12	8	0	24	10	308	23	0	341	0	270	6	0	276	677
03:45 PM	13	11	4	0	28	1	11	3	0	15	5	293	13	0	311	3	246	6	0	255	609
Total	82	48	14	0	144	22	58	37	0	117	24	1181	62	0	1267	7	1035	34	1	1077	2605
04:00 PM	15	13	0	0	28	6	9	12	0	27	5	283	10	0	298	1	251	8	0	260	613
04:15 PM	16	10	3	0	29	2	13	9	0	24	2	345	22	0	369	2	246	3	0	251	673
04:30 PM	22	10	1	0	33	4	16	12	0	32	0	301	18	0	319	1	264	7	0	272	656
04:45 PM	21	14	1	0	36	4	19	7	0	30	2	298	19	0	319	1	267	3	0	271	656
Total	74	47	5	0	126	16	57	40	0	113	9	1227	69	0	1305	5	1028	21	0	1054	2598
05:00 PM	30	13	3	0	46	6	23	14	0	43	0	326	19	0	345	0	287	3	0	290	724
05:15 PM	15	10	1	0	26	2	24	9	0	35	1	328	9	0	338	0	273	5	0	278	677
05:30 PM	20	14	2	0	36	8	13	5	0	26	0	331	21	0	352	1	268	9	0	278	692
05:45 PM	13	5	1	0	19	5	23	7	0	35	3	317	24	0	344	2	228	6	0	236	634
Total	78	42	7	0	127	21	83	35	0	139	4	1302	73	0	1379	3	1056	23	0	1082	2727
Grand Total	656	333	95	0	1084	176	428	344	0	948	114	8969	458	0	9541	53	9526	236	2	9817	21390
Apprch %	60.5	30.7	8.8	0		18.6	45.1	36.3	0		1.2	94	4.8	0		0.5	97	2.4	0		
Total %	3.1	1.6	0.4	0	5.1	0.8	2	1.6	0	4.4	0.5	41.9	2.1	0	44.6	0.2	44.5	1.1	0	45.9	
Passenger Vehicles	653	332	95	0	1080	174	427	339	0	940	114	8887	453	0	9454	52	9442	233	2	9729	21203
% Passenger Vehicles	99.5	99.7	100	0	99.6	98.9	99.8	98.5	0	99.2	100	99.1	98.9	0	99.1	98.1	99.1	98.7	100	99.1	99.1
Heavy Trucks	3	1	0	0	4	2	1	5	0	8	0	82	5	0	87	1	84	3	0	88	187
% Heavy Trucks	0.5	0.3	0	0	0.4	1.1	0.2	1.5	0	0.8	0	0.9	1.1	0	0.9	1.9	0.9	1.3	0	0.9	0.9

File Name : SR 426 at Phelps Ave

Site Code : 00000000

Start Date : 9/14/2023

Page No : 2

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	39	7	2	0	48	4	12	14	0	30	3	242	14	0	259	2	426	6	0	434	771
08:00 AM	17	13	1	0	31	8	12	15	0	35	5	237	9	0	251	4	385	12	0	401	718
08:15 AM	17	11	5	0	33	6	19	10	0	35	3	285	10	0	298	2	396	22	0	420	786
08:30 AM	28	13	2	0	43	3	19	17	0	39	1	261	14	0	276	0	429	19	0	448	806
Total Volume	101	44	10	0	155	21	62	56	0	139	12	1025	47	0	1084	8	1636	59	0	1703	3081
% App. Total	65.2	28.4	6.5	0		15.1	44.6	40.3	0		1.1	94.6	4.3	0		0.5	96.1	3.5	0		
PHF	.647	.846	.500	.000	.807	.656	.816	.824	.000	.891	.600	.899	.839	.000	.909	.500	.953	.670	.000	.950	.956
Passenger Vehicles	101	44	10	0	155	21	62	54	0	137	12	1010	46	0	1068	8	1617	59	0	1684	3044
% Passenger Vehicles	100	100	100	0	100	100	100	96.4	0	98.6	100	98.5	97.9	0	98.5	100	98.8	100	0	98.9	98.8
Heavy Trucks	0	0	0	0	0	0	0	2	0	2	0	15	1	0	16	0	19	0	0	19	37
% Heavy Trucks	0	0	0	0	0	0	0	3.6	0	1.4	0	1.5	2.1	0	1.5	0	1.2	0	0	1.1	1.2

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					07:45 AM				
+0 mins.	28	14	3	0	45	8	12	15	0	35	5	237	9	0	251	2	426	6	0	434
+15 mins.	21	17	2	0	40	6	19	10	0	35	3	285	10	0	298	4	385	12	0	401
+30 mins.	27	7	2	0	36	3	19	17	0	39	1	261	14	0	276	2	396	22	0	420
+45 mins.	39	7	2	0	48	5	17	19	0	41	3	269	11	0	283	0	429	19	0	448
Total Volume	115	45	9	0	169	22	67	61	0	150	12	1052	44	0	1108	8	1636	59	0	1703
% App. Total	68	26.6	5.3	0		14.7	44.7	40.7	0		1.1	94.9	4	0		0.5	96.1	3.5	0	
PHF	.737	.662	.750	.000	.880	.688	.882	.803	.000	.915	.600	.923	.786	.000	.930	.500	.953	.670	.000	.950
Passenger Vehicles	114	45	9	0	168	22	67	59	0	148	12	¹⁰³ ₆	42	0	1090	8	¹⁶¹ ₇	59	0	1684
% Passenger Vehicles	99.1	100	100	0	99.4	100	100	96.7	0	98.7	100	98.5	95.5	0	98.4	100	98.8	100	0	98.9
Heavy Trucks	1	0	0	0	1	0	0	2	0	2	0	16	2	0	18	0	19	0	0	19
% Heavy Trucks	0.9	0	0	0	0.6	0	0	3.3	0	1.3	0	1.5	4.5	0	1.6	0	1.2	0	0	1.1

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

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	16	5	5	0	26	5	6	7	0	18	4	269	10	0	283	4	241	7	0	252	579
12:15 PM	18	10	3	0	31	8	3	11	0	22	3	272	14	0	289	6	247	8	0	261	603
12:30 PM	19	6	0	0	25	7	11	7	0	25	9	252	12	0	273	4	277	9	0	290	613
12:45 PM	14	6	9	0	29	5	10	8	0	23	2	245	12	0	259	4	275	3	0	282	593
Total Volume	67	27	17	0	111	25	30	33	0	88	18	1038	48	0	1104	18	1040	27	0	1085	2388
% App. Total	60.4	24.3	15.3	0		28.4	34.1	37.5	0		1.6	94	4.3	0		1.7	95.9	2.5	0		
PHF	.882	.675	.472	.000	.895	.781	.682	.750	.000	.880	.500	.954	.857	.000	.955	.750	.939	.750	.000	.935	.974
Passenger Vehicles	67	27	17	0	111	24	30	33	0	87	18	1028	47	0	1093	17	1033	25	0	1075	2366
% Passenger Vehicles	100	100	100	0	100	96.0	100	100	0	98.9	100	99.0	97.9	0	99.0	94.4	99.3	92.6	0	99.1	99.1
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	0	10	1	0	11	1	7	2	0	10	22
% Heavy Trucks	0	0	0	0	0	4.0	0	0	0	1.1	0	1.0	2.1	0	1.0	5.6	0.7	7.4	0	0.9	0.9

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

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					12:00 PM					11:00 AM				
+0 mins.	19	8	3	0	30	3	7	14	0	24	4	269	10	0	283	1	285	6	0	292
+15 mins.	23	5	4	0	32	5	13	7	0	25	3	272	14	0	289	1	269	1	0	271
+30 mins.	20	8	3	0	31	2	4	12	0	18	9	252	12	0	273	2	275	4	0	281
+45 mins.	16	4	3	0	23	8	11	13	0	32	2	245	12	0	259	1	236	6	0	243
Total Volume	78	25	13	0	116	18	35	46	0	99	18	1038	48	0	1104	5	1065	17	0	1087
% App. Total	67.2	21.6	11.2	0		18.2	35.4	46.5	0		1.6	94	4.3	0		0.5	98	1.6	0	
PHF	.848	.781	.813	.000	.906	.563	.673	.821	.000	.773	.500	.954	.857	.000	.955	.625	.934	.708	.000	.931
Passenger Vehicles	77	25	13	0	115	18	35	46	0	99	18	¹⁰² ₈	47	0	1093	5	¹⁰⁴ ₈	17	0	1070
% Passenger Vehicles	98.7	100	100	0	99.1	100	100	100	0	100	100	99	97.9	0	99	100	98.4	100	0	98.4
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	0	10	1	0	11	0	17	0	0	17
% Heavy Trucks	1.3	0	0	0	0.9	0	0	0	0	0	0	1	2.1	0	1	0	1.6	0	0	1.6

File Name : SR 426 at Phelps Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 3

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	12	10	4	0	26	10	10	9	0	29	3	352	24	0	379	2	276	6	0	284	718
02:15 PM	13	13	2	0	28	5	16	9	0	30	5	335	19	0	359	0	241	6	1	248	665
02:30 PM	34	16	8	0	58	9	15	13	0	37	7	306	15	0	328	2	319	9	0	330	753
02:45 PM	19	13	4	0	36	10	13	12	0	35	5	283	13	0	301	1	257	15	0	273	645
Total Volume	78	52	18	0	148	34	54	43	0	131	20	1276	71	0	1367	5	1093	36	1	1135	2781
% App. Total	52.7	35.1	12.2	0		26	41.2	32.8	0		1.5	93.3	5.2	0		0.4	96.3	3.2	0.1		
PHF	.574	.813	.563	.000	.638	.850	.844	.827	.000	.885	.714	.906	.740	.000	.902	.625	.857	.600	.250	.860	.923
Passenger Vehicles	78	51	18	0	147	34	54	41	0	129	20	1268	70	0	1358	5	1085	36	1	1127	2761
% Passenger Vehicles	100	98.1	100	0	99.3	100	100	95.3	0	98.5	100	99.4	98.6	0	99.3	100	99.3	100	100	99.3	99.3
Heavy Trucks	0	1	0	0	1	0	0	2	0	2	0	8	1	0	9	0	8	0	0	8	20
% Heavy Trucks	0	1.9	0	0	0.7	0	0	4.7	0	1.5	0	0.6	1.4	0	0.7	0	0.7	0	0	0.7	0.7

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

Peak Hour for Each Approach Begins at:

	02:30 PM					02:30 PM					05:00 PM					02:30 PM				
+0 mins.	34	16	8	0	58	9	15	13	0	37	0	326	19	0	345	2	319	9	0	330
+15 mins.	19	13	4	0	36	10	13	12	0	35	1	328	9	0	338	1	257	15	0	273
+30 mins.	27	11	3	0	41	10	18	15	0	43	0	331	21	0	352	1	252	11	1	265
+45 mins.	18	17	4	0	39	7	17	11	0	35	3	317	24	0	344	3	267	11	0	281
Total Volume	98	57	19	0	174	36	63	51	0	150	4	1302	73	0	1379	7	1095	46	1	1149
% App. Total	56.3	32.8	10.9	0		24	42	34	0		0.3	94.4	5.3	0		0.6	95.3	4	0.1	
PHF	.721	.838	.594	.000	.750	.900	.875	.850	.000	.872	.333	.983	.760	.000	.979	.583	.858	.767	.250	.870
Passenger Vehicles	98	56	19	0	173	36	63	50	0	149	4	1299	72	0	1375	7	1088	46	1	1142
% Passenger Vehicles	100	98.2	100	0	99.4	100	100	98	0	99.3	100	99.8	98.6	0	99.7	100	99.4	100	100	99.4
Heavy Trucks	0	1	0	0	1	0	0	1	0	1	0	3	1	0	4	0	7	0	0	7
% Heavy Trucks	0	1.8	0	0	0.6	0	0	2	0	0.7	0	0.2	1.4	0	0.3	0	0.6	0	0	0.6

Stanley Consultants Inc.

File Name : SR 426 at Phelps Ave
 Site Code : 00000000
 Start Date : 9/14/2023
 Page No : 1

Groups Printed- Heavy Trucks

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
07:15 AM	1	0	0	0	1	0	0	1	0	1	0	4	0	0	4	0	2	0	0	2	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	7	1	0	8	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
Total	1	0	0	0	1	0	0	1	0	1	0	15	0	0	15	0	18	1	0	19	36
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	3	1	0	4	0	7	0	0	7	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	12
Total	0	0	0	0	0	0	0	2	0	2	0	16	2	0	18	0	20	0	0	20	40
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	15
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	1	0	0	0	1	0	0	0	0	0	0	19	0	0	19	0	17	0	0	17	37
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	2	0	0	3	6
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	3	1	0	4	8
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	1	0	0	0	1	0	10	1	0	11	1	7	2	0	10	22
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	7
02:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	0	1	0	0	1	0	0	2	0	2	0	8	1	0	9	0	8	0	0	8	20
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	0	3	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	5	0	0	5	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	0	3	0	0	3	8
Grand Total	3	1	0	0	4	2	1	5	0	8	0	82	5	0	87	1	84	3	0	88	187
Apprch %	75	25	0	0		25	12.5	62.5	0		0	94.3	5.7	0		1.1	95.5	3.4	0		
Total %	1.6	0.5	0	0	2.1	1.1	0.5	2.7	0	4.3	0	43.9	2.7	0	46.5	0.5	44.9	1.6	0	47.1	

File Name : SR 426 at Phelps Ave

Site Code : 00000000

Start Date : 9/14/2023

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	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	4	0	0	4	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	3	1	0	4	0	7	0	0	7	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	6	0	0	6	12
Total Volume	0	0	0	0	0	0	0	2	0	2	0	16	2	0	18	0	20	0	0	20	40
% App. Total	0	0	0	0	0	0	0	100	0	0	0	88.9	11.1	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.800	.500	.000	.750	.000	.714	.000	.000	.714	.833

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	7	1	0	8
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	4	0	0	4
+45 mins.	0	0	0	0	0	0	0	1	0	1	0	5	1	0	6	0	3	0	0	3
Total Volume	1	0	0	0	1	0	0	2	0	2	0	16	2	0	18	0	19	1	0	20
% App. Total	100	0	0	0	0	0	0	100	0	0	0	88.9	11.1	0	0	0	95	5	0	0
PHF	.250	.000	.000	.000	.250	.000	.000	.500	.000	.500	.000	.800	.500	.000	.750	.000	.679	.250	.000	.625

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

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
11:30 AM	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	15
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total Volume	1	0	0	0	1	0	0	0	0	0	0	19	0	0	19	0	17	0	0	17	37
% App. Total	100	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.000	.607	.000	.000	.607	.617

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

Peak Hour for Each Approach Begins at:

	10:45 AM					11:45 AM					11:00 AM					11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7
+45 mins.	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2
Total Volume	1	0	0	0	1	1	0	0	0	1	0	19	0	0	19	0	17	0	0	17
% App. Total	100	0	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	0	0	0
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.679	.000	.000	.679	.000	.607	.000	.000	.607

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

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	7
02:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
Total Volume	0	1	0	0	1	0	0	2	0	2	0	8	1	0	9	0	8	0	0	8	20
% App. Total	0	100	0	0	0	0	0	100	0	0	0	88.9	11.1	0	0	0	100	0	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.500	.000	.500	.000	.667	.250	.000	.563	.000	.400	.000	.000	.400	.714

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

Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:15 PM				
+0 mins.	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	5	0	0	5
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2
+30 mins.	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1
Total Volume	0	1	0	0	1	0	0	2	0	2	0	8	1	0	9	0	9	0	0	9
% App. Total	0	100	0	0	0	0	0	100	0	0	0	88.9	11.1	0	0	0	100	0	0	0
PHF	.000	.250	.000	.000	.250	.000	.000	.500	.000	.500	.000	.667	.250	.000	.563	.000	.450	.000	.000	.450



LEGEND

-  - UTILITY POLE
-  - LUMINAIRE
-  - OVERHEAD SIGN POLE
-  - POST MOUNTED SIGN

STANLEY CONSULTANTS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT CORTLAND AVENUE
ORANGE COUNTY - FLORIDA

8 HR TMC - Lakemont Avenue

8-HOUR TURNING MOVEMENT COUNT

For
State Road 426
at
Lakemont Avenue
Orange County

Prepared for:

Integrated Corridor Management

Florida Department of Transportation – District Five
719 S. Woodland Boulevard
DeLand, Florida 32720

Prime Consultant:

Metric Engineering, Inc.

Financial Project ID: 435443-4-82-01

FDOT Contract No: CAG21

STANLEY Contract No: 30915

Work Order: 3

Prepared by:

Cameron Legaspi

Stanley Consultants, Inc.

80 Spring Vista Drive

DeBary, Florida 32713

September 2023

This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.0



STANLEY CONSULTANTS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT LAKEMONT AVE
ORANGE COUNTY - FLORIDA

**Northbound Photographs
State Road 426 & Lakemont Avenue**



Looking North Toward Intersection



Looking South Away from Intersection

*State Road 426 at Lakemont Avenue
Orange County, Florida*

**Southbound Photographs
State Road 426 & Lakemont Avenue**



Looking South Toward Intersection



Looking North Away from Intersection

*State Road 426 at Lakemont Avenue
Orange County, Florida*

**Eastbound Photographs
State Road 426 & Lakemont Avenue**



Looking East Toward Intersection



Looking West Away from Intersection

*State Road 426 at Lakemont Avenue
Orange County, Florida*

**Westbound Photographs
State Road 426 & Lakemont Avenue**



Looking West Toward Intersection



Looking East Away from Intersection

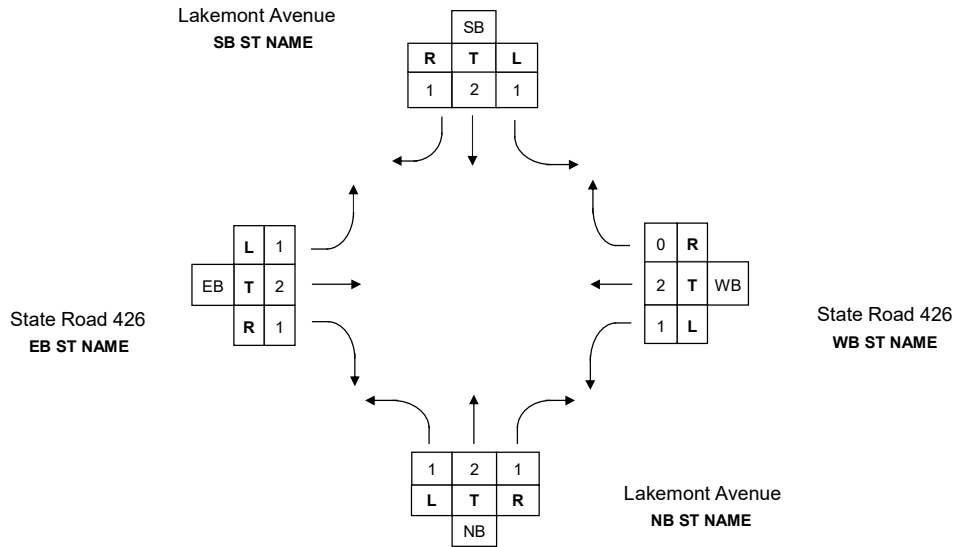
*State Road 426 at Lakemont Avenue
Orange County, Florida*

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75090000 CITY Winter Park COUNTY Orange
 STATE ROUTE State Road 426 INTERSECTING ROUTE Lakemont Avenue
 OBSERVER Stanley Consultants Inc. DATE 9/14/2023 MILEPOST 1.653
 WEATHER Sunny ROAD CONDITION Good
 REMARKS

FORM COMPLETED BY CML DATE 09/21/23



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	281	227	115	2	625	228	260	152	0	640	1,265	48	686	225	0	959	137	1,194	98	1	1,430	2,389
8:00 - 9:00	265	240	111	1	617	307	295	181	0	783	1,400	65	759	219	2	1,045	132	1,237	122	0	1,491	2,536
11:00 - 12:00	225	236	201	1	663	217	182	98	0	497	1,160	69	732	166	0	967	138	768	149	5	1,060	2,027
12:00 - 1:00	192	250	224	2	668	236	207	93	4	540	1,208	77	798	203	2	1,080	210	791	211	4	1,216	2,296
2:00 - 3:00	236	314	177	1	728	228	198	72	1	499	1,227	100	966	195	1	1,262	149	827	197	4	1,177	2,439
3:00 - 4:00	226	348	167	0	741	237	232	84	0	553	1,294	131	929	192	1	1,253	161	786	202	1	1,150	2,403
4:00 - 5:00	210	381	175	0	766	248	234	66	0	548	1,314	111	907	180	0	1,198	122	758	225	1	1,106	2,304
5:00 - 6:00	197	440	139	1	777	292	303	67	1	663	1,440	138	1,003	171	0	1,312	137	809	222	4	1,172	2,484
TOTAL	1,832	2,436	1,309	8	5,585	1,993	1,911	813	6	4,723	10,308	739	6,780	1,551	6	9,076	1,186	7,170	1,426	20	9,802	18,878

Percentage	0	0	0	0		0	0	0	0			0	1	0	0		0	1	0	0		
Average	229	305	164	1	698	249	239	102	1	590		92	848	194	1	1,135	148	896	178	3	1,225	
Maximum	281	440	224	2		307	303	181	4			138	1,003	225	2		210	1,237	225	5		
Minimum	192	227	111	0		217	182	66	0			48	686	166	0		122	758	98	0		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	75090000	CITY Winter Park	COUNTY Orange
STATE ROUTE	State Road 426	INTERSECTING ROUTE Lakemont Avenue	
OBSERVER	Stanley Consultants Inc.	DATE 9/14/2023	

REMARKS _____

FORM COMPLETED BY CML **DATE** 09/21/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Lakemont Avenue			Lakemont Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	2	0	2	1	3	4	2	0	2	0	1	1	9
8:00 - 9:00	1	0	1	0	0	0	1	0	1	0	1	1	3
11:00 - 12:00	0	0	0	4	0	4	0	0	0	0	1	1	5
12:00 - 1:00	0	1	1	2	6	8	0	1	1	2	1	3	13
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	2	0	2	0	1	1	0	0	0	2	0	2	5
4:00 - 5:00	0	0	0	0	0	0	1	0	1	1	0	1	2
5:00 - 6:00	0	0	0	2	1	3	1	0	1	3	1	4	8
TOTAL	5	1	6	9	11	20	5	1	6	8	5	13	45

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION	75090000	CITY Winter Park	COUNTY Orange
STATE ROUTE	State Road 426	INTERSECTING ROUTE Lakemont Avenue	
OBSERVER	Stanley Consultants Inc.	DATE 9/14/2023	

REMARKS _____

FORM COMPLETED BY CML **DATE** 09/21/23

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	Lakemont Avenue			Lakemont Avenue			State Road 426			State Road 426			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	4	4	0	2	2	0	0	0	0	0	0	6
8:00 - 9:00	0	0	0	1	0	1	0	0	0	0	0	0	1
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	1	0	1	0	1	1	0	0	0	2
2:00 - 3:00	3	0	3	2	2	4	0	0	0	0	0	0	7
3:00 - 4:00	0	0	0	0	0	0	2	1	3	0	0	0	3
4:00 - 5:00	0	0	0	0	1	1	1	0	1	0	1	1	3
5:00 - 6:00	0	0	0	2	1	3	1	0	1	0	0	0	4
TOTAL	3	4	7	6	6	12	4	2	6	0	1	1	26

Stanley Consultants, Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)

Site Code : 00000000

Start Date : 9/14/2023

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

	LAKEMONT AVENUE Northbound					LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	60	45	26	0	131	55	83	29	0	167	11	163	86	0	260	31	260	20	1	312	870
07:15 AM	69	71	36	0	176	57	39	31	0	127	11	179	53	0	243	35	295	32	0	362	908
07:30 AM	76	52	30	0	158	58	54	38	0	150	7	168	41	0	216	33	338	17	0	388	912
07:45 AM	76	59	23	2	160	58	84	54	0	196	19	176	45	0	240	38	301	29	0	368	964
Total	281	227	115	2	625	228	260	152	0	640	48	686	225	0	959	137	1194	98	1	1430	3654
08:00 AM	51	47	29	0	127	63	75	41	0	179	15	168	64	1	248	35	312	45	0	392	946
08:15 AM	49	60	24	0	133	75	68	52	0	195	16	201	62	0	279	30	331	23	0	384	991
08:30 AM	95	61	24	1	181	80	63	41	0	184	15	208	45	1	269	25	304	29	0	358	992
08:45 AM	70	72	34	0	176	89	89	47	0	225	19	182	48	0	249	42	290	25	0	357	1007
Total	265	240	111	1	617	307	295	181	0	783	65	759	219	2	1045	132	1237	122	0	1491	3936
*** BREAK ***																					
11:00 AM	55	53	53	0	161	54	47	23	0	124	24	188	42	0	254	29	220	36	3	288	827
11:15 AM	59	69	46	0	174	46	46	23	0	115	7	199	40	0	246	29	181	32	0	242	777
11:30 AM	60	59	49	0	168	52	46	17	0	115	23	169	34	0	226	46	204	44	0	294	803
11:45 AM	51	55	53	1	160	65	43	35	0	143	15	176	50	0	241	34	163	37	2	236	780
Total	225	236	201	1	663	217	182	98	0	497	69	732	166	0	967	138	768	149	5	1060	3187
12:00 PM	44	57	57	0	158	77	45	16	2	140	23	199	43	0	265	54	187	48	2	291	854
12:15 PM	53	63	55	1	172	47	56	22	1	126	20	210	57	0	287	38	191	54	1	284	869
12:30 PM	50	61	51	1	163	62	56	30	0	148	17	188	53	1	259	58	206	48	0	312	882
12:45 PM	45	69	61	0	175	50	50	25	1	126	17	201	50	1	269	60	207	61	1	329	899
Total	192	250	224	2	668	236	207	93	4	540	77	798	203	2	1080	210	791	211	4	1216	3504
*** BREAK ***																					
02:00 PM	57	56	39	0	152	61	52	19	1	133	30	227	48	0	305	37	202	56	1	296	886
02:15 PM	58	68	45	1	172	48	52	15	0	115	27	272	57	1	357	42	177	35	2	256	900
02:30 PM	67	115	47	0	229	48	40	23	0	111	23	240	57	0	320	33	232	63	0	328	988
02:45 PM	54	75	46	0	175	71	54	15	0	140	20	227	33	0	280	37	216	43	1	297	892
Total	236	314	177	1	728	228	198	72	1	499	100	966	195	1	1262	149	827	197	4	1177	3666
03:00 PM	52	68	40	0	160	84	52	23	0	159	27	217	71	0	315	45	187	50	0	282	916
03:15 PM	57	107	46	0	210	51	71	22	0	144	31	223	34	0	288	36	207	54	0	297	939
03:30 PM	69	103	39	0	211	58	51	20	0	129	44	247	38	0	329	40	197	49	1	287	956
03:45 PM	48	70	42	0	160	44	58	19	0	121	29	242	49	1	321	40	195	49	0	284	886
Total	226	348	167	0	741	237	232	84	0	553	131	929	192	1	1253	161	786	202	1	1150	3697
04:00 PM	58	91	47	0	196	41	53	9	0	103	18	208	45	0	271	33	179	65	0	277	847
04:15 PM	46	79	43	0	168	57	53	23	0	133	33	246	54	0	333	30	172	63	0	265	899
04:30 PM	53	102	44	0	199	66	70	18	0	154	31	222	43	0	296	30	207	51	0	288	937
04:45 PM	53	109	41	0	203	84	58	16	0	158	29	231	38	0	298	29	200	46	1	276	935
Total	210	381	175	0	766	248	234	66	0	548	111	907	180	0	1198	122	758	225	1	1106	3618
05:00 PM	64	118	43	0	225	82	61	12	1	156	42	234	41	0	317	25	215	48	2	290	988
05:15 PM	45	123	34	1	203	74	90	24	0	188	32	241	40	0	313	45	197	68	0	310	1014
05:30 PM	51	116	26	0	193	70	79	18	0	167	29	247	48	0	324	33	208	50	1	292	976
05:45 PM	37	83	36	0	156	66	73	13	0	152	35	281	42	0	358	34	189	56	1	280	946
Total	197	440	139	1	777	292	303	67	1	663	138	1003	171	0	1312	137	809	222	4	1172	3924
Grand Total	1832	2436	1309	8	5585	1993	1911	813	6	4723	739	6780	1551	6	9076	1186	7170	1426	20	9802	29186
Apprch %	32.8	43.6	23.4	0.1		42.2	40.5	17.2	0.1		8.1	74.7	17.1	0.1		12.1	73.1	14.5	0.2		
Total %	6.3	8.3	4.5	0	19.1	6.8	6.5	2.8	0	16.2	2.5	23.2	5.3	0	31.1	4.1	24.6	4.9	0.1	33.6	
Passenger Vehicles	1804	2425	1286	8	5523	1973	1896	807	6	4682	734	6732	1529	6	9001	1172	7123	1409	20	9724	28930
% Passenger Vehicles	98.5	99.5	98.2	100	98.9	99	99.2	99.3	100	99.1	99.3	99.3	98.6	100	99.2	98.8	99.3	98.8	100	99.2	99.1
Heavy Trucks	28	11	23	0	62	20	15	6	0	41	5	48	22	0	75	14	47	17	0	78	256
% Heavy Trucks	1.5	0.5	1.8	0	1.1	1	0.8	0.7	0	0.9	0.7	0.7	1.4	0	0.8	1.2	0.7	1.2	0	0.8	0.9

Stanley Consultants, Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)

Site Code : 00000000

Start Date : 9/14/2023

Page No : 2

	LAKEMONT AVENUE Northbound					LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	51	47	29	0	127	63	75	41	0	179	15	168	64	1	248	35	312	45	0	392	946
08:15 AM	49	60	24	0	133	75	68	52	0	195	16	201	62	0	279	30	331	23	0	384	991
08:30 AM	95	61	24	1	181	80	63	41	0	184	15	208	45	1	269	25	304	29	0	358	992
08:45 AM	70	72	34	0	176	89	89	47	0	225	19	182	48	0	249	42	290	25	0	357	1007
Total Volume	265	240	111	1	617	307	295	181	0	783	65	759	219	2	1045	132	1237	122	0	1491	3936
% App. Total	42.9	38.9	18	0.2		39.2	37.7	23.1	0		6.2	72.6	21	0.2		8.9	83	8.2	0		
PHF	.697	.833	.816	.250	.852	.862	.829	.870	.000	.870	.855	.912	.855	.500	.936	.786	.934	.678	.000	.951	.977
Passenger Vehicles	259	236	109	1	605	300	294	181	0	775	65	749	215	2	1031	129	1225	117	0	1471	3882
% Passenger Vehicles	97.7	98.3	98.2	100	98.1	97.7	99.7	100	0	99.0	100	98.7	98.2	100	98.7	97.7	99.0	95.9	0	98.7	98.6
Heavy Trucks	6	4	2	0	12	7	1	0	0	8	0	10	4	0	14	3	12	5	0	20	54
% Heavy Trucks	2.3	1.7	1.8	0	1.9	2.3	0.3	0	0	1.0	0	1.3	1.8	0	1.3	2.3	1.0	4.1	0	1.3	1.4

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					07:30 AM				
+0 mins.	60	45	26	0	131	63	75	41	0	179	15	168	64	1	248	33	338	17	0	388
+15 mins.	69	71	36	0	176	75	68	52	0	195	16	201	62	0	279	38	301	29	0	368
+30 mins.	76	52	30	0	158	80	63	41	0	184	15	208	45	1	269	35	312	45	0	392
+45 mins.	76	59	23	2	160	89	89	47	0	225	19	182	48	0	249	30	331	23	0	384
Total Volume	281	227	115	2	625	307	295	181	0	783	65	759	219	2	1045	136	1282	114	0	1532
% App. Total	45	36.3	18.4	0.3		39.2	37.7	23.1	0		6.2	72.6	21	0.2		8.9	83.7	7.4	0	
PHF	.924	.799	.799	.250	.888	.862	.829	.870	.000	.870	.855	.912	.855	.500	.936	.895	.948	.633	.000	.977
Passenger Vehicles	274	226	108	2	610	300	294	181	0	775	65	749	215	2	1031	133	¹²⁷ ₀	112	0	1515
% Passenger Vehicles	97.5	99.6	93.9	100	97.6	97.7	99.7	100	0	99	100	98.7	98.2	100	98.7	97.8	99.1	98.2	0	98.9
Heavy Trucks	7	1	7	0	15	7	1	0	0	8	0	10	4	0	14	3	12	2	0	17
% Heavy Trucks	2.5	0.4	6.1	0	2.4	2.3	0.3	0	0	1	0	1.3	1.8	0	1.3	2.2	0.9	1.8	0	1.1

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

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	44	57	57	0	158	77	45	16	2	140	23	199	43	0	265	54	187	48	2	291	854
12:15 PM	53	63	55	1	172	47	56	22	1	126	20	210	57	0	287	38	191	54	1	284	869
12:30 PM	50	61	51	1	163	62	56	30	0	148	17	188	53	1	259	58	206	48	0	312	882
12:45 PM	45	69	61	0	175	50	50	25	1	126	17	201	50	1	269	60	207	61	1	329	899
Total Volume	192	250	224	2	668	236	207	93	4	540	77	798	203	2	1080	210	791	211	4	1216	3504
% App. Total	28.7	37.4	33.5	0.3		43.7	38.3	17.2	0.7		7.1	73.9	18.8	0.2		17.3	65	17.4	0.3		
PHF	.906	.906	.918	.500	.954	.766	.924	.775	.500	.912	.837	.950	.890	.500	.941	.875	.955	.865	.500	.924	.974
Passenger Vehicles	189	250	223	2	664	235	206	91	4	536	77	794	201	2	1074	208	788	209	4	1209	3483
% Passenger Vehicles	98.4	100	99.6	100	99.4	99.6	99.5	97.8	100	99.3	100	99.5	99.0	100	99.4	99.0	99.6	99.1	100	99.4	99.4
Heavy Trucks	3	0	1	0	4	1	1	2	0	4	0	4	2	0	6	2	3	2	0	7	21
% Heavy Trucks	1.6	0	0.4	0	0.6	0.4	0.5	2.2	0	0.7	0	0.5	1.0	0	0.6	1.0	0.4	0.9	0	0.6	0.6

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

Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					12:00 PM					12:00 PM				
+0 mins.	44	57	57	0	158	65	43	35	0	143	23	199	43	0	265	54	187	48	2	291
+15 mins.	53	63	55	1	172	77	45	16	2	140	20	210	57	0	287	38	191	54	1	284
+30 mins.	50	61	51	1	163	47	56	22	1	126	17	188	53	1	259	58	206	48	0	312
+45 mins.	45	69	61	0	175	62	56	30	0	148	17	201	50	1	269	60	207	61	1	329
Total Volume	192	250	224	2	668	251	200	103	3	557	77	798	203	2	1080	210	791	211	4	1216
% App. Total	28.7	37.4	33.5	0.3		45.1	35.9	18.5	0.5		7.1	73.9	18.8	0.2		17.3	65	17.4	0.3	
PHF	.906	.906	.918	.500	.954	.815	.893	.736	.375	.941	.837	.950	.890	.500	.941	.875	.955	.865	.500	.924
Passenger Vehicles	189	250	223	2	664	249	199	101	3	552	77	794	201	2	1074	208	788	209	4	1209
% Passenger Vehicles	98.4	100	99.6	100	99.4	99.2	99.5	98.1	100	99.1	100	99.5	99	100	99.4	99	99.6	99.1	100	99.4
Heavy Trucks	3	0	1	0	4	2	1	2	0	5	0	4	2	0	6	2	3	2	0	7
% Heavy Trucks	1.6	0	0.4	0	0.6	0.8	0.5	1.9	0	0.9	0	0.5	1	0	0.6	1	0.4	0.9	0	0.6

Stanley Consultants, Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)

Site Code : 00000000

Start Date : 9/14/2023

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	LAKEMONT AVENUE Northbound					LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	64	118	43	0	225	82	61	12	1	156	42	234	41	0	317	25	215	48	2	290	988
05:15 PM	45	123	34	1	203	74	90	24	0	188	32	241	40	0	313	45	197	68	0	310	1014
05:30 PM	51	116	26	0	193	70	79	18	0	167	29	247	48	0	324	33	208	50	1	292	976
05:45 PM	37	83	36	0	156	66	73	13	0	152	35	281	42	0	358	34	189	56	1	280	946
Total Volume	197	440	139	1	777	292	303	67	1	663	138	1003	171	0	1312	137	809	222	4	1172	3924
% App. Total	25.4	56.6	17.9	0.1		44	45.7	10.1	0.2		10.5	76.4	13	0		11.7	69	18.9	0.3		
PHF	.770	.894	.808	.250	.863	.890	.842	.698	.250	.882	.821	.892	.891	.000	.916	.761	.941	.816	.500	.945	.967
Passenger Vehicles	196	440	138	1	775	292	301	66	1	660	138	1001	169	0	1308	136	808	221	4	1169	3912
% Passenger Vehicles	99.5	100	99.3	100	99.7	100	99.3	98.5	100	99.5	100	99.8	98.8	0	99.7	99.3	99.9	99.5	100	99.7	99.7
Heavy Trucks	1	0	1	0	2	0	2	1	0	3	0	2	2	0	4	1	1	1	0	3	12
% Heavy Trucks	0.5	0	0.7	0	0.3	0	0.7	1.5	0	0.5	0	0.2	1.2	0	0.3	0.7	0.1	0.5	0	0.3	0.3

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

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					05:15 PM				
+0 mins.	53	102	44	0	199	84	58	16	0	158	42	234	41	0	317	33	232	63	0	328
+15 mins.	53	109	41	0	203	82	61	12	1	156	32	241	40	0	313	37	216	43	1	297
+30 mins.	64	118	43	0	225	74	90	24	0	188	29	247	48	0	324	45	187	50	0	282
+45 mins.	45	123	34	1	203	70	79	18	0	167	35	281	42	0	358	36	207	54	0	297
Total Volume	215	452	162	1	830	310	288	70	1	669	138	1003	171	0	1312	151	842	210	1	1204
% App. Total	25.9	54.5	19.5	0.1		46.3	43	10.5	0.1		10.5	76.4	13	0		12.5	69.9	17.4	0.1	
PHF	.840	.919	.920	.250	.922	.923	.800	.729	.250	.890	.821	.892	.891	.000	.916	.839	.907	.833	.250	.918
Passenger Vehicles	213	451	161	1	826	310	285	69	1	665	138	1001	169	0	1308	149	840	206	1	1196
% Passenger Vehicles	99.1	99.8	99.4	100	99.5	100	99	98.6	100	99.4	100	99.8	98.8	0	99.7	98.7	99.8	98.1	100	99.3
Heavy Trucks	2	1	1	0	4	0	3	1	0	4	0	2	2	0	4	2	2	4	0	8
% Heavy Trucks	0.9	0.2	0.6	0	0.5	0	1	1.4	0	0.6	0	0.2	1.2	0	0.3	1.3	0.2	1.9	0	0.7

Stanley Consultants, Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)

Site Code : 00000000

Start Date : 9/14/2023

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Groups Printed- Heavy Trucks

	LAKEMONT AVENUE Northbound					LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	1	0	4	0	5	0	0	0	0	0	1	4	1	0	6	0	3	0	0	3	14
07:15 AM	1	1	1	0	3	0	0	0	0	0	0	2	2	0	4	2	1	0	0	3	10
07:30 AM	3	0	1	0	4	1	1	0	0	2	0	2	0	0	2	0	4	1	0	5	13
07:45 AM	2	0	1	0	3	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	11
Total	7	1	7	0	15	1	1	0	0	2	1	12	3	0	16	2	12	1	0	15	48
08:00 AM	0	0	1	0	1	0	1	0	0	1	0	4	1	0	5	1	2	1	0	4	11
08:15 AM	2	2	1	0	5	1	0	0	0	1	0	2	0	0	2	2	2	0	0	4	12
08:30 AM	1	2	0	0	3	1	0	0	0	1	0	1	2	0	3	0	5	1	0	6	13
08:45 AM	3	0	0	0	3	5	0	0	0	5	0	3	1	0	4	0	3	3	0	6	18
Total	6	4	2	0	12	7	1	0	0	8	0	10	4	0	14	3	12	5	0	20	54
*** BREAK ***																					
11:00 AM	1	1	2	0	4	1	1	0	0	2	0	3	3	0	6	0	4	0	0	4	16
11:15 AM	1	0	1	0	2	0	2	0	0	2	0	4	1	0	5	1	1	0	0	2	11
11:30 AM	1	1	2	0	4	0	1	0	0	1	1	3	1	0	5	0	5	1	0	6	16
11:45 AM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	8
Total	3	3	6	0	12	2	4	0	0	6	2	12	5	0	19	1	12	1	0	14	51
12:00 PM	0	0	1	0	1	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	5
12:15 PM	1	0	0	0	1	1	0	2	0	3	0	0	1	0	1	2	1	0	0	3	8
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	3	0	1	0	4	1	1	2	0	4	0	4	2	0	6	2	3	2	0	7	21
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4
02:15 PM	1	0	2	0	3	2	0	1	0	3	0	2	0	0	2	0	2	0	0	2	10
02:30 PM	2	0	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6
02:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	1	0	2	5
Total	3	0	2	0	5	4	2	1	0	7	0	5	2	0	7	1	4	1	0	6	25
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	1	2	0	4	6
03:15 PM	2	1	1	0	4	2	1	1	0	4	0	1	1	0	2	0	0	1	0	1	11
03:30 PM	1	0	1	0	2	1	1	0	0	2	0	1	1	0	2	1	0	2	0	3	9
03:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	3	1	3	0	7	4	2	2	0	8	0	3	2	0	5	2	1	5	0	8	28
04:00 PM	0	1	0	0	1	1	1	0	0	2	1	0	0	0	1	1	0	0	0	1	5
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
04:30 PM	2	1	0	0	3	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	2	2	1	0	5	1	2	0	0	3	2	0	2	0	4	2	2	1	0	5	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:15 PM	0	0	1	0	1	0	2	1	0	3	0	1	1	0	2	0	0	0	0	0	6
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
Total	1	0	1	0	2	0	2	1	0	3	0	2	2	0	4	1	1	1	0	3	12
Grand Total	28	11	23	0	62	20	15	6	0	41	5	48	22	0	75	14	47	17	0	78	256
Apprch %	45.2	17.7	37.1	0		48.8	36.6	14.6	0		6.7	64	29.3	0		17.9	60.3	21.8	0		
Total %	10.9	4.3	9	0	24.2	7.8	5.9	2.3	0	16	2	18.8	8.6	0	29.3	5.5	18.4	6.6	0	30.5	

Stanley Consultants, Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)

Site Code : 00000000

Start Date : 9/14/2023

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	LAKEMONT AVENUE Northbound					LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	1	0	1	0	1	0	0	1	0	4	1	0	5	1	2	1	0	4	11
08:15 AM	2	2	1	0	5	1	0	0	0	1	0	2	0	0	2	2	2	0	0	4	12
08:30 AM	1	2	0	0	3	1	0	0	0	1	0	1	2	0	3	0	5	1	0	6	13
08:45 AM	3	0	0	0	3	5	0	0	0	5	0	3	1	0	4	0	3	3	0	6	18
Total Volume	6	4	2	0	12	7	1	0	0	8	0	10	4	0	14	3	12	5	0	20	54
% App. Total	50	33.3	16.7	0		87.5	12.5	0	0		0	71.4	28.6	0		15	60	25	0		
PHF	.500	.500	.500	.000	.600	.350	.250	.000	.000	.400	.000	.625	.500	.000	.700	.375	.600	.417	.000	.833	.750

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					07:00 AM					08:00 AM				
+0 mins.	1	0	4	0	5	0	1	0	0	1	1	4	1	0	6	1	2	1	0	4
+15 mins.	1	1	1	0	3	1	0	0	0	1	0	2	2	0	4	2	2	0	0	4
+30 mins.	3	0	1	0	4	1	0	0	0	1	0	2	0	0	2	0	5	1	0	6
+45 mins.	2	0	1	0	3	5	0	0	0	5	0	4	0	0	4	0	3	3	0	6
Total Volume	7	1	7	0	15	7	1	0	0	8	1	12	3	0	16	3	12	5	0	20
% App. Total	46.7	6.7	46.7	0		87.5	12.5	0	0		6.2	75	18.8	0		15	60	25	0	
PHF	.583	.250	.438	.000	.750	.350	.250	.000	.000	.400	.250	.750	.375	.000	.667	.375	.600	.417	.000	.833

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

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	1	1	2	0	4	1	1	0	0	2	0	3	3	0	6	0	4	0	0	4	16
11:15 AM	1	0	1	0	2	0	2	0	0	2	0	4	1	0	5	1	1	0	0	2	11
11:30 AM	1	1	2	0	4	0	1	0	0	1	1	3	1	0	5	0	5	1	0	6	16
11:45 AM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	8
Total Volume	3	3	6	0	12	2	4	0	0	6	2	12	5	0	19	1	12	1	0	14	51
% App. Total	25	25	50	0		33.3	66.7	0	0		10.5	63.2	26.3	0		7.1	85.7	7.1	0		
PHF	.750	.750	.750	.000	.750	.500	.500	.000	.000	.750	.500	.750	.417	.000	.792	.250	.600	.250	.000	.583	.797

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

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:00 AM				
+0 mins.	1	1	2	0	4	1	1	0	0	2	0	3	3	0	6	0	4	0	0	4
+15 mins.	1	0	1	0	2	0	2	0	0	2	0	4	1	0	5	1	1	0	0	2
+30 mins.	1	1	2	0	4	0	1	0	0	1	1	3	1	0	5	0	5	1	0	6
+45 mins.	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2
Total Volume	3	3	6	0	12	2	4	0	0	6	2	12	5	0	19	1	12	1	0	14
% App. Total	25	25	50	0		33.3	66.7	0	0		10.5	63.2	26.3	0		7.1	85.7	7.1	0	
PHF	.750	.750	.750	.000	.750	.500	.500	.000	.000	.750	.500	.750	.417	.000	.792	.250	.600	.250	.000	.583

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

Peak Hour for Entire Intersection Begins at 02:45 PM

02:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	1	0	2	5
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	1	1	2	0	4	6
03:15 PM	2	1	1	0	4	2	1	1	0	4	0	1	1	0	2	0	0	1	0	1	11
03:30 PM	1	0	1	0	2	1	1	0	0	2	0	1	1	0	2	1	0	2	0	3	9
Total Volume	3	1	2	0	6	5	3	1	0	9	0	4	2	0	6	2	2	6	0	10	31
% App. Total	50	16.7	33.3	0		55.6	33.3	11.1	0		0	66.7	33.3	0		20	20	60	0		
PHF	.375	.250	.500	.000	.375	.625	.750	.250	.000	.563	.000	1.00	.500	.000	.750	.500	.500	.750	.000	.625	.705

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

Peak Hour for Each Approach Begins at:

	03:15 PM					02:45 PM					02:00 PM					02:45 PM				
+0 mins.	2	1	1	0	4	1	1	0	0	2	0	0	2	0	2	0	1	1	0	2
+15 mins.	1	0	1	0	2	1	0	0	0	1	0	2	0	0	2	1	1	2	0	4
+30 mins.	0	0	1	0	1	2	1	1	0	4	0	2	0	0	2	0	0	1	0	1
+45 mins.	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	1	0	2	0	3
Total Volume	3	2	3	0	8	5	3	1	0	9	0	5	2	0	7	2	2	6	0	10
% App. Total	37.5	25	37.5	0		55.6	33.3	11.1	0		0	71.4	28.6	0		20	20	60	0	
PHF	.375	.500	.750	.000	.500	.625	.750	.250	.000	.563	.000	.625	.250	.000	.875	.500	.500	.750	.000	.625

Appendix C

FDOT Traffic Signal Warrant Analysis Summary Worksheets

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
 - The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation
- Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only

*Automated cells based on in
Input Data in "orange" cells*

General Information

Fill in below the general information including:

District, County (drop-down menu)

City, Engineer, Date

Major and Minor Street with corresponding number of lanes and speed limits

Enter Eight Hour Volumes

Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only**. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Enter Four Hour Volumes

Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)

Enter Pedestrian Volumes (4-I Pedestrians per hour crossing the major street (total of all crossings)

Enter Peak Hour Volumes

Vehicular: Any four consecutive 15-minute periods of an average day

Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input DataForm 750-020-01
TRAFFIC ENGINEERING
October 2020City: **Winter Park**
County: **75 – Orange**
District: **Five**Engineer: **WSP**
Date: **September 9, 2024**Major Street: **State Road 426** Major Street # Lanes: **4** Major Approach Speed: **30**
Minor Street: **Cortland Avenue** Minor Street # Lanes: **2** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	2,805	9	0
8:00 AM	2,989	12	0
11:00 AM	2,208	20	0
12:00 PM	2,270	11	0
2:00 PM	2,629	16	0
3:00 PM	2,489	10	0
4:00 PM	2,503	13	0
5:00 PM	2,809	12	0

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2805	9
8:00 AM	2989	12
11:00 AM	2208	20
12:00 PM	2270	11
2:00 PM	2629	16
3:00 PM	2489	10
4:00 PM	2503	13
5:00 PM	2809	12

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
8:00 AM	2989	12
11:00 AM	2208	20
2:00 PM	2629	16
4:00 PM	2503	13

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
		0
		0
		0
		0

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4**
Lanes: **2**
Major Approach Speed: **30**
Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☒ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☒ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours. ☐ Yes ☒ No

Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☒ No

Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours. ☐ Yes ☒ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Applicable: ☒ Yes ☐ No

100% Satisfied: ☐ Yes ☒ No

80% Satisfied: ☐ Yes ☒ No

70% Satisfied: ☐ Yes ☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	2,805	2,989	2,208	2,270	2,629	2,489	2,503	2,809
Minor	9	12	20	11	16	10	13	12

Existing Volumes

State of Florida Department of Transportation
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Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☒ Yes	☐ No
100% Satisfied:	☐ Yes	☒ No
80% Satisfied:	☐ Yes	☒ No
70% Satisfied:	☐ Yes	☒ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Major	2,805	2,989	2,208	2,270	2,629	2,489	2,503	2,809
Minor	9	12	20	11	16	10	13	12

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

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October 2020

City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426** Lanes: **4** Major Approach Speed: **30**
Minor Street: **Cortland Avenue** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☒ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☒ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

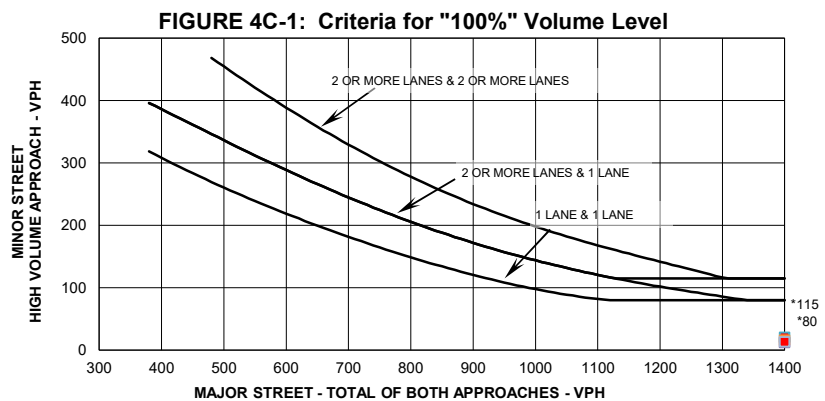
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Plot four volume combinations on the applicable figure below.

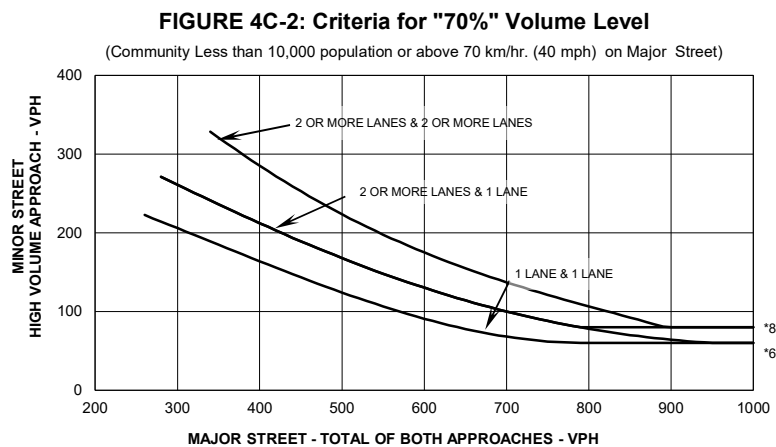
100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
8:00 AM	2989	12
11:00 AM	2208	20
2:00 PM	2629	16
4:00 PM	2503	13



70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



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County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4** Major Approach Speed: **30**
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☒ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☒ 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☒ No

Unusual condition justifying use of warrant:

Industrial Complex

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

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

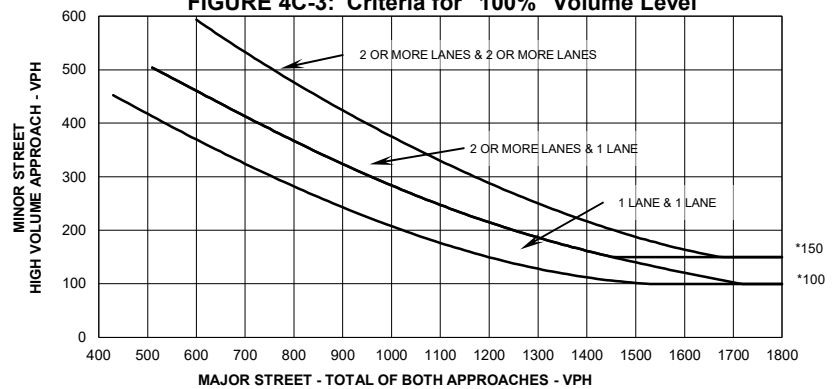
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	☐ Yes	☐ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	☐ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	☐ Yes	☐ No

Plot volume combination on the applicable figure below.

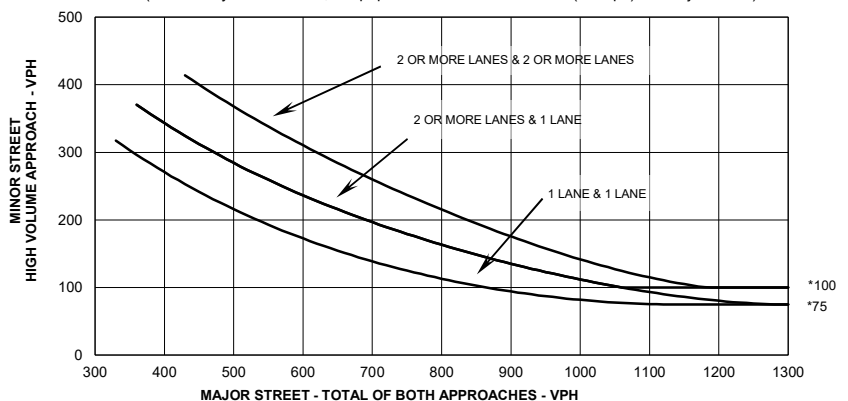
FIGURE 4C-3: Criteria for "100%" Volume Level



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

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



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

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City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4** Major Approach Speed: **30**
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 35 mph?
2. Is the intersection in a built-up area of an isolated community with a population < 10,000?

☐ Yes ☒ No

☐ Yes ☒ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes"

☐ MAY

☐ 70% ☒ 100%

Option

*Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec. A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile.*

☐ Yes ☒ No

WARRANT 4 - PEDESTRIAN VOLUME

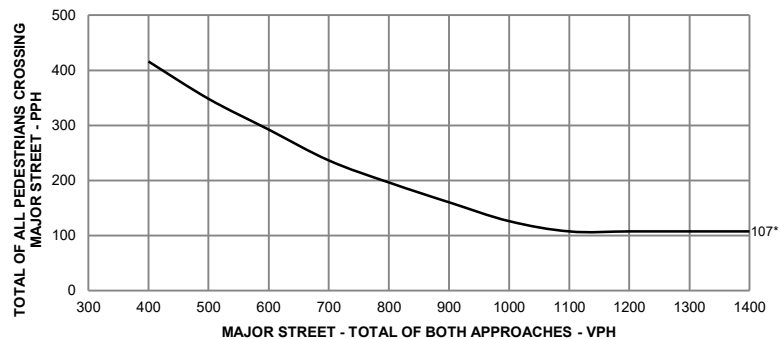
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

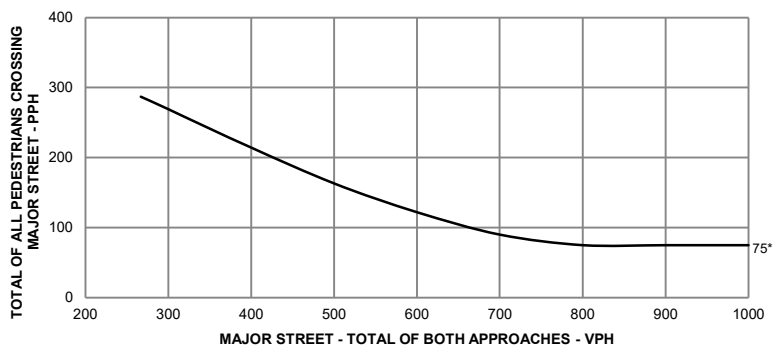


* Note: 107 pph applies as the lower threshold volume for 100% volume level

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume for 70% volume level

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: ☐ Yes ☒ No

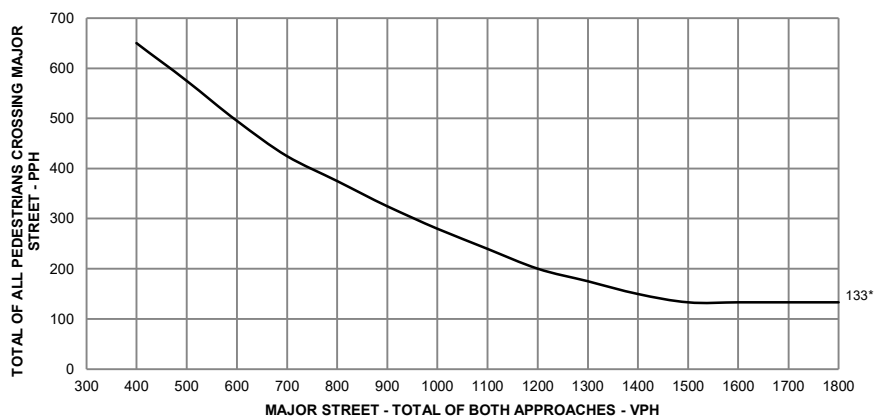
Satisfied: ☐ Yes ☒ No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

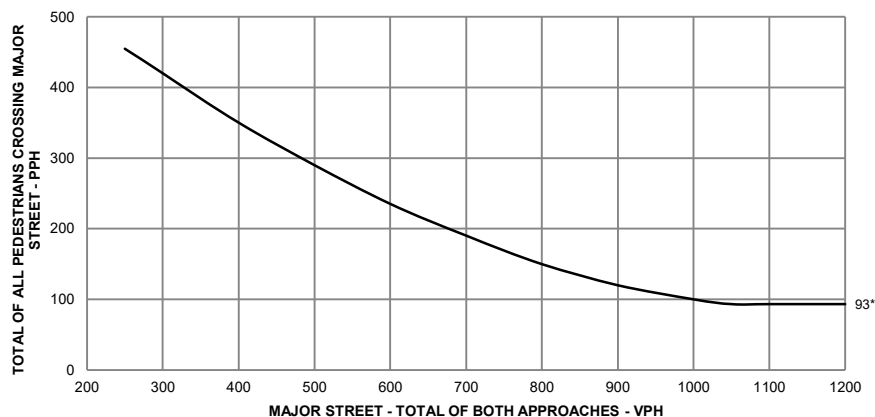


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

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District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: State Road 426	Lanes: 4	Major Approach Speed: 30
Minor Street: Cortland Avenue	Lanes: 2	Minor Approach Speed: 25

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

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

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

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

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City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: State Road 426	Lanes: 4	Major Approach Speed: 30
Minor Street: Cortland Avenue	Lanes: 2	Minor Approach Speed: 25

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

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

Applicable: ☒ Yes ☐ No

Satisfied: ☒ Yes ☐ No

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

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District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4** Major Approach Speed: **30**
Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

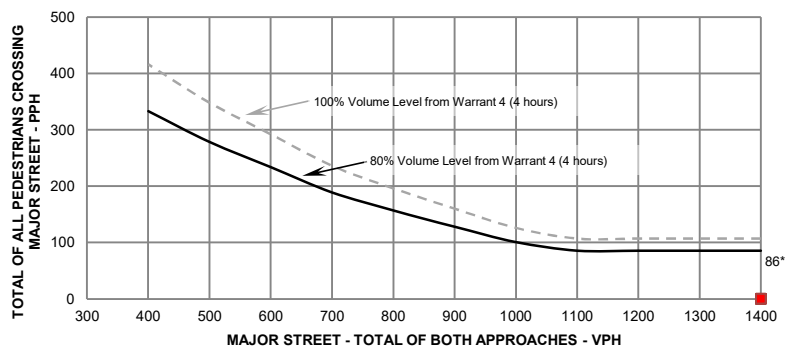
Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if **all three** of the criteria are fulfilled.

Applicable: ☒ Yes ☐ No

Satisfied: ☐ Yes ☒ No

Criteria					Fulfilled?	
					Yes	No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:	Stop Sign				No
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	Left Turn, Sideswipe, Angle, Rear End, Other	Number of crashes per 12 months:	1		No
3. One of the following volume warrants is met:					Met?	
Warrant 1, Condition A (80% satisfied), or					No	
Warrant 1, Condition B (80% satisfied), or					No	
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.	Hour	Major Street Volume	Ped Crossings Volume			No
	7:00 AM	2805				
	8:00 AM	2989				
	11:00 AM	2208				
	12:00 PM	2270				
	2:00 PM	2629				
	3:00 PM	2489				
	4:00 PM	2503				
	5:00 PM	2809				

Figure 4C-5. Criteria for "100%" Volume Level



* Note: 86 pph applies as the lower threshold volume for the 80% volume threshold.

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City: **Winter Park**
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District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426** Lanes: **4** Major Approach Speed: **30**
Minor Street: **Cortland Avenue** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: ☐ Yes ☒ No

Satisfied: ☐ Yes ☒ No

Criteria								Met?		Fulfilled?		
								Yes	No	Yes	No	
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.				Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				Warrant:	1	2	3				
					Satisfied?:							
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)								← Hour				
								← Volume				

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:								
	Minor Street:								
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:								
	Minor Street:								
3. Appears as a major route on an official plan.	Major Street:								
	Minor Street:								

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City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4**
Lanes: **2**

Major Approach Speed: **30**
Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing?

☐ 1 ☐ 2 or more

If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10.

☐ Fig 4C-9 ☐ Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☒ No

Criteria	Fulfilled?	
	Yes	No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	☐	☒
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	☐	☐

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs

Occurrences of Rail traffic per day
% of High Occupancy Buses on Approach Lane at Track Crossing
Enter D (feet)
% of Tractor-Trailer Trucks on Approach Lane at Track Crossing

Adjustment Factors from Tables

	1.00
	0.50

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

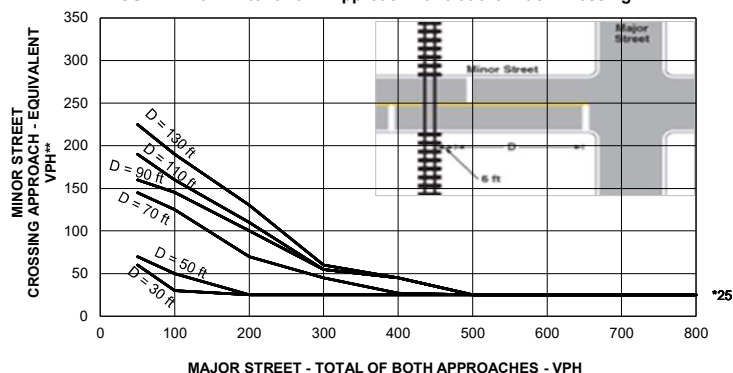
Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		
D (ft)	Major Vol.	Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		
D (ft)	Major Vol.	Minor Vol.

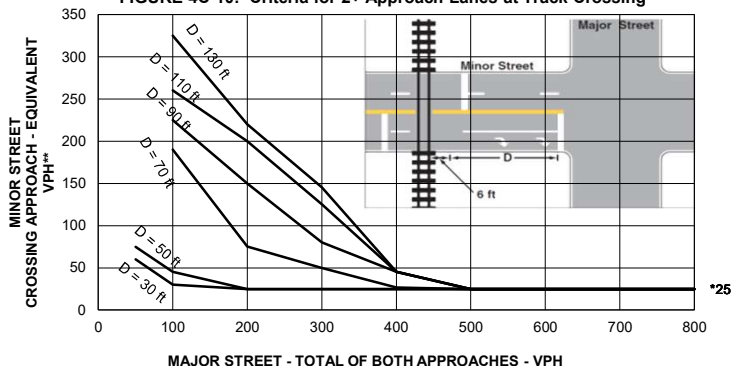
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

*Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

*Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

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City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426**
Minor Street: **Cortland Avenue**

Lanes: **4**
Lanes: **2**
Major Approach Speed: **30**
Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks: **A traffic signal is recommended at the intersection of State Road 426 and Cortland Avenue based on Warrant 6.**

WARRANTS SATISFIED:

Warrant 1	☐ Not Applicable	☐ Met	☒ Not Met
Warrant 2	☐ Not Applicable	☐ Met	☒ Not Met
Warrant 3	☒ Not Applicable	☐ Met	☒ Not Met
Warrant 4	☒ Not Applicable	☐ Met	☒ Not Met
Warrant 5	☒ Not Applicable	☐ Met	☒ Not Met
Warrant 6	☐ Not Applicable	☒ Met	☐ Not Met
Warrant 7	☐ Not Applicable	☐ Met	☒ Not Met
Warrant 8	☒ Not Applicable	☐ Met	☒ Not Met
Warrant 9	☒ Not Applicable	☐ Met	☒ Not Met

Appendix D

Traffic Signal Warrant Analysis Summary Worksheets – Additional Analysis

TRAFFIC SIGNAL WARRANT SUMMARY

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
 - The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation
- Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only

*Automated cells based on in
Input Data in "orange" cells*

General Information

Fill in below the general information including:

District, County (drop-down menu)

City, Engineer, Date

Major and Minor Street with corresponding number of lanes and speed limits

Enter Eight Hour Volumes

Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only**. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Enter Four Hour Volumes

Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)

Enter Pedestrian Volumes (4-I Pedestrians per hour crossing the major street (total of all crossings)

Enter Peak Hour Volumes

Vehicular: Any four consecutive 15-minute periods of an average day

Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input DataForm 750-020-01
TRAFFIC ENGINEERING
October 2020City: **Winter Park**
County: **75 – Orange**
District: **Five**Engineer: **WSP**
Date: **September 9, 2024**Major Street: **State Road 426** Major Street # Lanes: **4** Major Approach Speed: **30**
Minor Street: **Cortland Avenue** Minor Street # Lanes: **2** Minor Approach Speed: **25**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
7:00 AM	2,805	100	0
8:00 AM	2,989	84	0
11:00 AM	2,208	88	0
12:00 PM	2,270	70	0
2:00 PM	2,629	82	0
3:00 PM	2,489	80	0
4:00 PM	2,503	77	0
5:00 PM	2,809	75	0

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2805	100
8:00 AM	2989	84
11:00 AM	2208	88
12:00 PM	2270	70
2:00 PM	2629	82
3:00 PM	2489	80
4:00 PM	2503	77
5:00 PM	2809	75

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	2805	100
8:00 AM	2989	84
11:00 AM	2208	88
2:00 PM	2629	82

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
		0
		0
		0
		0

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

City: **Winter Park**
County: **75 – Orange**
District: **Five**

Engineer: **WSP**
Date: **September 9, 2024**

Major Street: **State Road 426** Lanes: **4** Major Approach Speed: **30**
Minor Street: **Cortland Avenue** Lanes: **2** Minor Approach Speed: **25**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☒ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☒ No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☒ 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

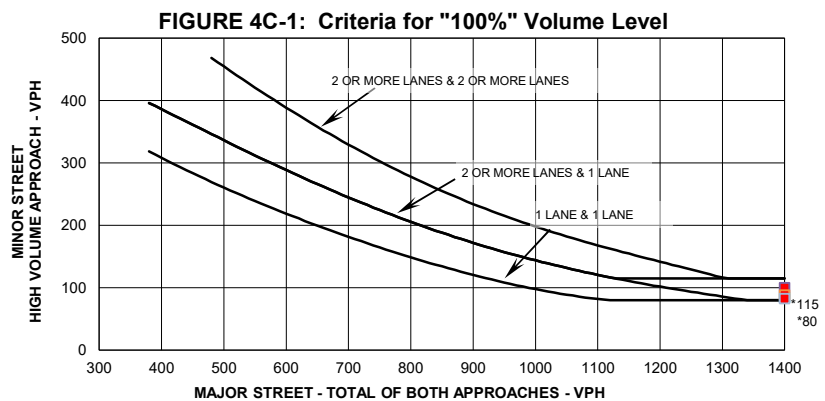
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

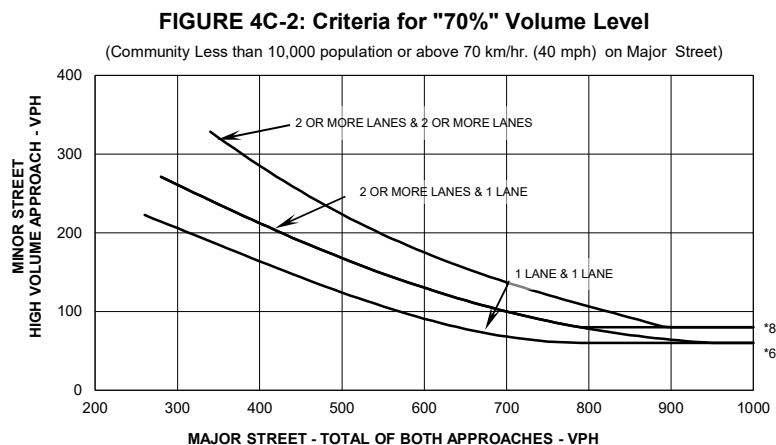
Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 AM	2805	100
8:00 AM	2989	84
11:00 AM	2208	88
2:00 PM	2629	82



* Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street



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