



Orange Avenue Overlay Appearance Review Advisory Board Regular Meeting

Agenda

October 2, 2023 @ 4:00 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

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office ([407-599-3277](tel:407-599-3277)) at least 48 hours in advance of the meeting.

"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. Call to Order**
 - 2. Selection of Chair and Vice Chair**
 - a. Selection of Chair and Vice Chair 5 minutes
 - 3. Consent Agenda**
 - 4. Public Comments (for items not on the agenda): Three minutes allowed for each speaker**
 - 5. Action Items**
 - a. CU# 23-07 Request of Z Development Services on behalf of DI Partners LLP, for conditional use approval to construct a 12,000 square foot commercial building at 805 W Fairbanks Ave. Additionally, variances are being requested related to the front setback, parapet height, and rear façade articulation. 30 minutes
 - 6. Non-Action Items**
 - 7. Staff Updates**
 - 8. Board Comments**
 - 9. Upcoming Agenda Items**
 - 10. Adjournment**



Orange Avenue Overlay Appearance Review Advisory Board

agenda item

item type

Action Items

meeting date

October 2, 2023

prepared by

John Harbilas, Senior Planner

approved by

Mary Bush, Administrative Coordinator III

subject

CU# 23-07 Request of Z Development Services on behalf of DI Partners LLP, for conditional use approval to construct a 12,000 square foot commercial building at 805 W Fairbanks Ave. Additionally, variances are being requested related to the front setback, parapet height, and rear façade articulation.

motion | recommendation

background

The subject property is located at 805 W Fairbanks Ave, at the northeast corner of W Fairbanks Avenue and S Denning Drive. The property is located within the Orange Avenue Overlay district (OAO), specifically within Subarea B. The proposal is to construct a 12,000 square feet commercial building to be utilized for retail and restaurant use with a 1,500 square foot patio for outdoor dining. New developments in the OAO must also undergo appearance review by the OAO Appearance Review Board. This will be the first project to come forth since the adoption of OAO, so the City will seek opinions from the Board members as to how the project does or does not adhere to the appearance related standards outlined in Chapter 58 (attached). Under the OAO, any building exceeding 10,000 square feet requires Conditional Use approval from the City Commission. As part of that process, the applicant is requesting three variances:

- Front setback - To provide a front setback of 10 ft for the required 10ft sidewalk, in lieu of a front setback of 15 ft for the required 10 ft sidewalk and 5 ft landscape buffer.
- Parapet height – To provide a maximum height including a parapet of 25.6 ft, in lieu of the maximum height including a parapet of 24 ft.
- Rear façade – Elevations do not conform to the requirement to provide articulation offset four feet, material change, window, entryway or other breakup of the building façade at least every 30 feet, both vertically and horizontally.

The proposed building is 60 ft wide by 200 ft long, which is the maximum length permitted by

Code. The building has been pushed to front along Fairbanks and allow parking in the rear, with a one-way exit lane along the east property line. The west half of the building is intended for retail (6,960 square feet) and the east half (5,040 square feet plus 1,500 square feet patio) for a restaurant. The staff level Technical Advisory Committee reviewed this application earlier in the month, and voiced a few concerns related to the architecture. The three tower parapet features are rather two dimensional and felt top heavy given the single-story nature of the building. The applicant did express the additional parapet height relates to screening of rooftop equipment. However, the elevations do not show any rooftop equipment. Staff is unsure if the parapets will provide the required screening needed, and will need to be addressed due to the code requirement that the rooftop equipment must not be visible from the street. In staff's opinion, the architecture feels rather run-of-the-mill and lacks depth of articulation along all the facades, to help break up the length of building. Additional height of parapet may be warranted if the towers were three sided to create a pseudo enclosure for mechanical equipment. There may be some opportunities to incorporate different materials on the façade, given the large majority is block and stucco. The code also requires that the rear facades provide articulation offset four feet, material change, window, entryway or other breakup of the building façade at least every 30 feet, both vertically and horizontally. The rear elevations do not adhere to this requirement. Overall, the OAO Board is tasked with making comments and recommendations on architectural details for this project. The comments and recommendations of the Board are then transmitted to the Planning & Zoning Board and City Commission for consideration in rendering their respective recommendations and/or decisions on the project.

strategic objectives

alternatives | other considerations

fiscal impact

attachments

1. FBS Winter Park CUP Exhibits 8.5x11 & 11x17 (08-14-23)
2. FBS - Restaurant - Winter Park-TIA (Revised 080823)
3. Stormwater Narrative & Exhibit
4. OAO_Appearance_Review_Advisory_Board_Info



805 W FAIRBANKS AVE
Winter Park



Project Location

OCA Web Map

	Florida Turnpike		Major Roads		Proposed Road		Residential		Commercial/Vacant Land		Parks		Parcel Number
	Interstate 4		Public Roads		Brick Road		Agriculture		Agricultural Curtilage		Lakes and Rivers		Parcel Address
	Toll Road		Gated Roads		Block Line		Commercial/Institutional		Hydro		Building		Parcel Dimensions
	Road Under Construction		Lot Line		Governmental/Institutional/Misc		Waste Land		Block Number				



Created: 6/5/2023 9:48 Prelim 2023, Flown Jan, 2023 by Sanborn This map is for reference only and is not a survey



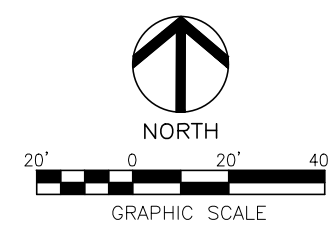
RETAIL			
RETAIL	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	25'-8"	6,960 GSF

RESTAURANT			
RESTAURANT	BUILDING HEIGHT		GROSS BUILT AREA
	REQUIRED	PROVIDED	
	55'	25'-8"	5,040 GSF

LIGHTING NOTE:
 EXTERIOR SITE LIGHTING SHALL COPLY WITH LDC
 CHAPTER 58 ARTICLE V DIVISION 10.
 LIMITS OVERALL HEIGHT OF POSTS TO 15 FT.

C-3 ZONING ANALYSIS (THE SITE)								
	PROPOSED	REQUIRED	BUILDING SETBACKS	PROPOSED	REQUIRED	LANDSCAPE BUFFER	PROPOSED	REQUIRED
SITE AREA	48,997 (±1.1248 AC)	--	FRONT BUFFER (SOUTH, FAIRBANKS AVE)	9.5' (MIN.) *	15' MIN.	FRONT BUFFER (SOUTH, FAIRBANKS AVE)	4' (MIN.)	8' MIN.
F.A.R.	27.55%	45% MAX.	SIDE BUFFER (EAST)	69' (MIN.)	0' MIN.	SIDE BUFFER (EAST)	4.5' (MIN.)	0'
IMPERVIOUS SPACE	39,641 SF (80.9%)	85% MAX.	SIDE BUFFER (WEST, DENNING DR)	31' (MIN.)	0' MIN.	SIDE BUFFER (WEST, DENNING DR)	12' (MIN.)	8' MIN.
PERVIOUS SPACE	9,356 SF (19.1%)	15% MIN.	REAR BUFFER (NORTH)	75.5' (MIN.)	35' MIN.	REAR BUFFER (NORTH)	10' (MIN.)	10' MIN.
PARKING TOTAL	59							

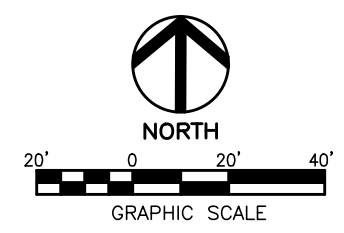
* NOTE: WAIVER IS REQUESTED FOR THE FRONT BUILDING SETBACK



805 W FAIRBANKS AVE WINTER PARK SETBACK DIAGRAM & PROJECT ANALYSIS














PARKING SUMMARY			
USE	PARKING CODE	PARKING FORMULA	PARKING PER USE
RETAIL	1 SPACE / 333 SF OF GFA	6,960 / 333	21
RESTAURANT	4 SPACE / NUMBER OF SEATS	152 SEATS / 4	38
TOTAL REQUIRED			59
TOTAL PROVIDED			59



805 W FAIRBANKS AVE WINTER PARK

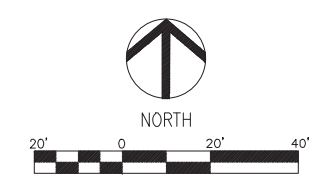
PARKING / STORMWATER SUMMARY

PLANT LEGEND

SHADE TREES	
	EXISTING TREE
	WINGED ELM
	LIVE OAK
	MAGNOLIA
	EXISTING PALM
SHRUBS / GROUNDCOVER	
	QUEEN EMMA CRINUM LILY
	RUBY RED LOROPETALUM
	DWARF PRINGLES PODOCARPUS
	PITTOSPORUM
	SANDANKWA VIBURNUM
	VARIEGATED LIRIOPE
	ST. AUGUSTINE SOD



805 W. FAIRBANKS AVE WINTER PARK LANDSCAPE CONCEPT PLAN



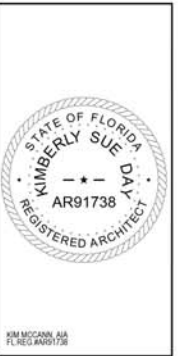
EXT FINISH SCHEDULE

	MATERIAL	MANUFACTURER	COLOR	COMMENTS
P-1	PAINTED STUCCO	SHERWIN WILLIAMS	ACCESSIBLE BEIGE 7036	
P-2	PAINTED STUCCO	SHERWIN WILLIAMS	PURE WHITE 7005	
P-3	PAINTED STUCCO	SHERWIN WILLIAMS	TAUPE TONE 7633	
G-1	ALUMINUM STOREFRONT	YKK	PER WINDOW SCHEDULE	
G-2	ALUMINUM VENEER WALL	YKK	PER WINDOW SCHEDULE	
M-1	PREFINISHED ALUMINUM CANOPY	PAD CLAD OR EQ.	--	
M-2			--	
M-3	METAL CAP COPING	PAD CLAD OR EQ.	TAUPE TONE 7633 OR EQ.	
M-4	ALUMINUM TUBING	PAD CLAD OR EQ.	--	
B-1	SPECTRA-GLAZE	WESTBROOK CONCRETE BLOCK	PURE WHITE OR SIMILAR	
B-2	SPECTRA-GLAZE	WESTBROOK CONCRETE BLOCK	TAUPE TONE OR SIMILAR	
W-1	WOOD PANELS	--	TAUPE TONE OR SIMILAR	

ELEVATION NOTES

- REFERENCE SHEET A005 FOR GENERAL CONDITIONS AND ADDITIONAL REQUIREMENTS AFFECTING THIS WORK.
- FINISH FLOOR DATUM/REFERENCE 0'-0" IS TO TOP OF SLAB. REFER TO CIVIL DRAWINGS FOR ACTUAL FLOOR FINISH ELEVATION. ALL CEILING ELEVATION FINISHES ARE FROM TOP OF SLAB UNLESS NOTED OTHERWISE.
- CONTRACTOR SHALL COORDINATE ALL WORK ON THIS SHEET WITH THE DEMOLITION WORK, AND WITH THE MECHANICAL, ELECTRICAL, PLUMBING, STRUCTURAL, AND FIRE PROTECTION DRAWINGS.
- ALL PRE-MANUFACTURED TRIM, MOLDINGS, CLADDING, AND COMPONENTS SHALL BE FASTENED AND ADHERED TO BUILDING PRE MANUFACTURER SPECIFICATIONS TO WITHSTAND DESIGN WIND PRESSURE IDENTIFIED ON STRUCTURAL DRAWINGS.
- COORDINATE WITH ARCHITECT THE LOCATION OF ALL ADDITIONAL CONTROL JOINTS REQUIRED BUT NOT INDICATED ON PLANS.
- ALL EXTERIOR SURFACES TO BE PAINTED IN FIELD OR BE PROVIDED WITH FACTORY OR SHOP APPLIED FINISH AS REQUIRED. ALL COLORS SHALL BE SELECTED BY ARCHITECT, APPROVED BY OWNER.

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PROJECT TITLE
Fairbanks and Denning's Retail
805 West Fairbanks Ave,
Winter Park, FL

CLIENT
XXXXX

XXXX

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TEAM:
Jananous Smith
Amber Atkinson

REVISIONS

NO.	DATE	DESCRIPTION

A301

EXTERIOR ELEVATIONS
Page 10 of 162



EXT FINISH SCHEDULE				
	MATERIAL	MANUFACTURER	COLOR	COMMENTS
P-1	PAINTED STUCCO	SHERWIN WILLIAMS	ACCESSIBLE BEIGE 7036	
P-2	PAINTED STUCCO	SHERWIN WILLIAMS	PURE WHITE 7005	
P-3	PAINTED STUCCO	SHERWIN WILLIAMS	TAUPE TONE 7633	
G-1	ALUMINUM STOREFRONT	YKK	PER WINDOW SCHEDULE	
G-2	ALUMINUM VENEER WALL	YKK	PER WINDOW SCHEDULE	
M-1	PREFINISHED ALUMINUM CANOPY	PAD CLAD OR EQ.	--	
M-2	METAL FASCIA	PAD CLAD OR EQ.	--	
M-3	METAL CAP COPING	PAD CLAD OR EQ.	TAUPE TONE 7633 OR EQ.	
M-4	ALUMINUM TUBING	PAD CLAD OR EQ.	--	
B-1	SPECTRA-GLAZE	WESTBROOK CONCRETE BLOCK	PURE WHITE OR SIMILAR	
B-2	SPECTRA-GLAZE	WESTBROOK CONCRETE BLOCK	TAUPE TONE OR SIMILAR	
W-1	WOOD PANELS	--	TAUPE TONE OR SIMILAR	

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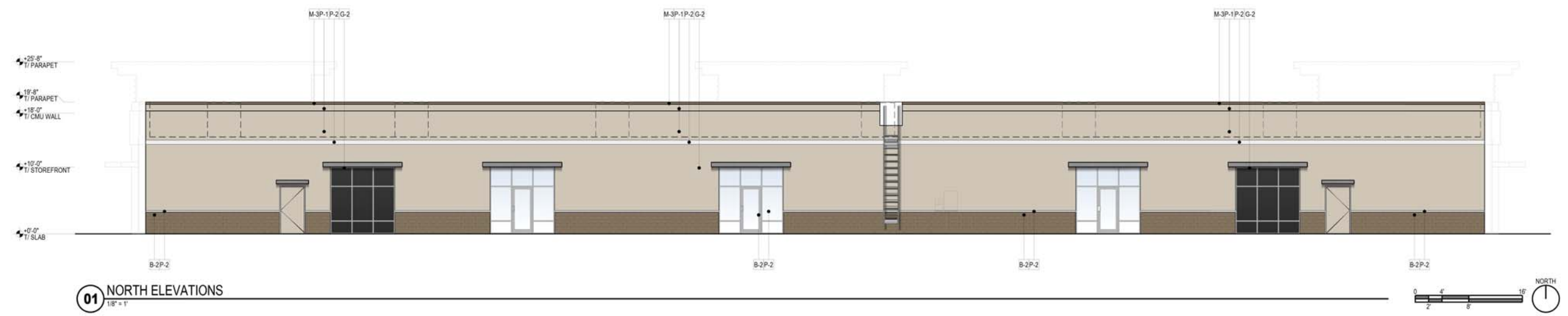
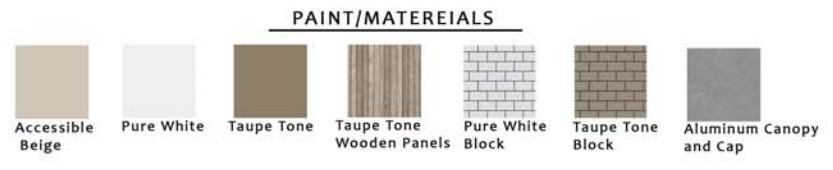
PROJECT TITLE
Fairbanks and Dennings Retail
 805 West Fairbanks Ave,
 Winter Park, FL

CLIENT
 XXXXX

XXXX

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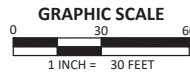
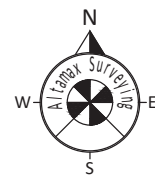


FAIRBANKS AND DENNING'S RETAIL
PERSPECTIVE VIEW -1
805 WEST FAIRBANKS AVENUE, WINTER PARK, FLORIDA
2023-08-14



FAIRBANKS AND DENNING'S RETAIL
PERSPECTIVE VIEW - 2
805 WEST FAIRBANKS AVENUE, WINTER PARK, FLORIDA
2023-08-14

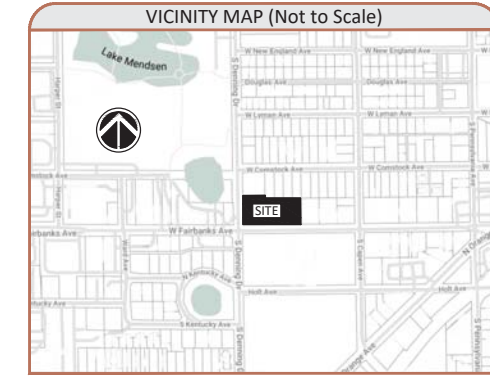
BOUNDARY & TOPOGRAPHIC SURVEY



DESCRIPTION:

LOTS 7, 8 AND 9, AND THE SOUTH 15 FEET OF LOT 6, BLOCK 72 OF THE REVISED PLAT OF THE TOWN OF WINTER PARK, FLORIDA, AS PER PLAT THEREOF RECORDED IN PLAT BOOK A, PAGES 67-72, PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.

(LESS WEST 5 FEET FOR ROAD RIGHT-OF-WAY)

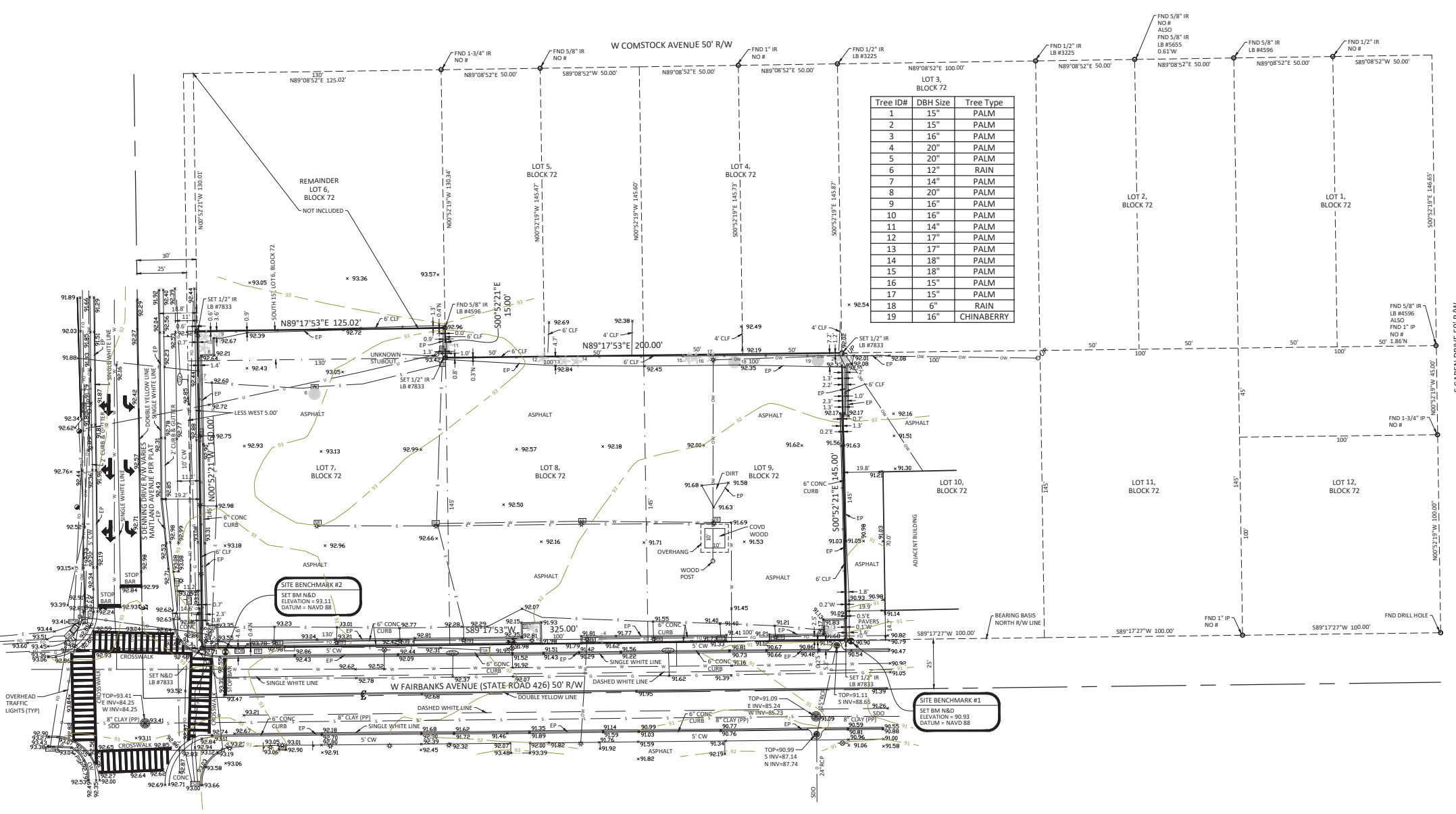


- AC - AIR CONDITIONER
- AB - BOTTOM OF BANK
- BHM - BUILDING HEIGHT MEASUREMENT
- BF - BACK FLOW PREVENTER
- B - BENCHMARK
- BL - BOLLARD
- E - BURIED ELECTRIC LINE
- CE - BURIED CABLE TELEVISION LINE
- CALC - CALCULATED
- CBM - CALCULATED & MEASURED
- CA - CENTRAL ANGLE
- CBW - CONCRETE BLOCK WALL
- CC - COVERED CONCRETE
- CCR - CERTIFIED CORNER RECORD
- CF - CONCRETE FULM
- CHW - CONCRETE HEADWALL
- CLF - CHAIN LINK FENCE
- CL - CENTERLINE
- CM - CONCRETE MONUMENT
- CMP - CORRUGATED METAL PIPE
- CO - CLEAN OUT
- CON - CONCRETE
- COVD - COVERED
- CP - CONCRETE PAD
- CRS - CURB INLET
- CW - CONCRETE WALKWAY
- CS - BURIED STORM DRAIN LINE
- (D) - DESCRIBED
- DB - DEED BOOK
- DE - DEED EASEMENT
- DI - DOT INLET
- DP - DUMPSTER PAD
- DW - DRIVEWAY
- EN - EASEMENT NUMBER
- EB - ELECTRICAL BOX
- EM - ELECTRICAL METER
- EL - ELEVATION
- EMT - EASEMENT
- EP - EDGE OF PAVEMENT
- FDOT - FLORIDA DEPARTMENT OF TRANSPORTATION
- FRM - FLORIDA PERMANENT REFERENCE NETWORK
- FRM - FLOOD INSURANCE RATE MAP
- FE - FINISHED FLOOR ELEVATION
- FH - FIRE HYDRANT
- FMA - BURIED FORCE MAIN LINE
- FND - FOUND
- FO - BURIED FIBER OPTIC CABLE LINE
- FOC - FIBER OPTIC CABLE BOX
- FOI - FIBER OPTIC INLET
- FOG - BURIED GAS LINE
- FOG - GAS METER
- FOV - GAS VALVE
- FOV - GREASE TRAP MANHOLE
- FOV - GUY WIRE ANCHOR
- FOV - HANDICAP PARKING
- FOV - HIGH DENSITY POLYETHYLENE PIPE
- FOV - RECORD INSTRUMENT
- FOV - INVERT ELEVATION
- FOV - IRON PIPE
- FOV - IRON ROD
- FOV - ARC LENGTH
- FOV - LICENSED BUSINESS
- FOV - LIGHT POLE
- FOV - LICENSED SURVEYOR
- FOV - LANDSCAPED AREA
- FOV - METAL FENCE
- FOV - METAL SHED
- FOV - MITERED END SECTION
- FOV - MONITORING WELL
- FOV - NAIL & DISK
- FOV - NORTH AMERICAN VERTICAL DATUM
- FOV - NORTH AMERICAN DATUM
- FOV - NATIONAL GEODETIC VERTICAL DATUM
- FOV - NOT TO SCALE
- FOV - OFFICIAL RECORDS BOOK
- FOV - OVERHEAD WIRE
- FOV - PLAT BOOK
- FOV - POINT OF CURVATURE
- FOV - POINT OF COMPOUND CURVATURE
- FOV - PER PLANS
- FOV - PAGE
- FOV - POINT OF INTERSECTION
- FOV - POINT OF BEGINNING
- FOV - POINT OF COMMENCEMENT
- FOV - POINT OF REVERSE CURVATURE
- FOV - PLANNING SPACE
- FOV - PROFESSIONAL SURVEYOR & MAPPER
- FOV - PEDESTRIAN SIGNAL POLE
- FOV - POINT OF TANGENCY
- FOV - POLYETHYLENE GLASS FIBER REINFORCED CONCRETE PIPE
- FOV - POLYETHYLENE GLASS FIBER REINFORCED CONCRETE PIPE
- FOV - REINFORCED CONCRETE PIPE
- FOV - REUSE WATER LINE
- FOV - REUSE WATER METER
- FOV - REUSE WATER VALVE
- FOV - REUSE VALVE
- FOV - RIGHT-OF-WAY
- FOV - SANITARY MANHOLE
- FOV - BURIED SANITARY LINE
- FOV - SURVEY
- FOV - SQUARE FEET
- FOV - STATE PLANE
- FOV - STOP SIGN FOR DIRECTION ONLY
- FOV - STOCK WIRE FENCE
- FOV - SWER VALVE
- FOV - SPOT ELEVATION
- FOV - STORM MANHOLE
- FOV - BURIED TELECOMMUNICATIONS LINE
- FOV - TELECOMMUNICATIONS MANHOLE
- FOV - STORM INLET
- FOV - TOP OF BANK
- FOV - TRAFFIC SIGNAL POLE
- FOV - TRAFFIC SIGN
- FOV - TRANSFORMATION/JUNCTION BOX
- FOV - TELEPHONE RISER
- FOV - TRAFFIC SIGNAL BOX
- FOV - TELEVISION BOX
- FOV - TRAFFIC SIGNAL WIRE
- FOV - TYPICAL
- FOV - UNKNOWN UTILITY
- FOV - UTILITY EASEMENT
- FOV - UTILITY POLE
- FOV - UTILITY MARKER
- FOV - UTILITY
- FOV - VITRIFIED CLAY PIPE
- FOV - WIRE FENCE
- FOV - BURIED WATER LINE
- FOV - WOOD FENCE
- FOV - WOOD SHED
- FOV - WATER VALVE
- FOV - WATER METER
- FOV - YARD DRAIN

GENERAL SURVEY NOTES:

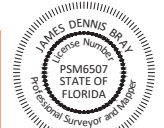
1. BEARING STRUCTURE IS BASED ON THE MONUMENTED NORTH R/W LINE OF W FAIRBANKS AVENUE, BEING S89°17'53"W ASSUMED.
2. THIS SURVEY REFLECTS ONLY MATTERS OF RECORD AS PROVIDED BY THE CLIENT OR CLIENTS REPRESENTATIVE.
3. THIS SURVEY WAS MADE ON THE GROUND. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION (MCKIM & CREED) AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ENGINEER AND CONTRACTOR SHALL VERIFY MEASUREMENTS OF CONNECTIONS TO EXISTING UTILITIES BEFORE ORDERING MATERIALS AND BEFORE COMMENCEMENT OF CONSTRUCTION. IF THERE IS A DISCREPANCY BETWEEN THE MEASUREMENTS SHOWN HEREON AND THE VERIFYING MEASUREMENTS, THIS SURVEYOR SHALL BE CONTACTED IMMEDIATELY TO FURTHER VERIFY THE DISCREPANCY.
4. THIS SITE LIES IN ZONE X PER FLOOD INSURANCE RATE MAP NO. 12095C025WF, COMMUNITY NO. 120188, CITY OF WINTER PARK, ORANGE COUNTY, FLORIDA, EFFECTIVE SEPTEMBER 25, 2009.
5. ACCORDING TO FLORIDA STATUTES, CHAPTER 472.025, A LAND SURVEYOR SHALL NOT AFFIX HIS SEAL OR NAME TO ANY PLAN OR DRAWING WHICH DEPICTS WORK WHICH HE IS NOT LICENSED TO PERFORM OR WHICH IS BEYOND HIS PROFESSION OR SPECIALTY THEREIN. THEREFORE, WE ARE UNABLE TO CERTIFY AS TO MUNICIPAL ZONING COMPLIANCE, INTERPRETATION OF ZONING CODES OR THE DETERMINATION OF VIOLATIONS THEREOF.
6. THIS SURVEY IS VALID ONLY TO THE PARTIES TO WHOM IT IS CERTIFIED AND IS NON-TRANSFERABLE.
7. THIS SURVEY MADE WITHOUT BENEFIT OF COMMITMENT FOR TITLE OR SEARCH OF PUBLIC RECORDS FOR EASEMENTS AND/OR ENCUMBRANCES THAT MAY AFFECT THIS SUBJECT PROPERTY.
8. ELEVATIONS ARE BASED ON BENCHMARK DESIGNATION 75048010, BEING: 89.726 FEET, (NAVD 1988), PUBLISHED BY FLORIDA DEPARTMENT OF TRANSPORTATION.
9. THE MAPPED FEATURES SHOWN HEREON ARE RELATIVE TO FLORIDA STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD(83)-(2011)-(EPOCH 2010.0000), ESTABLISHED PER FDOT FPRN.

Tree ID#	DBH Size	Tree Type
1	15"	PALM
2	15"	PALM
3	16"	PALM
4	20"	PALM
5	20"	PALM
6	12"	RAIN
7	14"	PALM
8	20"	PALM
9	16"	PALM
10	16"	PALM
11	14"	PALM
12	17"	PALM
13	17"	PALM
14	18"	PALM
15	18"	PALM
16	15"	PALM
17	15"	PALM
18	6"	RAIN
19	16"	CHINABERRY



LAND AREA:
CONTAINS 48,997 SQUARE FEET OR 1.1248 ACRES MORE OR LESS.

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910 Belle Avenue, Suite 1100
Casselberry, FL 32708
Phone: 407-677-0200
Licensed Business No. 7833
www.altamaxsurveying.com
James@altamaxsurveying.com



This Survey is "NOT VALID" without the original signature and seal of this Florida licensed Surveyor and Mapper, unless provided with electronic signature. The seal appearing on this document was authorized by the signing Professional Surveyor and Mapper on the Date of the electronic signature.



CERTIFIED TO:
Z DEVELOPMENT SERVICES

ADDRESS:
805 W FAIRBANKS AVENUE
WINTER PARK, FL 32789

Job Information
JOB NO. 905664
CF NO. ORG-A-67-LOTS7-9-SPC
FIELD DATE: 05/04/2023
DRAWN BY: GLT

Revisions		
DATE:	DESCRIPTION:	BY:
5/21/23	SANITARY MANHOLES	GLT

TRAFFIC IMPACT ANALYSIS

805 W FAIRBANKS AVENUE
WINTER PARK, FLORIDA



Prepared for:

Z Development Services
708 East Colonial Drive, Suite 100
Orlando, FL 32803

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

June 2023

Revised
August 2023

TPD № 5810

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: 805 W Fairbanks Avenue
LOCATION: Winter Park, Florida
CLIENT: Z Development Services

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.
P.E. No.: 20400
DATE: August 8, 2023
SIGNATURE: _____

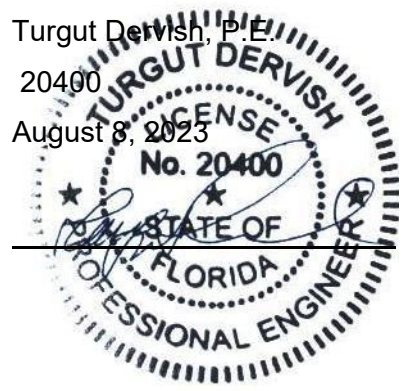


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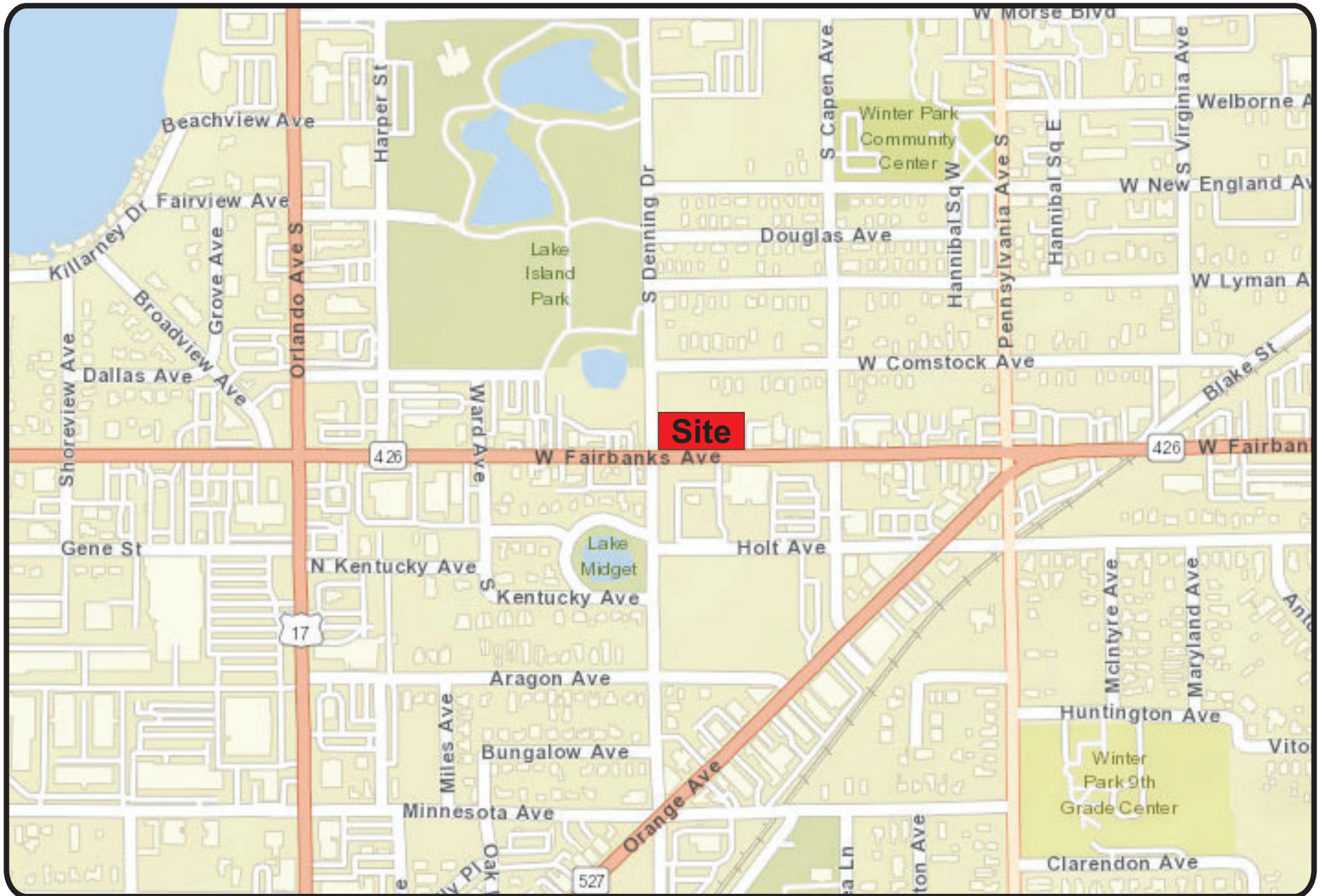
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INTRODUCTION

This analysis was undertaken in order to assess the traffic impact of a proposed retail and restaurant development to be located at the northeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development will consist of a 6,540 square-foot restaurant and a 6,960 square-foot retail building. **Figure 1** depicts the site location and the area roadways. Access to the site will be provided via a full access driveway on Denning Drive and a right-turn-only exit on Fairbanks Avenue. **Figure 2** depicts its site plan and its access configuration.

This analysis was conducted according to the City of Winter Park's Traffic Impact Analysis guidelines, which were provided by the City and are included in **Appendix A**. Data utilized in the analysis consisted of a site plan provided by Project Engineers and A.M. and P.M. peak hour turning movement counts obtained by Traffic Planning and Design (TPD) at the study intersections. Reference data were obtained from the Florida Department of Transportation (FDOT) and the Institute of Transportation Engineers (ITE).

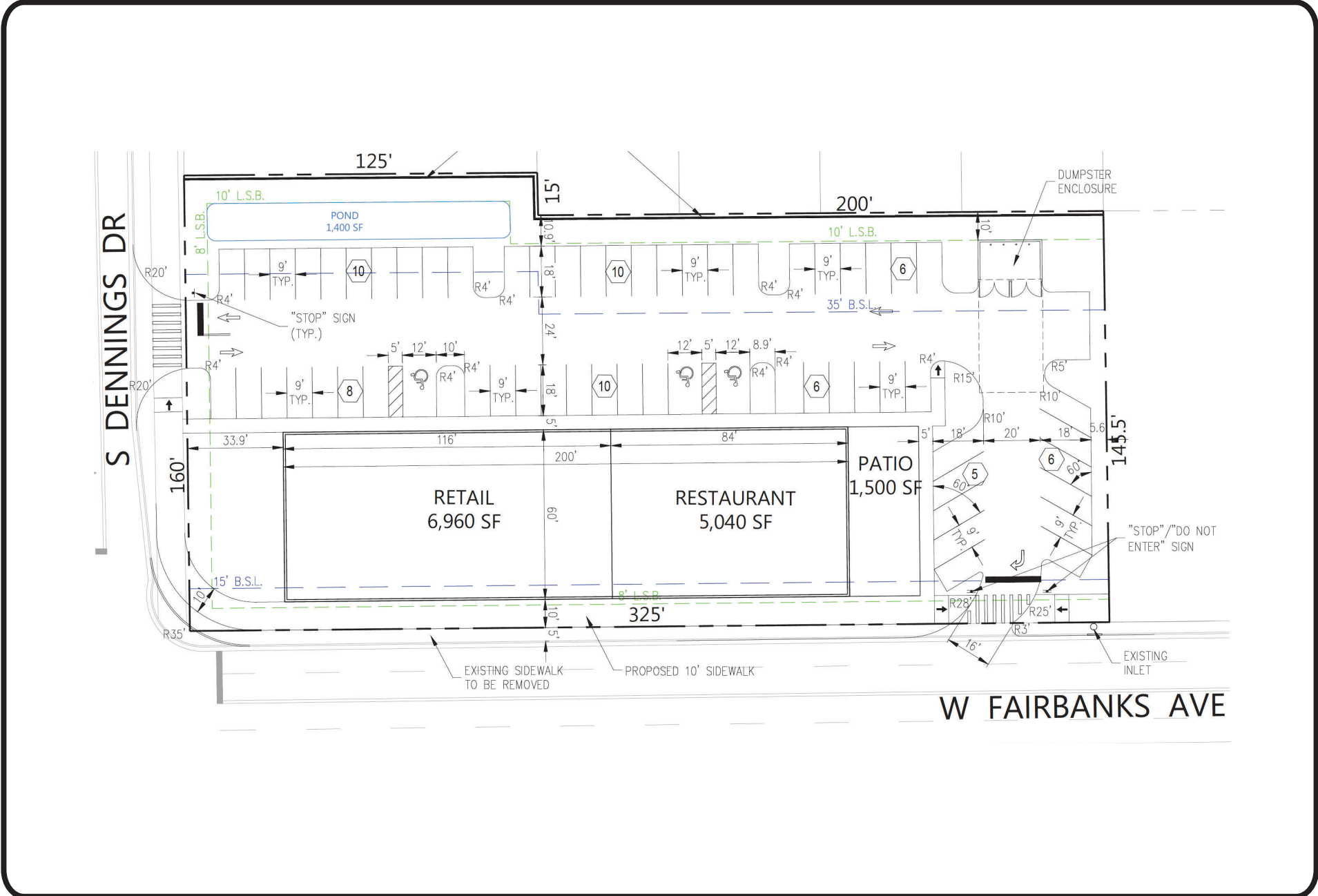




805 W Fairbanks Avenue
 Project № 5810
 Figure 1

Site Location





805 W Fairbanks Avenue
 Project № 5810
 Figure 2

Site Plan



EXISTING CONDITIONS ANALYSIS

A capacity analysis was performed for the adjacent roadway segments and intersections in order to establish their current operating conditions.

Roadway Segment Analysis

The adjacent roadway segments were analyzed by comparing their existing daily and P.M. peak hour traffic volumes with the corresponding capacities at the adopted LOS standard. The existing traffic volumes were obtained from FDOT count stations and intersection counts, and peak hour directional capacities were obtained from FDOT's 2023 Quality/Level of Service Handbook. A summary of the daily roadway capacity analysis is presented in **Table 1**, and a summary of the P.M. peak hour roadway capacity analysis is presented in **Table 2**. The existing condition analyses reveal that the study segments are currently operating at satisfactory Levels of Service within their adopted LOS standards for both the daily and P.M. peak hour analyses.

**Table 1
Existing Daily Roadway Capacity Analysis**

Segment	Count Station	Lanes	Daily Capacity*	Existing Volume**	Existing v/c	LOS
Fairbanks Avenue (SR 426)						
Orlando Ave to Orange Ave	755072	4	40,800	18,300	0.45	C
Denning Drive						
Morse Blvd to Orange Ave	758038	2	21,600	4,200	0.19	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Volumes obtained from FDOT Count stations

**Table 2
Existing P.M. Peak Hour Roadway Capacity Analysis**

Segment	Lanes	Directional Capacity*	P.M. Peak Hour		Existing v/c	LOS
			Direction	Volume**		
Fairbanks Avenue						
Orlando Ave to Orange Ave	4	2,020	EB	909	0.45	C
		2,020	WB	934	0.46	C
Denning Drive						
Morse Blvd to Orange Blvd	2	1,071	NB	320	0.30	D
		1,071	SB	274	0.26	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Existing volumes obtained from intersection counts



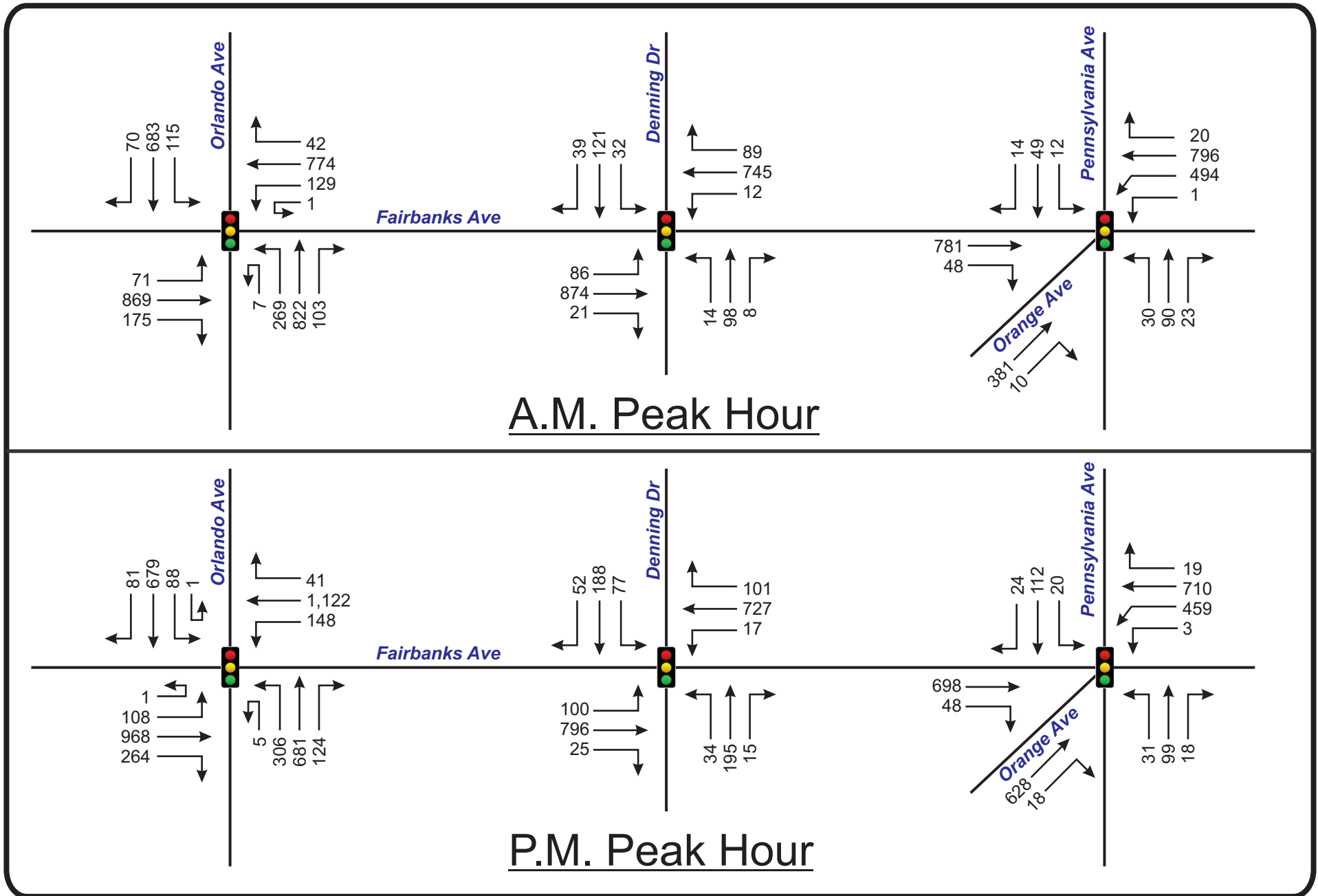
Intersection Analysis

Intersection capacity analyses were conducted for the A.M. and P.M. peak hours for the study intersections with *Synchro* software in accordance with the procedures of the *Highway Capacity Manual (HCM)*. Existing turning movement counts were taken on May 18th, 2023, when the FDOT Seasonal Factor for Orange County was 0.99, and therefore were not adjusted. The existing intersection volumes are illustrated in **Figure 3**, and the turning movement counts, FDOT Seasonal Factor report, and signal timing data are included in **Appendix B**. The intersection capacity analysis is summarized in **Table 3**. As shown, the study intersections currently operate at satisfactory overall Levels of Service, except for the intersection of Orlando Avenue and Fairbanks Avenue, which is failing in the P.M. peak hour. With optimization of the signal timings, the intersection will operate at a satisfactory overall Level of Service. Additionally, each study intersection has minor approach movements that are failing in either the A.M. or the P.M. peak hour due to the existing traffic volumes. Detailed printouts of the existing capacity analyses are included in **Appendix C**.

Table 3
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	64.5	E	78.4	E	64.8	E	61.6	E	67.6	E
		P.M.	82.4	F	48.1	D	66.9	E	68.2	E	60.7	E
Fairbanks Ave & Denning Dr	Signal	A.M.	8.8	A	5.5	A	82.5	F	83.4	F	18.3	B
		P.M.	16.2	B	12.1	B	54.4	D	47.2	D	22.9	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	71.1	E	53.2	D	98.1	F	63.8	E	73.3	E
		P.M.	88.1	F	68.3	E	128.8	F	76.5	E	90.2	F
Fairbanks Ave & Orlando Ave - Optimized	Signal	P.M.	84.9	F	72.1	E	76.7	E	84.5	F	79.2	E





805 W Fairbanks Avenue
 Project № 5810
 Figure 3

**Existing A.M./P.M.
 Peak Hour Volumes**



PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development will consist of a 6,540 square-foot restaurant and a 6,960 square-foot retail building. To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the area roadway segments.

Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The trip generation calculation of daily, A.M., and P.M. peak hour volumes is summarized in **Table 4**, and the trip generation graphs are included in **Appendix D**. As shown, the project will generate 714 new net daily trips, of which 46 will occur in the A.M. peak hour and 70 in the P.M. peak hour. It should be noted that ITE does not provide pass-by rates for strip retail with less than 40,000 square-feet (LUC 822), so pass-by rates for shopping plazas with 40,000 - 150,000 square-feet (LUC 821) were used in the analysis.

Table 4
Trip Generation Summary

ITE Code	Land Use	Size*	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
932	High Turnover Restaurant	6.54 KSF	107.20**	701	9.57**	34	29	63	9.05**	36	23	59
822	Strip Retail <40k	6.96 KSF	75.14	523	2.36**	10	6	16	6.59**	30	30	60
Total New Trips:				1,224	--	44	35	79	--	66	53	119
Restaurant Pass-by (43%):				301	--	15	12	27	--	15	10	25
Retail Pass-by (40%):				209	--	4	2	6	--	12	12	24
Net New Trips:				714	--	25	21	46	--	39	31	70

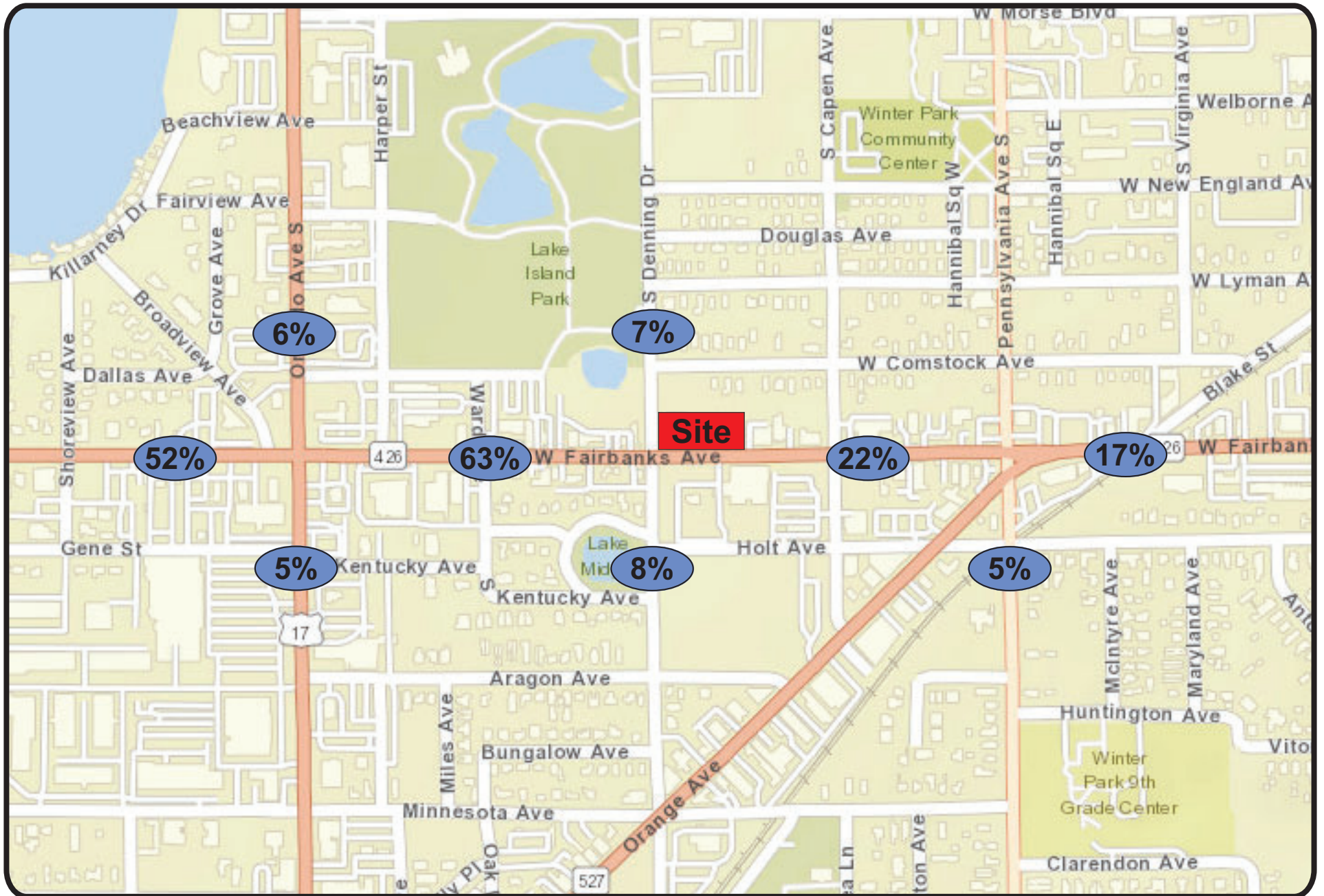
* KSF = 1,000 square feet

** R² < 0.75, therefore average rates used

Trip Distribution / Trip Assignment

A trip distribution pattern was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2030 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution obtained from the model is provided in **Figure 4**. Utilizing this distribution, the development project trips were assigned to the study roadways and intersections. The model output is included in **Appendix E**.





805 W Fairbanks Avenue
 Project № 5810
 Figure 4

Trip Distribution



PROJECTED CONDITIONS ANALYSIS

Traffic conditions were analyzed for the study roadway segments and intersections to assess the operations at the project buildout in 2025. Projected traffic volumes consist of background traffic combined with site generated traffic.

Background Traffic Volumes

A historical trends analysis conducted using the available Annual Average Daily Traffic (AADT) from the nearest FDOT traffic count locations on Fairbanks Avenue and Denning Drive. The analysis revealed an average growth trend of -8.10%; therefore, a minimum 2.00% annual growth rate was used to determine the projected background volumes for the project buildout. The trends analysis worksheets are included in **Appendix F**.

Roadway Segment Analysis

A segment analysis was performed for the adjacent roadway segments by comparing their projected daily and peak hour segment volumes with their respective capacities at the adopted Level of Service standard. The analyses summarized in **Table 5** and **Table 6** revealed that the study roadway segments will continue to operate at satisfactory Levels of Service within their adopted capacities.

**Table 5
Projected Daily Roadway Capacity Analysis**

Segment	Count Station	Lns	Daily Cap*	Bkgd Volume	Project Trips**		Total Vol	Projected v/c	LOS
					Dist.	Vol			
Fairbanks Avenue (SR 426)									
Orlando Ave to Orange Ave	755072	4	40,800	19,032	63%	450	19,482	0.48	C
Denning Drive									
Morse Blvd to Orange Ave	758038	2	21,600	4,368	93%	664	5,032	0.23	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Highest on Segment



**Table 6
Projected P.M. Peak Hour Roadway Capacity Analysis**

Segment	Lns	Dir Cap*	P.M. Peak Hour		Project Trips**		Total Vol	Projected v/c	LOS
			Dir	Bkgd Volume	Dist	Vol			
Fairbanks Avenue									
Orlando Ave to Orange Ave	4	2,020	EB	945	63%	25	970	0.48	C
		2,020	WB	971	63%	20	991	0.49	C
Denning Drive									
Morse Blvd to Orange Blvd	2	1,071	NB	333	93%	29	362	0.34	D
		1,071	SB	285	93%	36	321	0.30	D

* Capacities obtained from the 2023 FDOT Generalized Service Volume Tables

** Highest on Segment

Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using both the background traffic growth alone and the total projected traffic volumes, as shown in **Figures 5a** and **5b**. The intersections were analyzed using *Synchro* software, and the results for the background analyses are summarized in **Table 7**. As can be seen from the table, the intersections will operate similarly to the existing conditions. The movements that are failing in the existing conditions will continue to fail, as well as the westbound approach of Fairbanks Avenue and Orange Avenue/Pennsylvania Avenue in the A.M. peak hour, and the overall Level of Service for Fairbanks Avenue and Orlando Avenue in the A.M. peak hour.

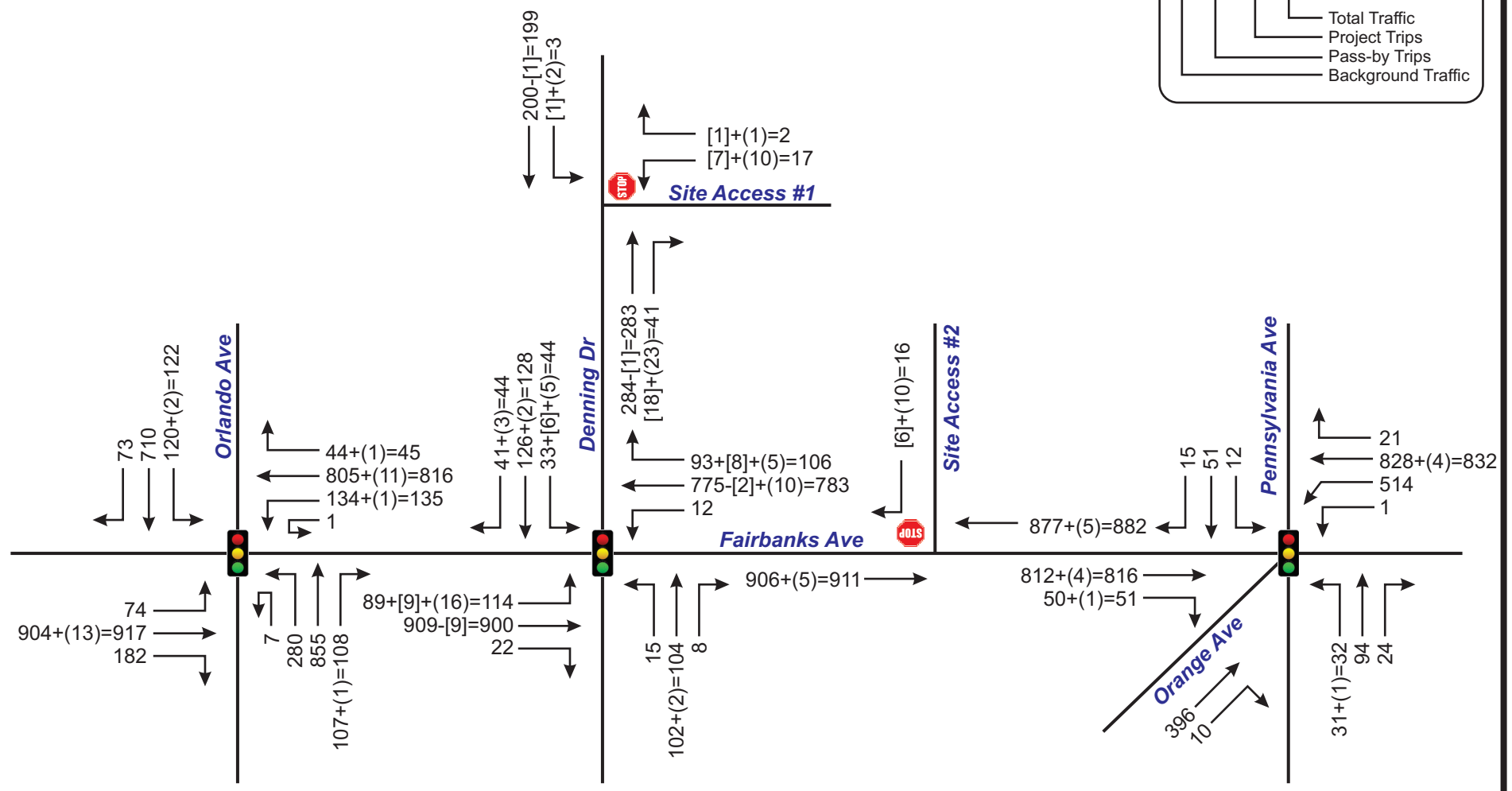
**Table 7
Projected Background Traffic Intersection Capacity Analysis**

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	62.4	E	101.0	F	65.5	E	61.8	E	78.1	E
		P.M.	81.5	F	57.5	E	67.5	E	68.7	E	65.0	E
Fairbanks Ave & Denning Dr	Signal	A.M.	10.8	B	10.0	A	80.8	F	83.5	F	20.9	C
		P.M.	17.1	B	12.1	B	57.9	E	49.5	D	24.0	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	73.7	E	62.6	E	119.9	F	64.4	E	82.6	F
		P.M.	102.5	F	71.4	E	150.5	F	74.6	E	100.1	F



Legend:
 $00+[00]+(00)=00$

- └─ Total Traffic
- └─ Project Trips
- └─ Pass-by Trips
- └─ Background Traffic



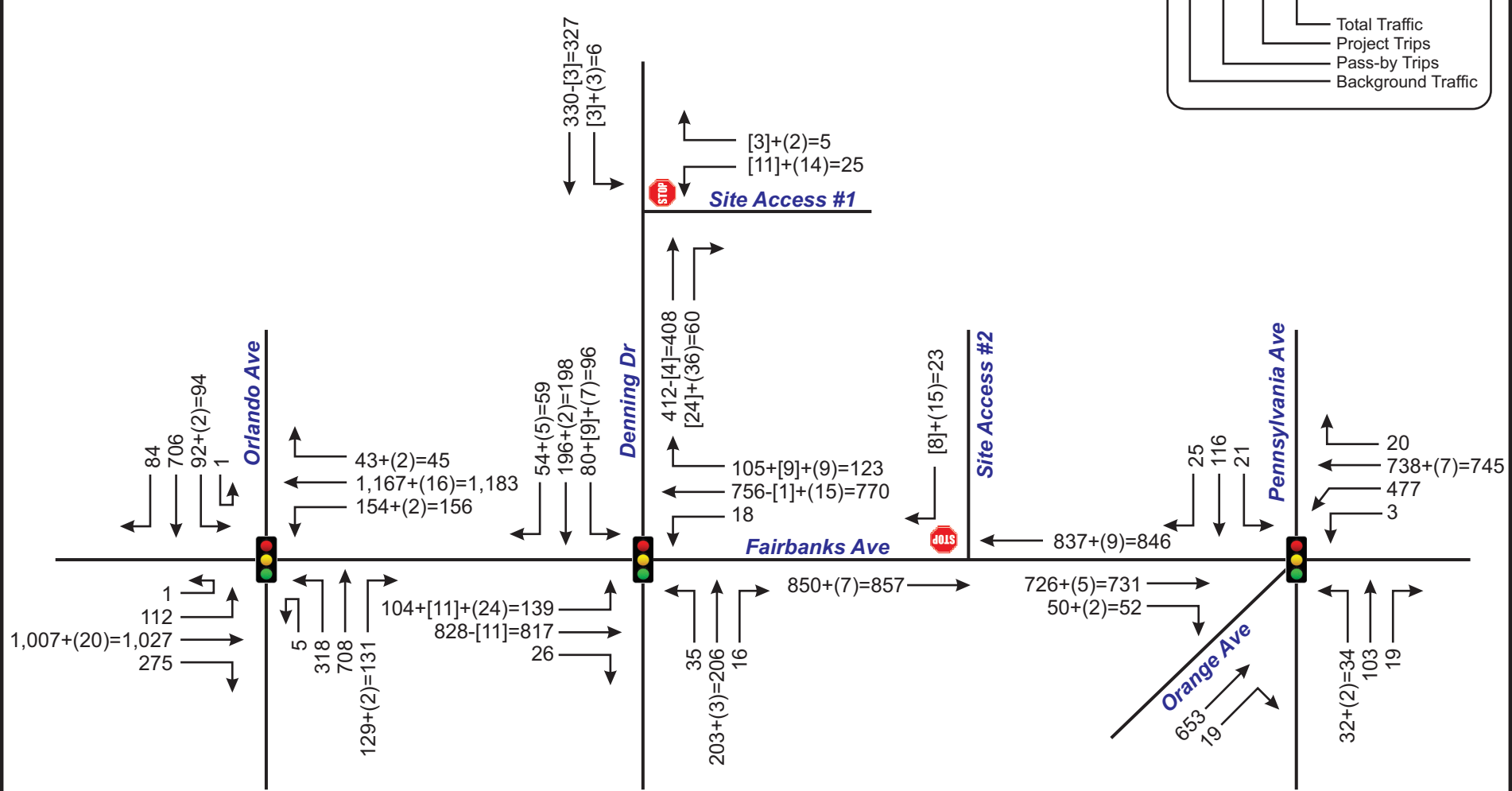
TPD 805 W Fairbanks Avenue
 Project № 5810
Figure 5a

**Projected A.M. Peak
 Hour Volumes**



Legend:
 $00+[00]+(00)=00$

- └─ Total Traffic
- └─ Project Trips
- └─ Pass-by Trips
- └─ Background Traffic



The results for the total projected traffic analyses are summarized below in **Table 8**. As can be seen from the table, the addition of the project traffic will not cause any deficiencies to the study intersections that are not caused by the background growth of the existing traffic. The intersection of Orlando Avenue and Fairbanks Avenue will fail overall in both the A.M. and P.M. peak hours, but with signal timing optimization, the intersection will operate at overall satisfactory Levels of Service. The site access driveways are both projected to operate satisfactorily. Detailed printout of the capacity analysis worksheets are included in **Appendix G**.

Table 8 shows analysis results both for optimized and not optimized conditions. The project is adding minimum additional delays but the overall delays at the study intersections are significantly reduced with optimization. Also, the overall LOS at the study intersections remains the same as existing but with reduced delays with the optimization. There is no available right of way for any geometric improvements along the corridor.

Internal Traffic Flow Analysis

An analysis of the internal traffic flow was conducted to determine if the site plan provides adequate stacking areas and if the queue lengths will impact site ingress and egress. To conduct this analysis, the detailed *Synchro* analysis worksheets for the site access driveways were reviewed. The analysis revealed that the maximum 95th percentile queue lengths for both site access driveways was 25 feet. The site plan provides 290 feet and 90 feet of space for vehicle stacking for Site Access #1 and Site Access #2, respectively. Therefore, it was determined that the site plan provides adequate stacking area and that the queue lengths will not impact site ingress or egress due to the short lengths.



**Table 8
Total Projected Traffic Intersection Capacity Analysis**

Not Optimized

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave	Signal	A.M.	58.9	E	102.3	F	65.7	E	61.8	E	77.7	E
		P.M.	80.2	F	58.7	E	67.8	E	68.7	E	65.3	E
Fairbanks Ave & Denning Dr	Signal	A.M.	13.7	B	10.0	A	81.5	F	82.7	F	22.5	C
		P.M.	38.3	D	14.0	B	63.6	E	47.1	D	33.3	C
Fairbanks Ave & Orlando Ave	Signal	A.M.	74.6	E	62.6	E	125.5	F	64.5	E	84.5	F
		P.M.	109.3	F	64.4	E	154.6	F	74.4	E	101.0	F
Denning Dr & Site Access #1	Stop	A.M.	--	--	12.4	B	0.0	A	0.1	A	0.5	A
		P.M.	--	--	16.1	C	0.0	A	0.2	A	0.7	A
Fairbanks Ave & Site Access #2	Stop	A.M.	0.0	A	0.0	A	--	--	12.0	B	0.1	A
		P.M.	0.0	A	0.0	A	--	--	11.9	B	0.2	A

Optimized

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fairbanks Ave/Orange Ave & Pennsylvania Ave - Optimized	Signal	A.M.	103.1	F	28.3	C	133.4	F	91.8	F	57.2	E
		P.M.	98.7	F	26.7	C	106.4	F	99.0	F	55.4	E
Fairbanks Ave & Denning Dr - Optimized	Signal	A.M.	13.2	B	9.7	A	81.2	F	83.1	F	22.2	C
		P.M.	21.3	C	13.7	B	53.0	D	45.1	D	25.2	C
Fairbanks Ave & Orlando Ave - Optimized	Signal	A.M.	79.8	E	65.2	E	74.0	E	77.4	E	74.3	E
		P.M.	93.3	F	68.4	E	73.8	E	83.7	F	79.8	E



STUDY CONCLUSIONS

This analysis was undertaken in order to assess the traffic impact of the proposed retail and restaurant development to be located at the northeast corner of the intersection of Fairbanks Avenue (SR 426) and Denning Drive in Winter Park, Florida. The proposed development will consist of a 6,540 square-foot restaurant and a 6,960 square-foot retail building. Access to the site will be provided via a full access driveway on Denning Drive and a right-turn-only exit on Fairbanks Avenue. The results of the study as documented herein are summarized below:

- The proposed development will generate 714 new net daily trips, of which 46 will occur in the A.M. peak hour and 70 in the P.M. peak hour.
- The analysis indicated that the adjacent roadway segments currently operate at a satisfactory Levels of Service and will continue to do so with the addition of project trips.
- The analysis indicated that the study intersections currently operate at satisfactory Levels of Service, except for the intersection of Orlando Avenue and Fairbanks Avenue, which currently fails during the P.M. peak hour. Each study intersection has minor approach movements that are failing during the A.M. or P.M. peak hour in the existing condition. Background traffic growth will cause the intersection of Orlando Avenue and Fairbanks Avenue to fail during the A.M. peak hour, as well as additional failing approaches at the other study intersections. The intersection of Orlando Avenue and Fairbanks Avenue will operate satisfactorily with signal timing optimization. The addition of the project trips will not cause any additional deficiencies.
- The proposed development will be accessed via a full access driveway on Denning Drive and a right-turn-only exit on Fairbanks Avenue. Both site access driveways are projected to operate satisfactorily upon completion of the project.
- Based upon a review of the site plan and the detailed *Synchro* analysis worksheets, the site plan provides adequate space for stacking vehicles. The queues formed by vehicles exiting the site will not impact site ingress or egress.



APPENDICES

APPENDIX A

City of Winter Park TIA Guidelines

Sean Smith

From: Rita Merhi
Sent: Friday, May 19, 2023 11:30 AM
To: Sean Smith
Subject: FW: Traffic Impact Analysis Guidelines


From: Nicholas Lewis <nlewis@cityofwinterpark.org>
Sent: Tuesday, May 16, 2023 9:52 AM
To: Rita Merhi <rita@tpdtraffic.com>
Cc: Allison McGillis <amcgillis@cityofwinterpark.org>; Hongmyung Lim <hlim@cityofwinterpark.org>
Subject: RE: Traffic Impact Analysis Guidelines

Good Morning Rita,

The City's traffic impact analysis guidelines are as follows:

Traffic Data and a Transportation Impact Analysis: including but not limited to the current average daily traffic on adjacent streets and the current peak hour(s) traffic on adjacent streets. This data shall also include estimated daily and a.m. and p.m. peak-hour traffic generation to and from the site utilizing current Institute of Transportation Engineers (ITE) data or data collected specifically for the site, as well as the documented distribution of trips to the various entrances and exits. The peak hour analysis shall be for the peak hour(s) of the business as well as the peak hours of the adjacent roadways. This data shall also include a detailed analysis of internal traffic flow including a queuing analysis completed with a city approved methodology, an analysis of the nature and adequacy of stacking areas on site for average and peak periods, and an analysis of the impact of vehicle queuing on site ingress and egress. Relevant accident history data near the proposed site and at sites with similar uses shall also be presented by the Applicant and considered by the City.

Best,
Nick

 <p>City of Winter Park 401 Park Ave. South Winter Park, FL. 32789 cityofwinterpark.org</p>	<p>Nicholas W. Lewis Planner II Planning & Zoning</p> <p>407.599.3508 nlewis@cityofwinterpark.org</p>
--	---

From: Rita Merhi <rita@tpdtraffic.com>
Sent: Monday, May 15, 2023 5:08 PM
To: Nicholas Lewis <nlewis@cityofwinterpark.org>
Subject: [External] Traffic Impact Analysis Guidelines

APPENDIX B

Intersection Turning Movement Counts, Signal Timings, and FDOT SF Report

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

Pennsylvania Av

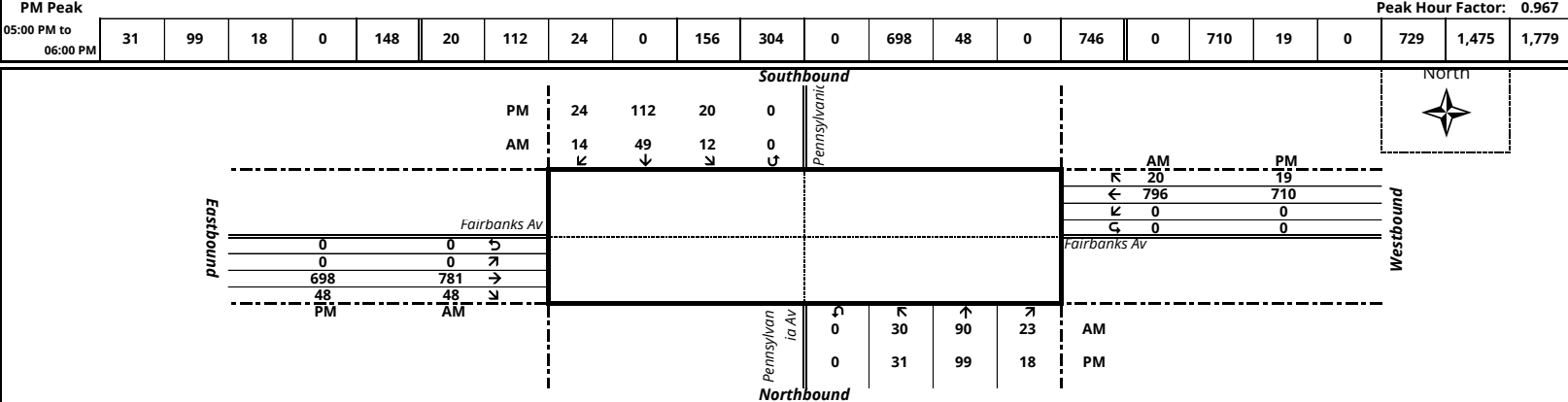
Pennsylvania Av

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	8	20	11	0	39	2	11	2	0	15	54	0	138	5	0	143	0	170	0	0	170	313	367
07:15 AM	10	13	6	0	29	4	8	1	0	13	42	0	186	8	0	194	0	246	5	0	251	445	487
07:30 AM	12	20	2	0	34	4	4	5	0	13	47	0	161	15	0	176	0	201	4	0	205	381	428
07:45 AM	8	14	2	0	24	3	9	3	0	15	39	1	228	7	0	236	1	199	2	0	202	438	477
TOTAL	38	67	21	0	126	13	32	11	0	56	182	1	713	35	0	749	1	816	11	0	828	1,577	1,759
08:00 AM	9	17	5	0	31	1	16	4	0	21	52	0	178	10	0	188	0	201	1	0	202	390	442
08:15 AM	8	21	7	0	36	2	11	3	0	16	52	0	201	18	0	219	0	199	4	0	203	422	474
08:30 AM	9	31	5	0	45	8	11	3	0	22	67	0	193	10	0	203	0	179	5	0	184	387	454
08:45 AM	4	21	6	0	31	1	11	4	0	16	47	0	209	10	0	219	0	217	10	0	227	446	493
TOTAL	30	90	23	0	143	12	49	14	0	75	218	0	781	48	0	829	0	796	20	0	816	1,645	1,863
04:00 PM	8	28	10	0	46	8	17	8	0	33	79	0	135	12	0	147	0	153	9	0	162	309	388
04:15 PM	5	20	6	0	31	6	18	5	0	29	60	0	203	8	0	211	0	159	9	0	168	379	439
04:30 PM	8	16	2	0	26	4	18	3	0	25	51	0	164	8	0	172	0	170	3	1	174	346	397
04:45 PM	12	21	4	0	37	8	19	6	0	33	70	1	157	6	0	164	0	167	9	0	176	340	410
TOTAL	33	85	22	0	140	26	72	22	0	120	260	1	659	34	0	694	0	649	30	1	680	1,374	1,634
05:00 PM	3	26	6	0	35	6	47	10	0	63	98	0	163	7	0	170	0	186	6	0	192	362	460
05:15 PM	5	29	5	0	39	4	21	7	0	32	71	0	174	10	0	184	0	179	3	0	182	366	437
05:30 PM	10	22	0	0	32	6	21	3	0	30	62	0	177	20	0	197	0	165	7	0	172	369	431
05:45 PM	13	22	7	0	42	4	23	4	0	31	73	0	184	11	0	195	0	180	3	0	183	378	451
TOTAL	31	99	18	0	148	20	112	24	0	156	304	0	698	48	0	746	0	710	19	0	729	1,475	1,779

AM Peak 08:00 AM to 09:00 AM	30	90	23	0	143	12	49	14	0	75	218	0	781	48	0	829	0	796	20	0	816	1,645	1,863	Peak Hour Factor: 0.945
PM Peak 05:00 PM to 06:00 PM	31	99	18	0	148	20	112	24	0	156	304	0	698	48	0	746	0	710	19	0	729	1,475	1,779	Peak Hour Factor: 0.967



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

Pennsylvania Av

Pennsylvania Av

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	0	4	0	0	4	0	1	0	0	1	5	6
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	5	2	0	7	0	5	0	0	5	12	13
07:30 AM	1	2	1	0	4	0	0	0	0	0	4	0	3	0	0	3	0	0	0	0	0	3	7
07:45 AM	1	0	0	0	1	1	0	0	0	1	2	0	4	0	0	4	0	5	0	0	5	9	11
TOTAL	3	2	1	0	6	2	0	0	0	2	8	0	16	2	0	18	0	11	0	0	11	29	37
08:00 AM	1	0	0	0	1	0	1	0	0	1	2	0	3	0	0	3	0	2	0	0	2	5	7
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	6	0	0	6	0	2	0	0	2	8	9
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	4	0	0	4	0	2	0	0	2	6	7
08:45 AM	0	1	0	0	1	0	0	0	0	0	1	0	10	0	0	10	0	2	1	0	3	13	14
TOTAL	1	2	0	0	3	0	2	0	0	2	5	0	23	0	0	23	0	8	1	0	9	32	37
04:00 PM	0	1	1	0	2	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
TOTAL	0	1	1	0	2	0	0	0	0	0	2	0	7	0	0	7	0	4	0	0	4	11	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8	8
AM Peak 08:00 AM to 09:00 AM	1	2	0	0	3	0	2	0	0	2	5	0	23	0	0	23	0	8	1	0	9	32	37
PM Peak 05:00 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8	8

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Orange Av/Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

Pennsylvania Av

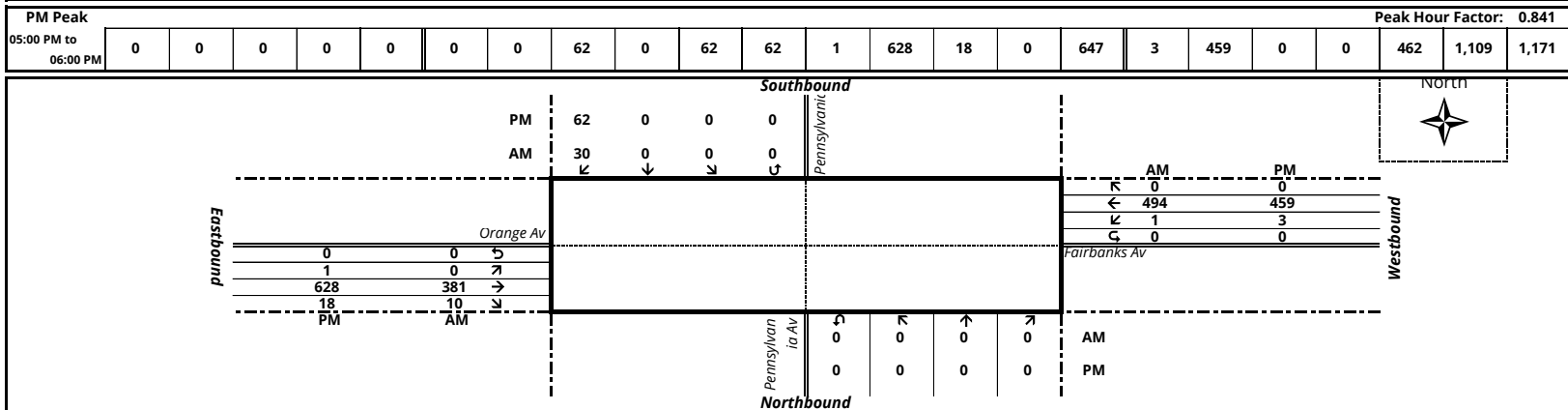
Pennsylvania Av

Orange Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	2	0	2	2	0	39	0	0	39	3	110	0	0	113	152	154
07:15 AM	0	0	0	0	0	0	0	3	0	3	3	0	52	0	0	52	1	107	0	0	108	160	163
07:30 AM	0	0	0	0	0	0	0	4	0	4	4	0	78	0	0	78	0	140	0	0	140	218	222
07:45 AM	0	0	0	0	0	0	0	7	0	7	7	0	84	0	0	84	0	132	0	0	132	216	223
TOTAL	0	0	0	0	0	0	0	16	0	16	16	0	253	0	0	253	4	489	0	0	493	746	762
08:00 AM	0	0	0	0	0	0	0	5	0	5	5	0	69	2	0	71	1	126	0	0	127	198	203
08:15 AM	0	0	0	0	0	0	0	13	0	13	13	0	95	6	0	101	0	129	0	0	129	230	243
08:30 AM	0	0	0	0	0	0	0	6	0	6	6	0	115	0	0	115	0	107	0	0	107	222	228
08:45 AM	0	0	0	0	0	0	0	6	0	6	6	0	102	2	0	104	0	132	0	0	132	236	242
TOTAL	0	0	0	0	0	0	0	30	0	30	30	0	381	10	0	391	1	494	0	0	495	886	916
04:00 PM	0	0	0	0	0	0	0	18	0	18	18	0	130	4	0	134	0	86	0	0	86	220	238
04:15 PM	0	0	0	0	0	0	0	7	0	7	7	0	142	5	0	147	0	91	0	0	91	238	245
04:30 PM	0	0	0	0	0	0	0	13	0	13	13	0	114	5	0	119	1	84	1	0	86	205	218
04:45 PM	0	0	0	0	0	0	0	15	0	15	15	0	129	4	0	133	0	106	0	0	106	239	254
TOTAL	0	0	0	0	0	0	0	53	0	53	53	0	515	18	0	533	1	367	1	0	369	902	955
05:00 PM	0	0	0	0	0	0	0	22	0	22	22	0	145	4	0	149	0	102	0	0	102	251	273
05:15 PM	0	0	0	0	0	0	0	15	0	15	15	1	124	4	0	129	1	136	0	0	137	266	281
05:30 PM	0	0	0	0	0	0	0	9	0	9	9	0	169	2	0	171	0	89	0	0	89	260	269
05:45 PM	0	0	0	0	0	0	0	16	0	16	16	0	190	8	0	198	2	132	0	0	134	332	348
TOTAL	0	0	0	0	0	0	0	62	0	62	62	1	628	18	0	647	3	459	0	0	462	1,109	1,171

AM Peak 08:00 AM to 09:00 AM	0	0	0	0	0	0	0	30	0	30	30	0	381	10	0	391	1	494	0	0	495	886	916	Peak Hour Factor: 0.942
PM Peak 05:00 PM to 06:00 PM	0	0	0	0	0	0	0	62	0	62	62	1	628	18	0	647	3	459	0	0	462	1,109	1,171	Peak Hour Factor: 0.841



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Pennsylvania Av & Orange Av/Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

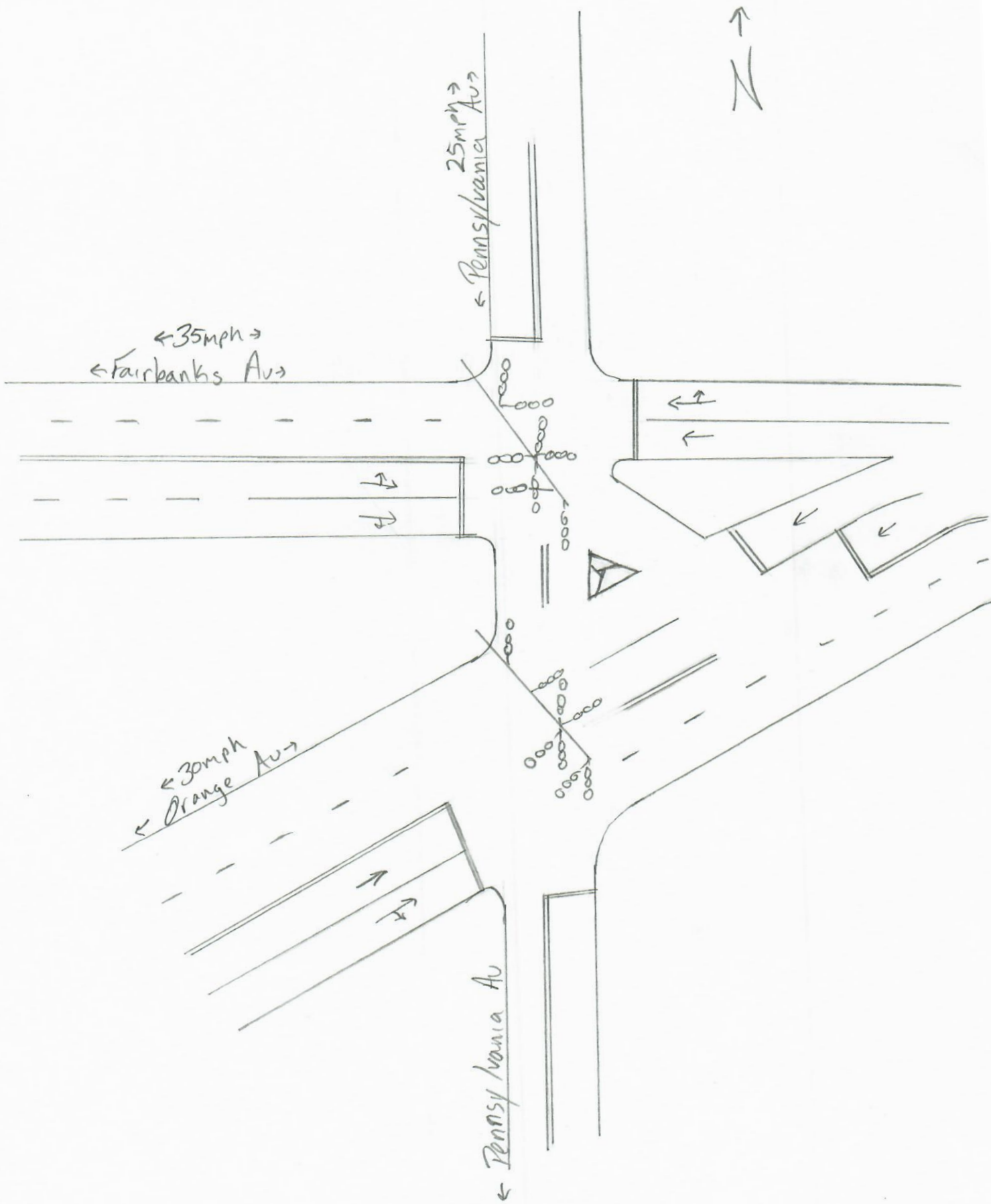
Pennsylvania Av

Pennsylvania Av

Orange Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4
AM Peak 08:00 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13	13
PM Peak 05:00 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	4



MaxTime Basic Default Timing Sheet

Controller Number	3055
Controller Name	SR 426 & Pennsylvania / Orange Ave
Main St.	SR 426
Side St.	Pennsylvania / Orange Ave
IP Address	10.32.29.22:81
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Gm Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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Schedules

Day Plan	1	Description	SUN																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	MON																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	TUE																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	WED																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	5	Description	THU																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	6	Description	FRI																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	7	Description	SAT																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	8	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	9	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	10	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	11	Description																
----------	----	-------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Month of Year					Days of Week					Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.			
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
.			

Day Plan 12 Description

Month of Year					Days of Week					Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.			
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
.			

Day Plan 13 Description

Month of Year					Days of Week					Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.			
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
.			

Day Plan 14 Description

Month of Year					Days of Week					Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.			
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
.			

Day Plan 15 Description

Month of Year					Days of Week					Days of Month																						
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
.			
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
.			

Day Plan 1

Event	Hour	Min.	Act
1	0	0	99
2	8	0	6
3	21	0	99
4	0	0	0
5	0	0	0

Day Plan 2

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	99

Day Plan 3

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	99

Day Plan 4

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	99

Day Plan 1

Event	Hour	Min.	Act
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0

Day Plan 2

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 3

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 4

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 5

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	99
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 6

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	13	0	4
5	19	30	99
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 7

Event	Hour	Min.	Act
1	0	0	99
2	8	0	6
3	21	0	99
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 8

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan 9

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 10

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 11

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan 12

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Yel Ped Clr
Red Clr Ped Clr
Cond Reservice
Yel Min Override
No Start Call
Adv. Warn Flasher
No Ped Startup Call
ed Clr During OVTG
Flash Exit Call
Flash Exit Ped Call
Flash Exit Call
Flash Exit Call
Min2 Veh Recall
Min3 Vehicle Recall
Ped2 Recall

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	EB
2	Red Clear	1	5,6		0	NEB / WB O2
3	Phase Not On	1	7,8		0	
4	Phase Not On	1	7,8		0	NB
5	Phase Not On	2	2,1		0	
6	Red Clear	2	2,1		0	WB
7	Phase Not On	2	3,4		0	
8	Phase Not On	2	3,4		0	SB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	80	.	.	None
2	55	X	.	None
3	0	.	.	None
4	45	.	.	None
5	0	.	.	None
6	135	X	X	None
7	0	.	.	None
8	45	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	62	.	.	None
2	63	X	.	None
3	0	.	.	None
4	55	.	.	None
5	0	.	.	None
6	125	X	X	None
7	0	.	.	None
8	55	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	78	.	.	None
2	76	X	.	None
3	0	.	.	None
4	66	.	.	None
5	0	.	.	None
6	154	X	X	None
7	0	.	.	None
8	66	.	.	None

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	13	0	8	0	10	0	22	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	8	8	0	8	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
Passage	5	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	25	25	0	30	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	25	0	30	0	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4.1	3.7	3	3.4	3	3.7	3	3.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2.1	4.4	3	4.5	0	2	0	4.5	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Denning Dr & Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

Denning Dr

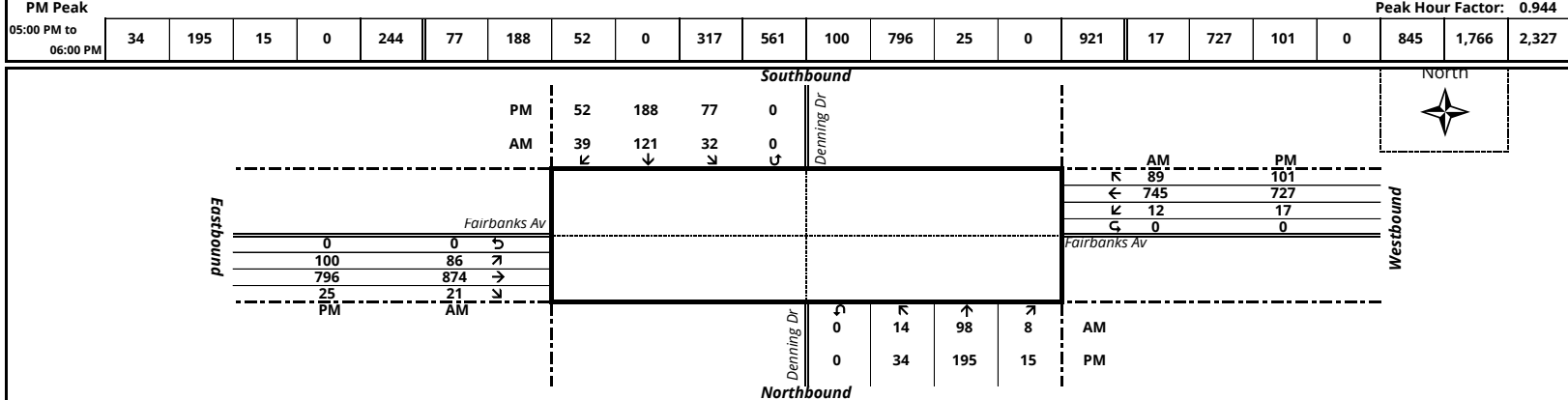
Denning Dr

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	4	9	1	0	14	5	7	5	0	17	31	9	152	1	0	162	2	191	6	0	199	361	392
07:15 AM	0	10	0	0	10	4	20	6	0	30	40	3	173	4	0	180	0	234	23	0	257	437	477
07:30 AM	2	20	1	0	23	7	20	10	0	37	60	19	209	6	0	234	3	201	19	0	223	457	517
07:45 AM	2	26	0	0	28	6	32	13	0	51	79	28	225	6	0	259	5	217	26	0	248	507	586
TOTAL	8	65	2	0	75	22	79	34	0	135	210	59	759	17	0	835	10	843	74	0	927	1,762	1,972
08:00 AM	3	28	0	0	31	8	26	9	0	43	74	22	227	5	0	254	3	179	25	0	207	461	535
08:15 AM	5	22	5	0	32	10	31	11	0	52	84	16	207	3	0	226	4	166	20	0	190	416	500
08:30 AM	4	22	3	0	29	8	32	6	0	46	75	20	215	7	0	242	0	183	18	0	201	443	518
08:45 AM	3	28	4	0	35	7	35	9	0	51	86	14	240	13	0	267	5	201	19	0	225	492	578
TOTAL	15	100	12	0	127	33	124	35	0	192	319	72	889	28	0	989	12	729	82	0	823	1,812	2,131
04:00 PM	3	35	1	0	39	16	41	14	0	71	110	28	178	6	0	212	2	185	15	0	202	414	524
04:15 PM	6	44	3	0	53	18	51	14	0	83	136	15	177	5	0	197	7	163	20	0	190	387	523
04:30 PM	7	47	2	0	56	19	39	6	0	64	120	12	144	7	0	163	9	183	22	1	215	378	498
04:45 PM	10	56	1	0	67	20	52	13	0	85	152	30	166	5	0	201	2	178	27	0	207	408	560
TOTAL	26	182	7	0	215	73	183	47	0	303	518	85	665	23	0	773	20	709	84	1	814	1,587	2,105
05:00 PM	10	46	2	0	58	21	55	13	0	89	147	37	165	9	0	211	4	184	25	0	213	424	571
05:15 PM	9	54	5	0	68	20	48	10	0	78	146	23	180	6	0	209	2	170	29	0	201	410	556
05:30 PM	8	42	2	0	52	19	49	13	0	81	133	22	245	4	0	271	7	184	21	0	212	483	616
05:45 PM	7	53	6	0	66	17	36	16	0	69	135	18	206	6	0	230	4	189	26	0	219	449	584
TOTAL	34	195	15	0	244	77	188	52	0	317	561	100	796	25	0	921	17	727	101	0	845	1,766	2,327

AM Peak 07:45 AM to 08:45 AM	14	98	8	0	120	32	121	39	0	192	312	86	874	21	0	981	12	745	89	0	846	1,827	2,139
Peak Hour Factor: 0.913																							
PM Peak 05:00 PM to 06:00 PM	34	195	15	0	244	77	188	52	0	317	561	100	796	25	0	921	17	727	101	0	845	1,766	2,327
Peak Hour Factor: 0.944																							



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: Denning Dr & Fairbanks Av

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LONGITUDE: 0

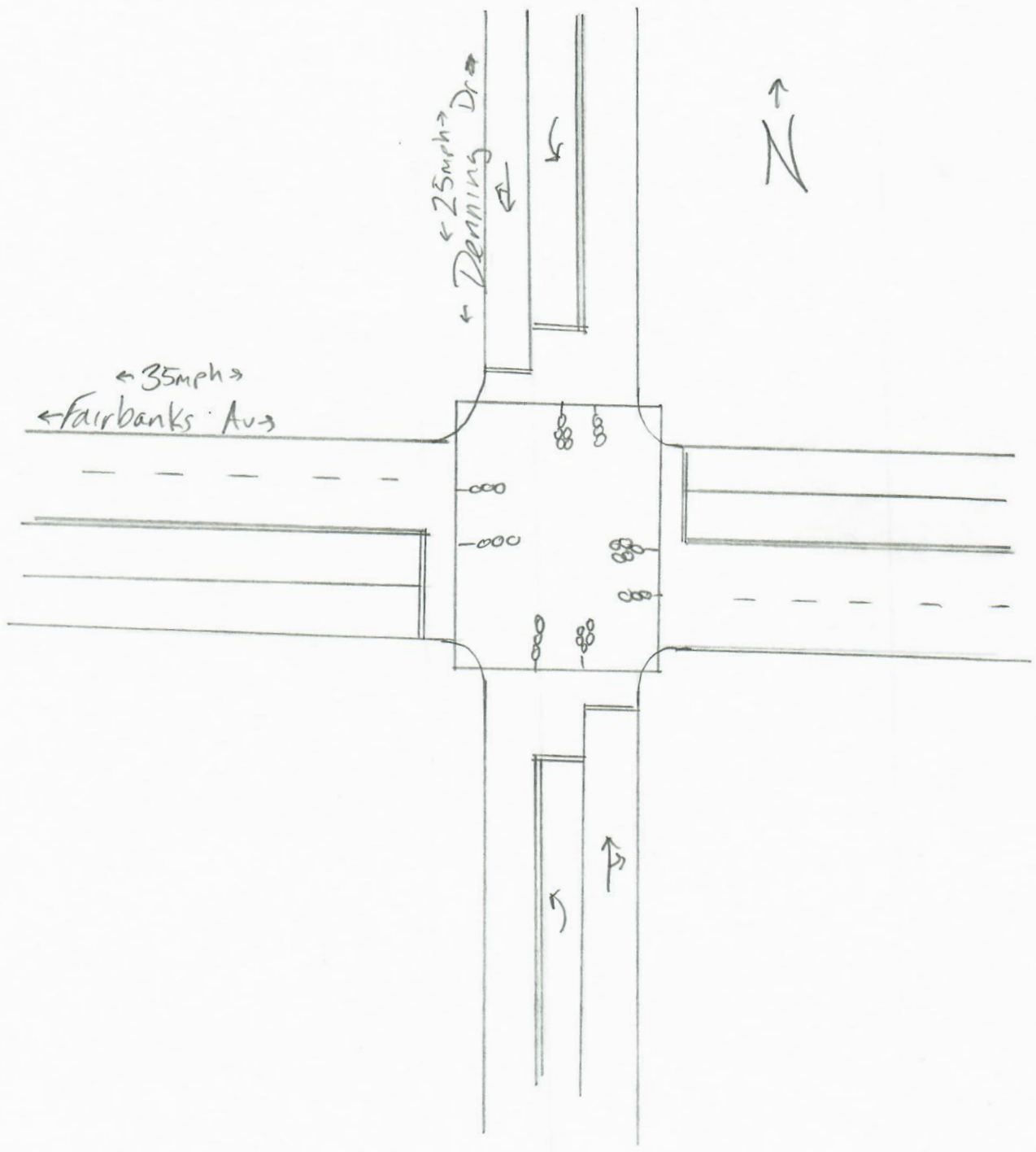
Denning Dr

Denning Dr

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7	7
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	6	0	0	6	0	3	2	0	5	11	12
07:30 AM	0	0	0	0	0	0	0	1	0	1	1	1	3	0	0	4	0	1	0	0	1	5	6
07:45 AM	0	0	0	0	0	1	1	0	0	2	2	0	2	0	0	2	0	5	0	0	5	7	9
TOTAL	0	0	0	0	0	2	1	1	0	4	4	1	17	0	0	18	0	10	2	0	12	30	34
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5	5
08:15 AM	0	0	2	0	2	1	0	0	0	1	3	0	4	1	0	5	0	1	1	0	2	7	10
08:30 AM	0	0	0	0	0	1	0	1	0	2	2	0	8	0	0	8	0	3	0	0	3	11	13
08:45 AM	0	0	0	0	0	1	1	0	0	2	2	0	7	1	0	8	0	3	0	0	3	11	13
TOTAL	0	0	2	0	2	3	1	1	0	5	7	0	21	2	0	23	0	10	1	0	11	34	41
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	1	0	2	0	0	2	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5	5
04:45 PM	1	0	0	0	1	1	0	1	0	2	3	0	1	0	0	1	0	0	0	0	0	1	4
TOTAL	1	0	0	0	1	2	0	1	0	3	4	0	6	0	0	6	0	4	0	0	4	10	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	3
05:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	2	0	0	2	3	4
TOTAL	2	0	0	0	2	0	0	2	0	2	4	0	3	0	0	3	0	6	0	0	6	9	13
AM Peak 07:45 AM to 08:45 AM	0	0	2	0	2	3	1	1	0	5	7	0	16	1	0	17	0	12	1	0	13	30	37
PM Peak 05:00 PM to 06:00 PM	2	0	0	0	2	0	0	2	0	2	4	0	3	0	0	3	0	6	0	0	6	9	13



MaxTime Basic Default Timing Sheet

Controller Number	3050
Controller Name	SR 426 & Denning Dr
Main St.	SR 426
Side St.	Denning Dr
IP Address	10.32.29.39:81
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Gm Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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Schedules

Day Plan	1	Description	SUN																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	2	Description	MON																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	3	Description	TUE																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	4	Description	WED																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	5	Description	THU																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	6	Description	FRI																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	7	Description	SAT																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	8	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	9	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	10	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	11	Description																
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Schedules

Day Plan	1	Description	SUN																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	2	Description	MON																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	3	Description	TUE																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	4	Description	WED																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	.	X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	5	Description	THU																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	6	Description	FRI																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	.	.	.	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	7	Description	SAT																											
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Day Plan	8	Description																												
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	

Day Plan	9	Description																												
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	

Day Plan	10	Description																												
Month of Year	J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	

	J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	

Day Plan	11	Description																
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Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Yel Ped Clr
Red Clr Ped Clr
Cond Reservice
Yel Min Override
No Start Call
Adv. Warn Flasher
No Ped Startup Call
Red Clr During OVTG
Flash Exit Call
Flash Exit Ped Call
Flash Exit Call
Flash Exit Call
Min2 Veh Recall
Min3 Vehicle Recall
Ped2 Recall

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	
2	Green No Walk	1	5,6		0	EB
3	Phase Not On	1	7,8		0	NBL
4	Phase Not On	1	7,8		0	SB
5	Phase Not On	2	1,2		0	EBL
6	Green No Walk	2	1,2		0	WB
7	Phase Not On	2	3,4		0	SBL
8	Phase Not On	2	3,4		0	NB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	130	X	X	None
3	15	.	.	None
4	35	.	.	None
5	15	.	.	None
6	115	X	.	None
7	15	.	.	None
8	35	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	128	X	X	None
3	20	.	.	None
4	32	.	.	None
5	15	.	.	None
6	113	X	.	None
7	20	.	.	None
8	32	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	72	X	X	None
3	15	.	.	None
4	23	.	.	None
5	15	.	.	None
6	57	X	.	None
7	15	.	.	None
8	23	.	.	None

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	12	0	15	0	14	0	13	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	4	10	4	15	4	10	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	4	3	3	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	55	10	25	15	55	10	25	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	40	15	15	10	40	15	15	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	4	3.4	3.4	4	4	3.4	3.4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: US 1792 & Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

US 1792

US 1792

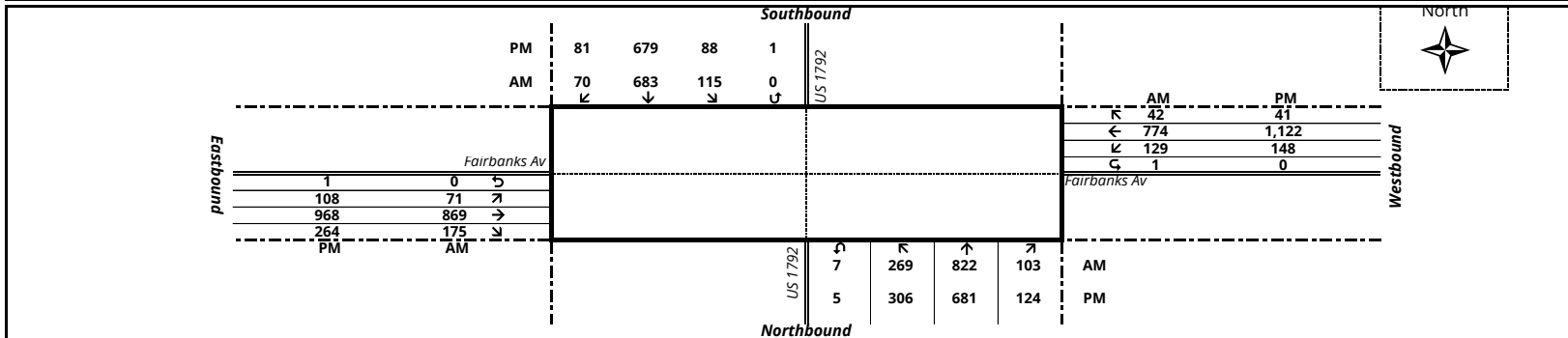
Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	42	123	21	0	186	16	163	12	0	191	377	10	172	37	3	222	17	94	4	0	115	337	714
07:15 AM	52	162	17	1	232	12	160	7	0	179	411	11	194	34	3	242	28	126	5	0	159	401	812
07:30 AM	56	168	25	0	249	18	174	15	1	208	457	19	207	29	0	255	31	150	4	0	185	440	897
07:45 AM	66	210	23	1	300	30	174	14	0	218	518	19	228	44	0	291	34	194	8	1	237	528	1,046
TOTAL	216	663	86	2	967	76	671	48	1	796	1,763	59	801	144	6	1,010	110	564	21	1	696	1,706	3,469
08:00 AM	60	201	33	5	299	30	179	20	0	229	528	14	227	47	0	288	27	166	11	0	204	492	1,020
08:15 AM	68	191	17	1	277	22	138	18	0	178	455	16	192	39	0	247	33	206	11	0	250	497	952
08:30 AM	75	220	30	0	325	33	192	18	0	243	568	22	222	45	0	289	35	208	12	0	255	544	1,112
08:45 AM	68	186	29	0	283	23	124	26	0	173	456	22	194	64	0	280	29	203	13	0	245	525	981
TOTAL	271	798	109	6	1,184	108	633	82	0	823	2,007	74	835	195	0	1,104	124	783	47	0	954	2,058	4,065
04:00 PM	70	162	19	2	253	32	139	20	0	191	444	26	215	64	0	305	46	289	18	0	353	658	1,102
04:15 PM	68	160	28	3	259	26	157	20	0	203	462	31	209	58	0	298	51	275	6	0	332	630	1,092
04:30 PM	85	170	41	2	298	28	200	27	0	255	553	23	233	73	1	330	29	286	10	0	325	655	1,208
04:45 PM	73	137	31	1	242	13	124	14	1	152	394	26	249	61	0	336	40	290	5	0	335	671	1,065
TOTAL	296	629	119	8	1,052	99	620	81	1	801	1,853	106	906	256	1	1,269	166	1,140	39	0	1,345	2,614	4,467
05:00 PM	88	180	28	1	297	26	171	17	0	214	511	32	254	60	0	346	38	270	12	0	320	666	1,177
05:15 PM	60	194	24	1	279	21	184	23	0	228	507	27	232	70	0	329	41	276	14	0	331	660	1,167
05:30 PM	69	162	26	1	258	32	147	20	0	199	457	29	254	53	0	336	40	286	8	0	334	670	1,127
05:45 PM	79	176	27	0	282	23	101	22	0	146	428	28	248	57	0	333	31	284	12	0	327	660	1,088
TOTAL	296	712	105	3	1,116	102	603	82	0	787	1,903	116	988	240	0	1,344	150	1,116	46	0	1,312	2,656	4,559

AM Peak 07:45 AM to 08:45 AM	269	822	103	7	1,201	115	683	70	0	868	2,069	71	869	175	0	1,115	129	774	42	1	946	2,061	4,130	Peak Hour Factor: 0.929
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PM Peak 04:30 PM to 05:30 PM	306	681	124	5	1,116	88	679	81	1	849	1,965	108	968	264	1	1,341	148	1,122	41	0	1,311	2,652	4,617	Peak Hour Factor: 0.956
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15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 18, 2023 (Thursday)

CITY: Winter Park

LATITUDE: 0

LOCATION: US 1792 & Fairbanks Av

COUNTY: Orange County

LONGITUDE: 0

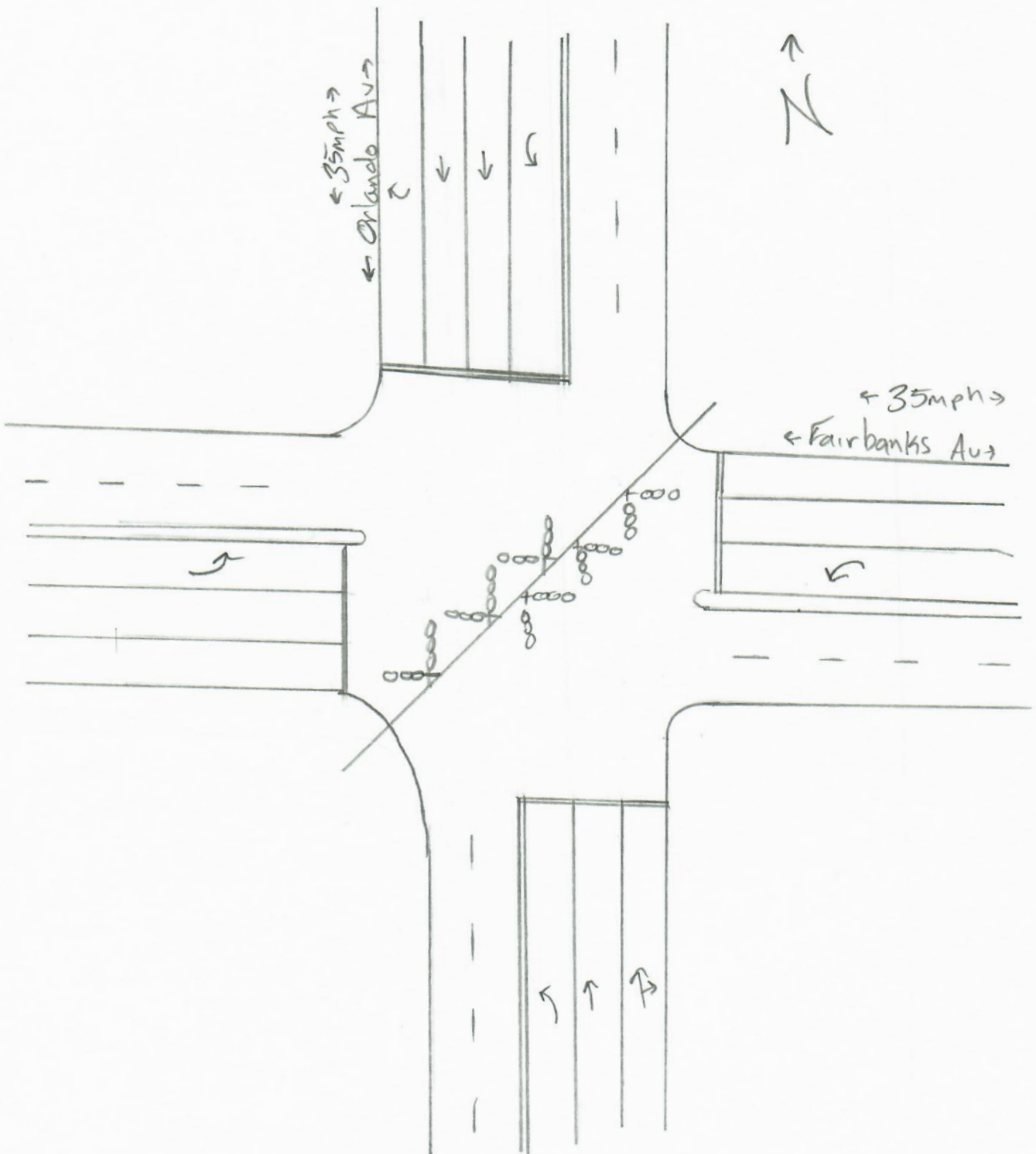
US 1792

US 1792

Fairbanks Av

Fairbanks Av

TIME BEGIN	NORTHBOUND					SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	4	4	0	0	8	0	4	0	0	4	12	0	0	0	0	0	0	0	1	0	1	1	13
07:15 AM	1	0	1	0	2	1	1	0	0	2	4	1	1	1	0	3	1	1	0	0	2	5	9
07:30 AM	1	4	0	0	5	0	0	0	0	0	5	0	1	1	0	2	0	0	0	0	0	2	7
07:45 AM	1	3	0	0	4	0	1	0	0	1	5	2	3	2	0	7	0	1	0	0	1	8	13
TOTAL	7	11	1	0	19	1	6	0	0	7	26	3	5	4	0	12	1	2	1	0	4	16	42
08:00 AM	4	6	1	0	11	0	1	0	0	1	12	1	0	0	0	1	0	2	0	0	2	3	15
08:15 AM	2	3	0	0	5	0	4	1	0	5	10	1	2	0	0	3	2	2	0	0	4	7	17
08:30 AM	1	6	1	0	8	0	7	1	0	8	16	1	1	0	0	2	0	5	1	0	6	8	24
08:45 AM	3	2	0	0	5	0	2	0	0	2	7	2	3	0	0	5	0	2	0	0	2	7	14
TOTAL	10	17	2	0	29	0	14	2	0	16	45	5	6	0	0	11	2	11	1	0	14	25	70
04:00 PM	0	2	1	0	3	0	1	0	0	1	4	1	0	0	0	1	1	1	0	0	2	3	7
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	1	2
04:30 PM	1	4	1	0	6	0	3	0	0	3	9	0	0	0	0	0	0	1	0	0	1	1	10
04:45 PM	1	0	0	0	1	0	2	0	0	2	3	0	1	0	0	1	0	0	0	0	0	1	4
TOTAL	2	6	2	0	10	0	7	0	0	7	17	1	2	0	0	3	1	2	0	0	3	6	23
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	1	1	0	0	2	3	4
05:15 PM	0	0	0	0	0	0	2	0	0	2	2	1	1	0	0	2	0	0	0	0	0	2	4
05:30 PM	0	3	0	0	3	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	0	0	2	0	3	0	0	3	5	0	0	0	0	0	1	0	0	0	1	1	6
TOTAL	0	5	0	0	5	0	9	0	0	9	14	1	2	0	0	3	2	1	0	0	3	6	20
AM Peak																							
07:45 AM to 08:45 AM	8	18	2	0	28	0	13	2	0	15	43	5	6	2	0	13	2	10	1	0	13	26	69
PM Peak																							
04:30 PM to 05:30 PM	2	4	1	0	7	0	8	0	0	8	15	1	3	0	0	4	1	2	0	0	3	7	22



MaxTime Basic Default Timing Sheet

Controller Number	3020
Controller Name	US 17/92 & SR 426 (Fairbanks Ave)
Main St.	US 17/92
Side St.	SR 426 (Fairbanks Ave)
IP Address	10.32.80.131
NTCIP Receive Port	Automatic
NTCIP Send Port	161
NTCIP Timeout	1000

Unit Parameters

Startup Flash	8
All Red Exit	0
MCE Seq.	1

Auto Ped Clr	Enable
Gm Flash Freq.	60
Primary Start	0

Red Revert	4
Yel Flash Freq.	60
Secondary Start	0

Backup Time	600
MCE Enable	Enable
Free Seq.	1

Ext Mode	Disable
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Schedules

Day Plan	1	Description	SUN																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	2	Description	MON																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	X	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	3	Description	TUE																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	X	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	4	Description	WED																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	X	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	5	Description	THU																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	X	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	6	Description	FRI																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	X	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	7	Description	SAT																										
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
X	X	X	X	X	X	.	.	.	.	.	.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Day Plan	8	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	9	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	10	Description																											
Month of Year	Days of Week		Days of Month																										
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D								17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
.

Day Plan	11	Description																
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Month of Year					Days of Week							Days of Month																	
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
.
J	A	S	O	N	D																								
.																								

Day Plan **12** Description _____

Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.
J	A	S	O	N	D																							
.																							

Day Plan **13** Description _____

Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.
J	A	S	O	N	D																							
.																							

Day Plan **14** Description _____

Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.
J	A	S	O	N	D																							
.																							

Day Plan **15** Description _____

Month of Year					Days of Week							Days of Month																
J	F	M	A	M	J	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
.
J	A	S	O	N	D																							
.																							

Day Plan **1**

Event	Hour	Min.	Act
1	0	0	99
2	9	0	6
3	20	0	99
4	0	0	
5	0	0	

Day Plan **2**

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan **3**

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan **4**

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5

Day Plan **1**

Event	Hour	Min.	Act
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **2**

Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **3**

Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **4**

Event	Hour	Min.	Act
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **5**

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	15	15	4
5	19	30	5
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **6**

Event	Hour	Min.	Act
1	0	0	99
2	6	30	1
3	10	0	3
4	13	0	4
5	19	30	5
6	21	0	99
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **7**

Event	Hour	Min.	Act
1	0	0	99
2	9	0	6
3	20	0	99
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **8**

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	
8	0	0	
9	0	0	
10	0	0	

Day Plan **9**

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan **10**

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan **11**

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Day Plan **12**

Event	Hour	Min.	Act
1	0	0	
2	0	0	
3	0	0	
4	0	0	
5	0	0	
6	0	0	
7	0	0	

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Yel Ped Clr
Red Clr Ped Clr
Cond Reservice
Yel Min Override
No Start Call
Adv. Warn Flasher
No Ped Startup Call
ed Clr During OVTG
Flash Exit Call
Flash Exit Ped Call
Flash Exit Call
Flash Exit Call
Min2 Veh Recall
Min3 Vehicle Recall
Ped2 Recall

Phase Configuration

Ph.	Startup	Ring	Concurrent	No Served Phases	Phs Min	Description
1	Phase Not On	1	5,6		0	NBL
2	Green No Walk	1	5,6		0	SB
3	Phase Not On	1	7,8		0	EBL
4	Phase Not On	1	7,8		0	WB
5	Phase Not On	2	1,2		0	SBL
6	Green No Walk	2	1,2		0	NB
7	Phase Not On	2	3,4		0	WBL
8	Phase Not On	2	3,4		0	EB
9	None	0			0	
10	None	0			0	
11	None	0			0	
12	None	0			0	
13	None	0			0	
14	None	0			0	
15	None	0			0	
16	None	0			0	
17	None	0			0	
18	None	0			0	
19	None	0			0	
20	None	0			0	
21	None	0			0	
22	None	0			0	
23	None	0			0	
24	None	0			0	
25	None	0			0	
26	None	0			0	
27	None	0			0	
28	None	0			0	
29	None	0			0	
30	None	0			0	
31	None	0			0	
32	None	0			0	
33	None	0			0	
34	None	0			0	
35	None	0			0	
36	None	0			0	

105	0	0	0	0	105	1	Yellow	Max Inhibit	1	1	1
106	0	0	0	0	106	1	Yellow	Max Inhibit	1	1	1
107	0	0	0	0	107	1	Yellow	Max Inhibit	1	1	1
108	0	0	0	0	108	1	Yellow	Max Inhibit	1	1	1
109	0	0	0	0	109	1	Yellow	Max Inhibit	1	1	1
110	0	0	0	0	110	1	Yellow	Max Inhibit	1	1	1
111	0	0	0	0	111	1	Yellow	Max Inhibit	1	1	1
112	0	0	0	0	112	1	Yellow	Max Inhibit	1	1	1
113	0	0	0	0	113	1	Yellow	Max Inhibit	1	1	1
114	0	0	0	0	114	1	Yellow	Max Inhibit	1	1	1
115	0	0	0	0	115	1	Yellow	Max Inhibit	1	1	1
116	0	0	0	0	116	1	Yellow	Max Inhibit	1	1	1
117	0	0	0	0	117	1	Yellow	Max Inhibit	1	1	1
118	0	0	0	0	118	1	Yellow	Max Inhibit	1	1	1
119	0	0	0	0	119	1	Yellow	Max Inhibit	1	1	1
120	0	0	0	0	120	1	Yellow	Max Inhibit	1	1	1
121	0	0	0	0	121	1	Yellow	Max Inhibit	1	1	1
122	0	0	0	0	122	1	Yellow	Max Inhibit	1	1	1
123	0	0	0	0	123	1	Yellow	Max Inhibit	1	1	1
124	0	0	0	0	124	1	Yellow	Max Inhibit	1	1	1
125	0	0	0	0	125	1	Yellow	Max Inhibit	1	1	1
126	0	0	0	0	126	1	Yellow	Max Inhibit	1	1	1
127	0	0	0	0	127	1	Yellow	Max Inhibit	1	1	1
128	0	0	0	0	128	1	Yellow	Max Inhibit	1	1	1

Split Parameters

Split 1		Coord	Ref	Mode
PH.	Time	PH	PH	
1	25	.	.	None
2	65	X	.	None
3	38	.	.	None
4	52	.	.	None
5	20	.	.	None
6	70	X	X	None
7	20	.	.	None
8	70	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 2		Coord	Ref	Mode
PH.	Time	PH	PH	
1	0	.	.	None
2	0	.	.	None
3	0	.	.	None
4	0	.	.	None
5	0	.	.	None
6	0	.	.	None
7	0	.	.	None
8	0	.	.	None
9	0	.	.	None
10	0	.	.	None
11	0	.	.	None
12	0	.	.	None
13	0	.	.	None
14	0	.	.	None
15	0	.	.	None
16	0	.	.	None

Split 3		Coord	Ref	Mode
PH.	Time	PH	PH	
1	32	.	.	None
2	73	X	.	None
3	35	.	.	None
4	60	.	.	None
5	22	.	.	None
6	83	X	X	None
7	25	.	.	None
8	70	.	.	None

Split 4		Coord	Ref	Mode
PH.	Time	PH	PH	
1	30	.	.	None
2	90	X	.	None
3	43	.	.	None
4	57	.	.	Min Veh Recall
5	28	.	.	None
6	92	X	X	None
7	25	.	.	None
8	75	.	.	Min Veh Recall

Phase Parameters

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walk Time	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	24	0	26	0	24	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	7	5	15	5	7	0	0	0	0	0	0	0	0	0	0	0	0
Passage	3	4	3	3	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	30	60	34	45	30	60	34	45	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	25	40	25	30	25	40	25	30	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	4	4	4	4.1	4	4	4.1	4	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	2	2	2	2.5	2	2	2.1	2	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				
Pre Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pre Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Add Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phases	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Walk Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yel Change	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Red Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars B4 Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dyn Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delayed Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Ped Clr																				

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2022 - 01/01/2022	1.01	1.03
2	01/02/2022 - 01/08/2022	1.03	1.05
3	01/09/2022 - 01/15/2022	1.05	1.07
4	01/16/2022 - 01/22/2022	1.04	1.06
5	01/23/2022 - 01/29/2022	1.03	1.05
6	01/30/2022 - 02/05/2022	1.01	1.03
7	02/06/2022 - 02/12/2022	1.00	1.02
8	02/13/2022 - 02/19/2022	0.98	1.00
* 9	02/20/2022 - 02/26/2022	0.98	1.00
*10	02/27/2022 - 03/05/2022	0.98	1.00
*11	03/06/2022 - 03/12/2022	0.97	0.99
*12	03/13/2022 - 03/19/2022	0.97	0.99
*13	03/20/2022 - 03/26/2022	0.97	0.99
*14	03/27/2022 - 04/02/2022	0.97	0.99
*15	04/03/2022 - 04/09/2022	0.97	0.99
*16	04/10/2022 - 04/16/2022	0.98	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.00
*19	05/01/2022 - 05/07/2022	0.98	1.00
*20	05/08/2022 - 05/14/2022	0.98	1.00
*21	05/15/2022 - 05/21/2022	0.98	1.00
22	05/22/2022 - 05/28/2022	0.99	1.01
23	05/29/2022 - 06/04/2022	0.99	1.01
24	06/05/2022 - 06/11/2022	1.00	1.02
25	06/12/2022 - 06/18/2022	1.01	1.03
26	06/19/2022 - 06/25/2022	1.02	1.04
27	06/26/2022 - 07/02/2022	1.02	1.04
28	07/03/2022 - 07/09/2022	1.03	1.05
29	07/10/2022 - 07/16/2022	1.04	1.06
30	07/17/2022 - 07/23/2022	1.03	1.05
31	07/24/2022 - 07/30/2022	1.02	1.04
32	07/31/2022 - 08/06/2022	1.01	1.03
33	08/07/2022 - 08/13/2022	1.00	1.02
34	08/14/2022 - 08/20/2022	0.99	1.01
35	08/21/2022 - 08/27/2022	1.00	1.02
36	08/28/2022 - 09/03/2022	1.02	1.04
37	09/04/2022 - 09/10/2022	1.03	1.05
38	09/11/2022 - 09/17/2022	1.05	1.07
39	09/18/2022 - 09/24/2022	1.03	1.05
40	09/25/2022 - 10/01/2022	1.01	1.03
41	10/02/2022 - 10/08/2022	0.99	1.01
42	10/09/2022 - 10/15/2022	0.97	0.99
43	10/16/2022 - 10/22/2022	0.98	1.00
44	10/23/2022 - 10/29/2022	0.99	1.01
45	10/30/2022 - 11/05/2022	1.00	1.02
46	11/06/2022 - 11/12/2022	1.01	1.03
47	11/13/2022 - 11/19/2022	1.03	1.05
48	11/20/2022 - 11/26/2022	1.02	1.04
49	11/27/2022 - 12/03/2022	1.02	1.04
50	12/04/2022 - 12/10/2022	1.01	1.03
51	12/11/2022 - 12/17/2022	1.01	1.03
52	12/18/2022 - 12/24/2022	1.03	1.05
53	12/25/2022 - 12/31/2022	1.05	1.07

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_7500_PKSEASON.TXT

APPENDIX C

Existing Intersection Capacity Analysis Worksheets

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
 05/30/2023



Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓	
Traffic Volume (vph)	781	48	1	494	796	20	30	90	23	12	49	14
Future Volume (vph)	781	48	1	494	796	20	30	90	23	12	49	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.979			0.975	
Flt Protected				0.950			0.990			0.992		
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1807	0	0	1791	0
Flt Permitted				0.322			0.915			0.937		
Satd. Flow (perm)	3479	0	0	1187	3557	0	0	1670	0	0	1692	0
Right Turn on Red							Yes			Yes		
Satd. Flow (RTOR)							3			5		
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1331				543			770			658	
Travel Time (s)	25.9				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	831	51	1	526	847	21	32	96	24	13	52	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	882	0	0	527	868	0	0	152	0	0	80	0
Turn Type	NA	custom		custom	NA	Perm		NA	Perm		NA	
Protected Phases	1				6				4			
Permitted Phases				2	2				4			
Detector Phase	1	2		2	6	4		4	8		8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0		8.0	8.0		8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7	25.9		25.9	25.9		25.9	
Total Split (s)	80.0		55.0	55.0	135.0	45.0		45.0	45.0		45.0	
Total Split (%)	44.4%		30.6%	30.6%	75.0%	25.0%		25.0%	25.0%		25.0%	
Maximum Green (s)	73.8		46.9	46.9	129.3	37.1		37.1	37.1		37.1	
Yellow Time (s)	4.1		3.7	3.7	3.7	3.4		3.4	3.4		3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0	4.5		4.5	4.5		4.5	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.2			8.1	5.7	7.9			7.9			
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	
Recall Mode	None		C-Max	C-Max	Max	Max		Max	Max		Max	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0		0	0		0	
Act Effct Green (s)	58.5			62.2	129.3	37.1			37.1			
Actuated g/C Ratio	0.32			0.35	0.72	0.21			0.21			
v/c Ratio	0.78			1.29	0.34	0.44			0.23			
Control Delay	64.5			191.3	9.8	64.8			61.6			
Queue Delay	0.0			0.0	0.0	0.0			0.0			
Total Delay	64.5			191.3	9.8	64.8			61.6			
LOS	E			F	A	E			E			
Approach Delay	64.5			78.4	64.8	61.6			61.6			

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
 05/30/2023



Lane Group	NER	NER2
Lane Configurations	TT	
Traffic Volume (vph)	381	10
Future Volume (vph)	381	10
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr _t	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	405	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	416	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	55.0	
Total Split (%)	30.6%	
Maximum Green (s)	46.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	62.2	
Actuated g/C Ratio	0.35	
v/c Ratio	0.41	
Control Delay	39.9	
Queue Delay	0.0	
Total Delay	39.9	
LOS	D	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing AM
 05/30/2023

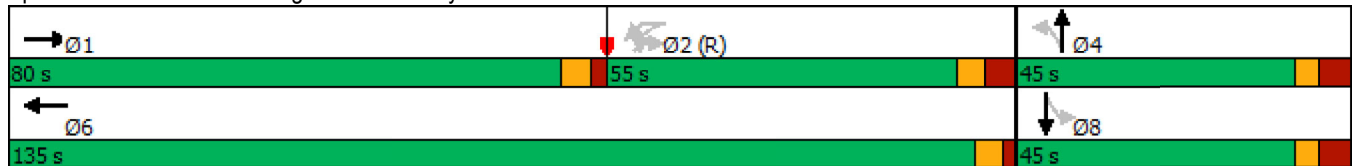


Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			E			E			E		
Queue Length 50th (ft)	564			~405	187	154			80			
Queue Length 95th (ft)	590			#572	219	234			135			
Internal Link Dist (ft)	1251			463			690			578		
Turn Bay Length (ft)												
Base Capacity (vph)	1426			410	2555	348			348			
Starvation Cap Reductn	0			0	0	0			0			
Spillback Cap Reductn	0			0	0	0			0			
Storage Cap Reductn	0			0	0	0			0			
Reduced v/c Ratio	0.62			1.29	0.34	0.44			0.23			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 67.6 Intersection LOS: E
 Intersection Capacity Utilization 87.7% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	178	
Queue Length 95th (ft)	257	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1016	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.41	
Intersection Summary		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
 05/30/2023



Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓	
Traffic Volume (vph)	698	48	3	459	710	19	31	99	18	20	112	24
Future Volume (vph)	698	48	3	459	710	19	31	99	18	20	112	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.990				0.996			0.983		0.979		
Fl _t Protected				0.950		0.990				0.994		
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1849	0	0	1849	0
Fl _t Permitted				0.360		0.893				0.943		
Satd. Flow (perm)	3574	0	0	1327	3561	0	0	1668	0	0	1754	0
Right Turn on Red							Yes		Yes			
Satd. Flow (RTOR)					3			3				
Link Speed (mph)	35				35			25		25		
Link Distance (ft)	1331				543			770		658		
Travel Time (s)	25.9				10.6			21.0		17.9		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	720	49	3	473	732	20	32	102	19	21	115	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	769	0	0	476	752	0	0	153	0	0	161	0
Turn Type	NA	custom		custom	NA	Perm		NA	Perm		NA	
Protected Phases	1				6			4				8
Permitted Phases			2	2				4			8	
Detector Phase	1	2		2	6	4		4	8		8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0		8.0	8.0		8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7	25.9		25.9	25.9		25.9	
Total Split (s)	78.0		76.0	76.0	154.0	66.0		66.0	66.0		66.0	
Total Split (%)	35.5%		34.5%	34.5%	70.0%	30.0%		30.0%	30.0%		30.0%	
Maximum Green (s)	71.8		67.9	67.9	148.3	58.1		58.1	58.1		58.1	
Yellow Time (s)	4.1		3.7	3.7	3.7	3.4		3.4	3.4		3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0	4.5		4.5	4.5		4.5	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				0.0		
Total Lost Time (s)	6.2			8.1	5.7	7.9				7.9		
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	
Recall Mode	None		C-Max	C-Max	Max	Max		Max	Max		Max	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0		0	0		0	
Act Effct Green (s)	58.5			81.2	148.3	58.1				58.1		
Actuated g/C Ratio	0.27			0.37	0.67	0.26				0.26		
v/c Ratio	0.81			0.97	0.31	0.35				0.35		
Control Delay	82.4			100.2	15.2	66.9				68.2		
Queue Delay	0.0			0.0	0.0	0.0				0.0		
Total Delay	82.4			100.2	15.2	66.9				68.2		
LOS	F			F	B	E				E		
Approach Delay	82.4			48.1	66.9	68.2						

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
 05/30/2023



Lane Group	NER	NER2
Lane Configurations	TT	
Traffic Volume (vph)	628	18
Future Volume (vph)	628	18
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr't	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	647	19
Shared Lane Traffic (%)		
Lane Group Flow (vph)	666	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	76.0	
Total Split (%)	34.5%	
Maximum Green (s)	67.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	81.2	
Actuated g/C Ratio	0.37	
v/c Ratio	0.61	
Control Delay	55.6	
Queue Delay	0.0	
Total Delay	55.6	
LOS	E	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Existing PM
 05/30/2023

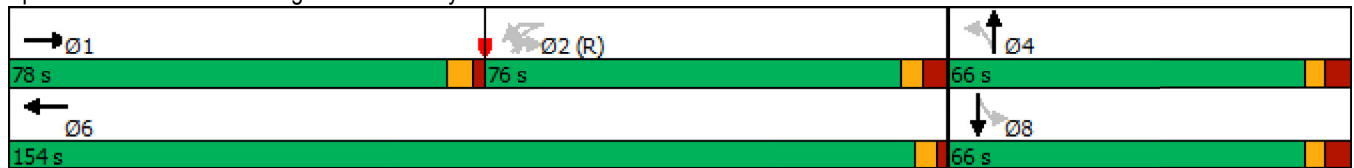


Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F					D		E			E	
Queue Length 50th (ft)	556		353			227		179			192	
Queue Length 95th (ft)	603		#530			263		259			274	
Internal Link Dist (ft)	1251					463		690			578	
Turn Bay Length (ft)												
Base Capacity (vph)	1166		489			2401		442			463	
Starvation Cap Reductn	0		0			0		0			0	
Spillback Cap Reductn	0		0			0		0			0	
Storage Cap Reductn	0		0			0		0			0	
Reduced v/c Ratio	0.66		0.97			0.31		0.35			0.35	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 60.7 Intersection LOS: E
 Intersection Capacity Utilization 94.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	417	
Queue Length 95th (ft)	532	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1083	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.61	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing AM
05/30/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	874	21	12	745	89	14	98	8	32	121	39
Future Volume (vph)	86	874	21	12	745	89	14	98	8	32	121	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.984			0.988				0.963
Flt Protected		0.996			0.999		0.950			0.950		
Satd. Flow (prot)	0	3518	0	0	3484	0	1805	1842	0	1656	1803	0
Flt Permitted		0.697			0.928		0.381			0.429		
Satd. Flow (perm)	0	2462	0	0	3236	0	724	1842	0	748	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			13			2				8
Link Speed (mph)		35			35			25				25
Link Distance (ft)		1314			1331			1173				1331
Travel Time (s)		25.6			25.9			32.0				36.3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	95	960	23	13	819	98	15	108	9	35	133	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1078	0	0	930	0	15	117	0	35	176	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	15.0	130.0		115.0	115.0		15.0	35.0		15.0	35.0	
Total Split (%)	8.3%	72.2%		63.9%	63.9%		8.3%	19.4%		8.3%	19.4%	
Maximum Green (s)	9.0	124.0		109.0	109.0		9.6	29.6		9.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		137.2			137.2		25.2	19.6		29.7	23.7	
Actuated g/C Ratio		0.76			0.76		0.14	0.11		0.16	0.13	
v/c Ratio		0.57			0.38		0.11	0.58		0.21	0.72	
Control Delay		8.8			5.5		57.9	85.6		60.9	87.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing AM
05/30/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		8.8			5.5		57.9	85.6		60.9	87.8	
LOS		A			A		E	F		E	F	
Approach Delay		8.8			5.5			82.5			83.4	
Approach LOS		A			A			F			F	
Queue Length 50th (ft)		156			116		15	131		35	196	
Queue Length 95th (ft)		68			297		36	198		67	278	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1877			2470		167	304		174	303	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.57			0.38		0.09	0.38		0.20	0.58	

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	82 (46%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	18.3
Intersection LOS:	B
Intersection Capacity Utilization	77.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing PM
05/30/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	796	25	17	727	101	34	195	15	77	188	52
Future Volume (vph)	100	796	25	17	727	101	34	195	15	77	188	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.982			0.989			0.968	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3578	0	0	3511	0	1703	1879	0	1805	1823	0
Flt Permitted		0.682			0.922		0.386			0.325		
Satd. Flow (perm)	0	2452	0	0	3241	0	692	1879	0	618	1823	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			18			3			11	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			1331			1173			1331	
Travel Time (s)		25.6			25.9			32.0			36.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	106	847	27	18	773	107	36	207	16	82	200	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	898	0	36	223	0	82	255	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	10.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	16.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	16.0	72.0		57.0	57.0		15.0	23.0		15.0	23.0	
Total Split (%)	14.4%	64.9%		51.4%	51.4%		13.5%	20.7%		13.5%	20.7%	
Maximum Green (s)	10.0	66.0		51.0	51.0		9.6	17.6		9.6	17.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		69.9			69.9		24.0	17.9		27.3	21.5	
Actuated g/C Ratio		0.63			0.63		0.22	0.16		0.25	0.19	
v/c Ratio		0.63			0.44		0.17	0.73		0.33	0.70	
Control Delay		16.2			12.1		29.6	58.4		32.9	51.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Existing PM
05/30/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.2			12.1		29.6	58.4		32.9	51.8	
LOS		B			B		C	E		C	D	
Approach Delay		16.2			12.1			54.4			47.2	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		233			174		18	148		42	164	
Queue Length 95th (ft)		297			214		44	#262		82	#312	
Internal Link Dist (ft)		1234			1251			1093			1251	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1573			2048		246	320		256	372	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.62			0.44		0.15	0.70		0.32	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 111
 Actuated Cycle Length: 111
 Offset: 20 (18%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 22.9 Intersection LOS: C
 Intersection Capacity Utilization 84.9% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	71	869	175	1	129	774	42	7	269	822	103	115
Future Volume (vph)	71	869	175	1	129	774	42	7	269	822	103	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	76	934	188	1	139	832	45	8	289	884	111	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1122	0	0	140	877	0	0	297	995	0	124
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	38.0	70.0		20.0	20.0	52.0		25.0	25.0	70.0		20.0
Total Split (%)	21.1%	38.9%		11.1%	11.1%	28.9%		13.9%	13.9%	38.9%		11.1%
Maximum Green (s)	32.0	64.0		13.8	13.8	45.4		19.0	19.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	13.5	62.1			17.3	65.5			23.2	62.1		14.3
Actuated g/C Ratio	0.08	0.34			0.10	0.36			0.13	0.34		0.08
v/c Ratio	0.60	0.93			0.82	0.68			1.32	0.83		0.87
Control Delay	99.4	69.2			122.0	42.2			224.4	60.3		126.3
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	683	70
Future Volume (vph)	683	70
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	734	75
Shared Lane Traffic (%)		
Lane Group Flow (vph)	734	75
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	65.0	65.0
Total Split (%)	36.1%	36.1%
Maximum Green (s)	59.0	59.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	53.3	53.3
Actuated g/C Ratio	0.30	0.30
v/c Ratio	0.70	0.13
Control Delay	59.7	0.5
Queue Delay	0.0	0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing AM
05/30/2023

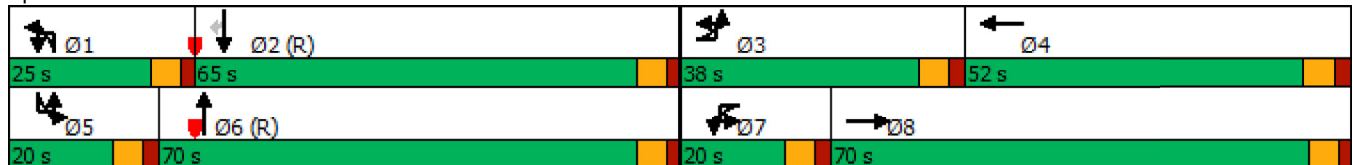


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	99.4	69.2			122.0	42.2			224.4	60.3		126.3
LOS	F	E			F	D			F	E		F
Approach Delay		71.1				53.2				98.1		
Approach LOS		E				D				F		
Queue Length 50th (ft)	89	656			173	470			~500	568		148
Queue Length 95th (ft)	147	756			#337	566			#708	645		#281
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	299	1248			170	1291			225	1243		144
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.25	0.90			0.82	0.68			1.32	0.80		0.86

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 73.3 Intersection LOS: E
 Intersection Capacity Utilization 91.1% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

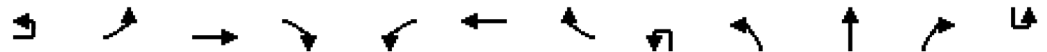




Lane Group	SBT	SBR
Total Delay	59.7	0.5
LOS	E	A
Approach Delay	63.8	
Approach LOS	E	
Queue Length 50th (ft)	398	0
Queue Length 95th (ft)	463	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	1160	602
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.63	0.12
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM
05/30/2023



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Future Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.995				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16			2			11			
Link Speed (mph)			35			35			35			
Link Distance (ft)			1558			1314			1656			
Travel Time (s)			30.4			25.6			32.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	113	1008	275	154	1169	43	5	319	709	129	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	1283	0	154	1212	0	0	324	838	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	43.0	43.0	75.0		25.0	57.0		30.0	30.0	92.0		28.0
Total Split (%)	19.5%	19.5%	34.1%		11.4%	25.9%		13.6%	13.6%	41.8%		12.7%
Maximum Green (s)	37.0	37.0	69.0		18.8	50.4		24.0	24.0	86.0		22.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		19.4	81.8		28.1	90.1			27.9	69.4		
Actuated g/C Ratio		0.09	0.37		0.13	0.41			0.13	0.32		
v/c Ratio		0.73	0.98		0.68	0.82			1.43	0.76		
Control Delay		122.2	85.0		106.8	63.4			276.0	71.8		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

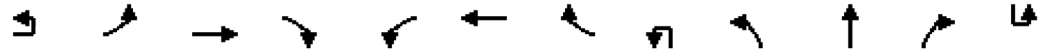
Existing PM
05/30/2023



Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Traffic Volume (vph)	88	679	81
Future Volume (vph)	88	679	81
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			108
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	92	707	84
Shared Lane Traffic (%)			
Lane Group Flow (vph)	93	707	84
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	28.0	90.0	90.0
Total Split (%)	12.7%	40.9%	40.9%
Maximum Green (s)	22.0	84.0	84.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	16.5	58.0	58.0
Actuated g/C Ratio	0.08	0.26	0.26
v/c Ratio	0.69	0.75	0.17
Control Delay	123.6	79.0	3.6
Queue Delay	0.0	0.0	0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM
05/30/2023

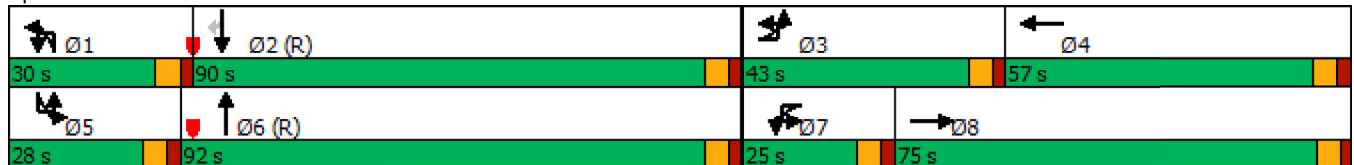


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		122.2	85.0		106.8	63.4			276.0	71.8		
LOS		F	F		F	E			F	E		
Approach Delay			88.1			68.3				128.8		
Approach LOS			F			E				F		
Queue Length 50th (ft)		165	943		218	807			~680	587		
Queue Length 95th (ft)		240	#1283		307	#1102			#908	640		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		300	1309		228	1472			226	1371		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.38	0.98		0.68	0.82			1.43	0.61		

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 90.2
 Intersection LOS: F
 Intersection Capacity Utilization 99.6%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

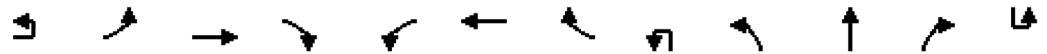




Lane Group	SBL	SBT	SBR
Total Delay	123.6	79.0	3.6
LOS	F	E	A
Approach Delay		76.5	
Approach LOS		E	
Queue Length 50th (ft)	134	499	0
Queue Length 95th (ft)	204	533	23
Internal Link Dist (ft)		1013	
Turn Bay Length (ft)	175		125
Base Capacity (vph)	180	1364	683
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	0.52	0.12
Intersection Summary			

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM - Optimized
06/01/2023



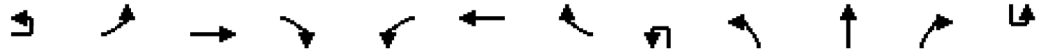
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Future Volume (vph)	1	108	968	264	148	1122	41	5	306	681	124	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.995				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3592	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			19			2			11			
Link Speed (mph)			35			35			35			
Link Distance (ft)			1558			1314			1656			
Travel Time (s)			30.4			25.6			32.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	113	1008	275	154	1169	43	5	319	709	129	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	1283	0	154	1212	0	0	324	838	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	22.0	22.0	79.0		26.0	83.0		45.0	45.0	71.0		24.0
Total Split (%)	11.0%	11.0%	39.5%		13.0%	41.5%		22.5%	22.5%	35.5%		12.0%
Maximum Green (s)	16.0	16.0	73.0		19.8	76.4		39.0	39.0	65.0		18.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		15.3	74.3		19.2	77.8			38.0	67.3		
Actuated g/C Ratio		0.08	0.37		0.10	0.39			0.19	0.34		
v/c Ratio		0.84	0.98		0.90	0.87			0.96	0.71		
Control Delay		132.4	80.6		133.8	64.3			116.8	61.2		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Existing PM - Optimized
06/01/2023



Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Traffic Volume (vph)	88	679	81
Future Volume (vph)	88	679	81
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			118
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	92	707	84
Shared Lane Traffic (%)			
Lane Group Flow (vph)	93	707	84
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	24.0	50.0	50.0
Total Split (%)	12.0%	25.0%	25.0%
Maximum Green (s)	18.0	44.0	44.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	14.9	44.2	44.2
Actuated g/C Ratio	0.07	0.22	0.22
v/c Ratio	0.69	0.89	0.19
Control Delay	115.3	90.1	3.3
Queue Delay	0.0	0.0	0.0



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		132.4	80.6		133.8	64.3			116.8	61.2		
LOS		F	F		F	E			F	E		
Approach Delay			84.9			72.1				76.7		
Approach LOS			F			E				E		
Queue Length 50th (ft)		151	883		204	785			426	503		
Queue Length 95th (ft)		#268	#1047		#350	885			#628	595		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		142	1309		176	1398			348	1183		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.80	0.98		0.88	0.87			0.93	0.71		

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	200
Offset:	0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	79.2
Intersection LOS:	E
Intersection Capacity Utilization:	99.6%
ICU Level of Service:	F
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

Ø1 45 s	Ø2 (R) 50 s	Ø3 22 s	Ø4 83 s
Ø5 24 s	Ø6 (R) 71 s	Ø7 26 s	Ø8 79 s



Lane Group	SBL	SBT	SBR
Total Delay	115.3	90.1	3.3
LOS	F	F	A
Approach Delay		84.5	
Approach LOS		F	
Queue Length 50th (ft)	122	483	0
Queue Length 95th (ft)	191	#588	16
Internal Link Dist (ft)		1013	
Turn Bay Length (ft)	175		125
Base Capacity (vph)	162	790	449
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.89	0.19
Intersection Summary			

APPENDIX D

ITE Trip Generation Worksheets

High-Turnover (Sit-Down) Restaurant (932)

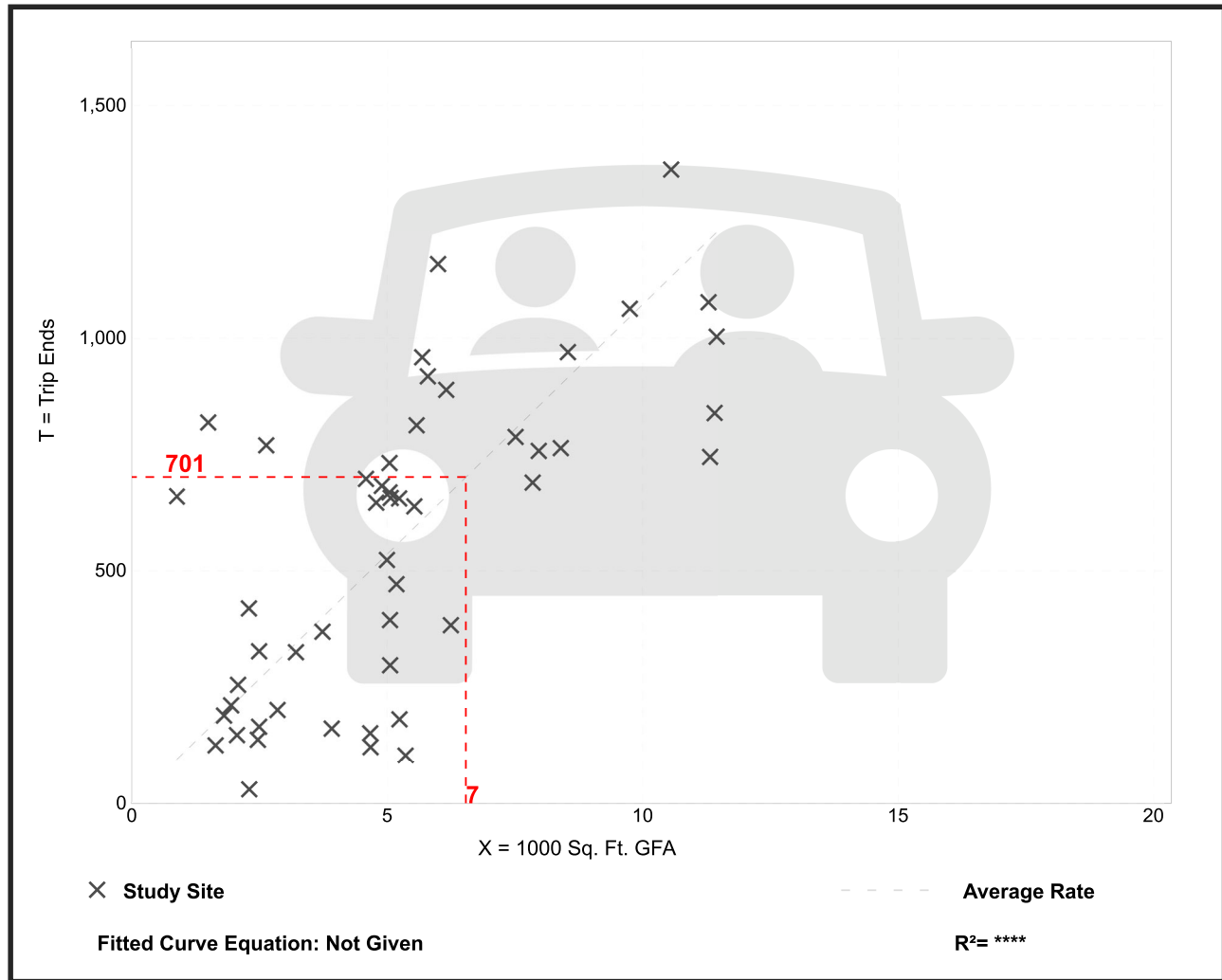
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



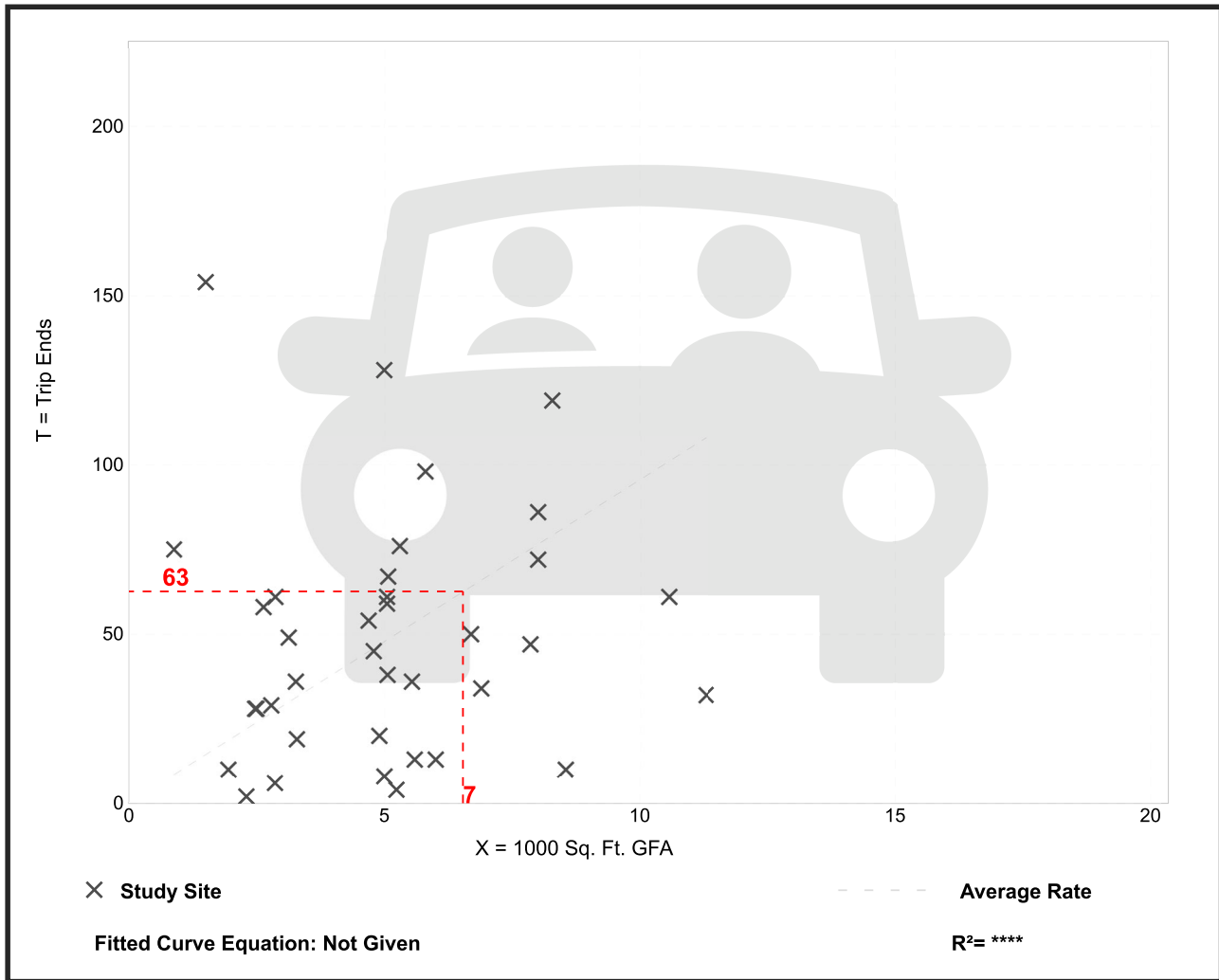
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



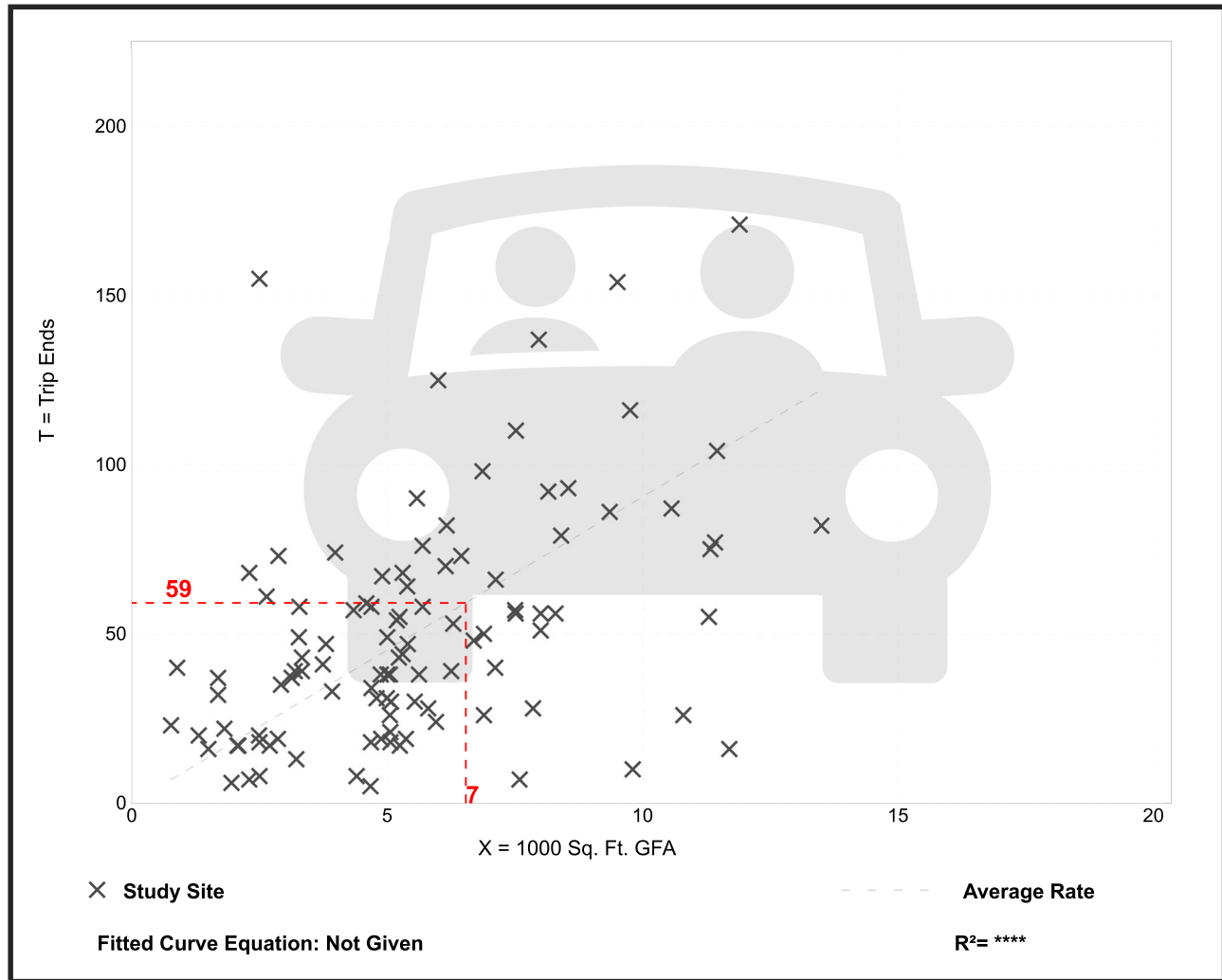
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

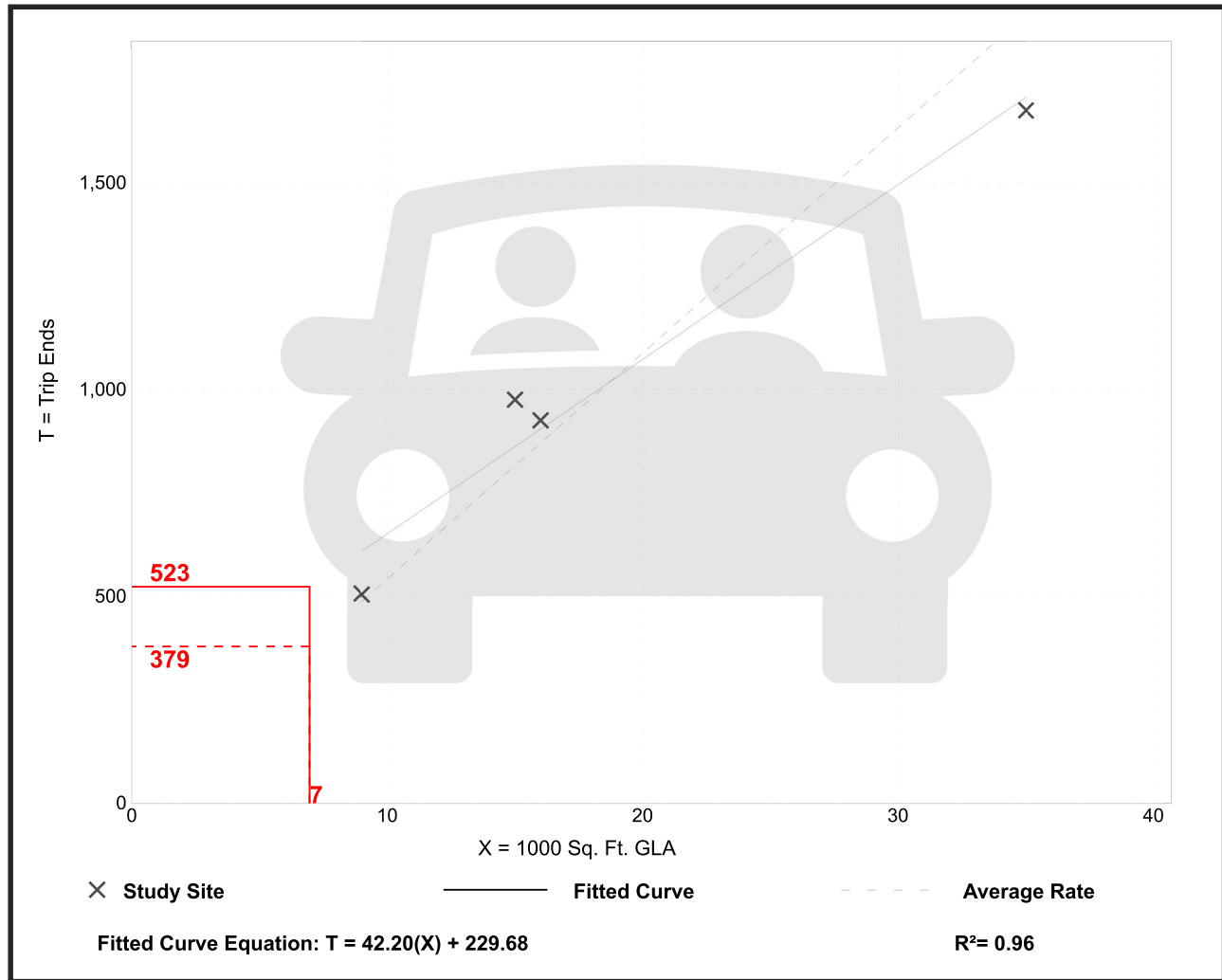
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

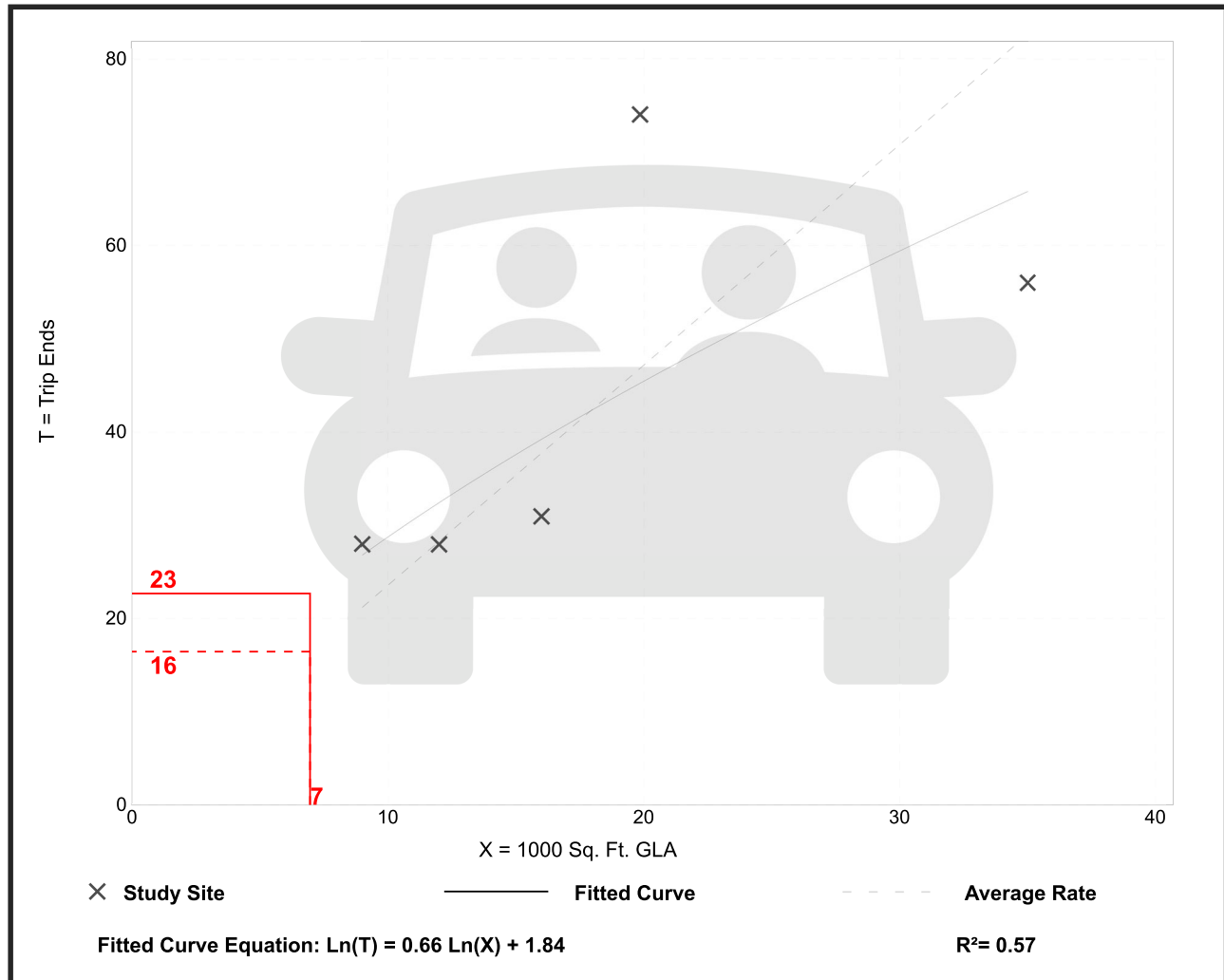
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



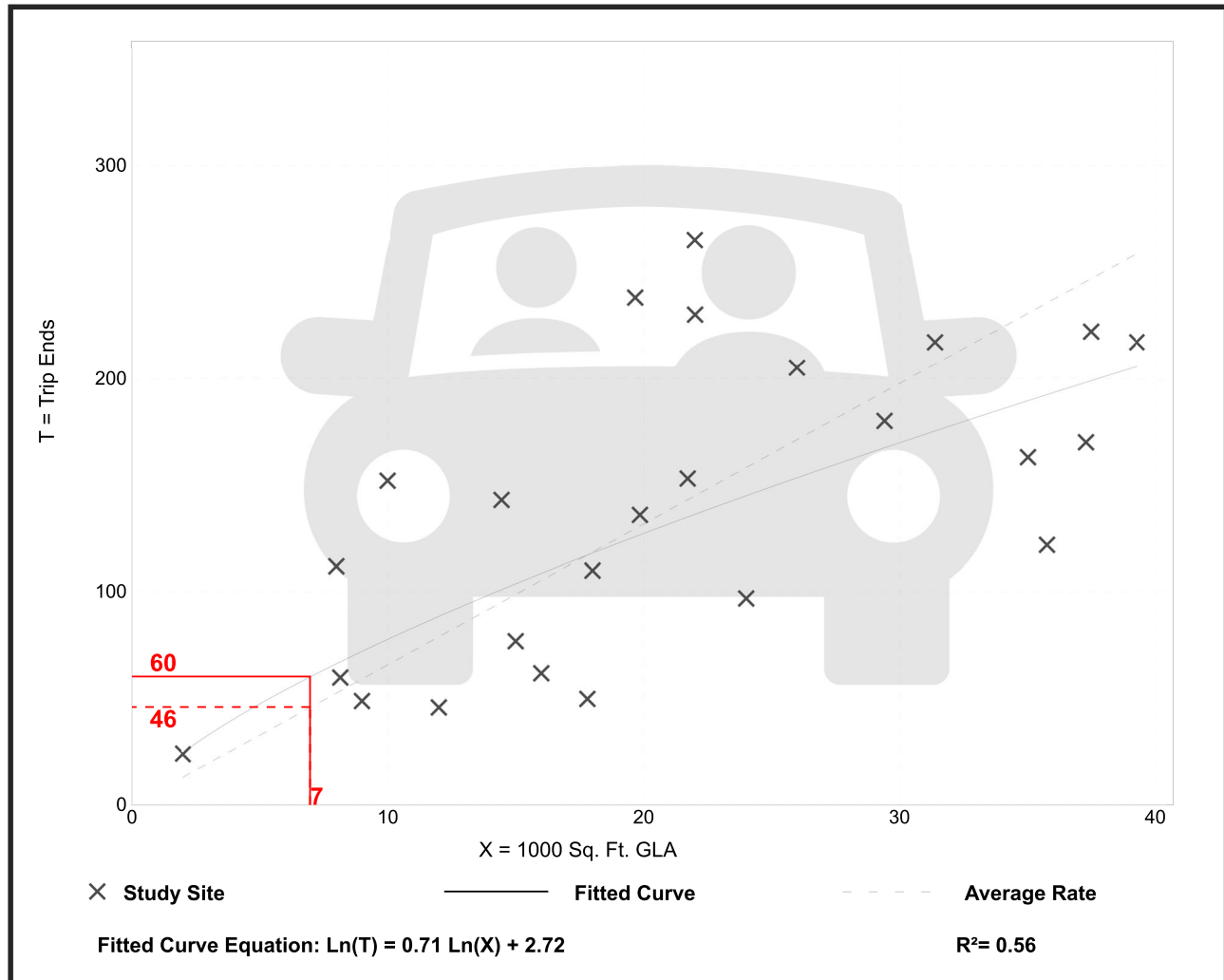
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	932								
Land Use	High-Turnover (Sit-Down) Restaurant								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	12								
Average Pass-By Rate	43%								
	Pass-By Characteristics for Individual Sites								
	GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30

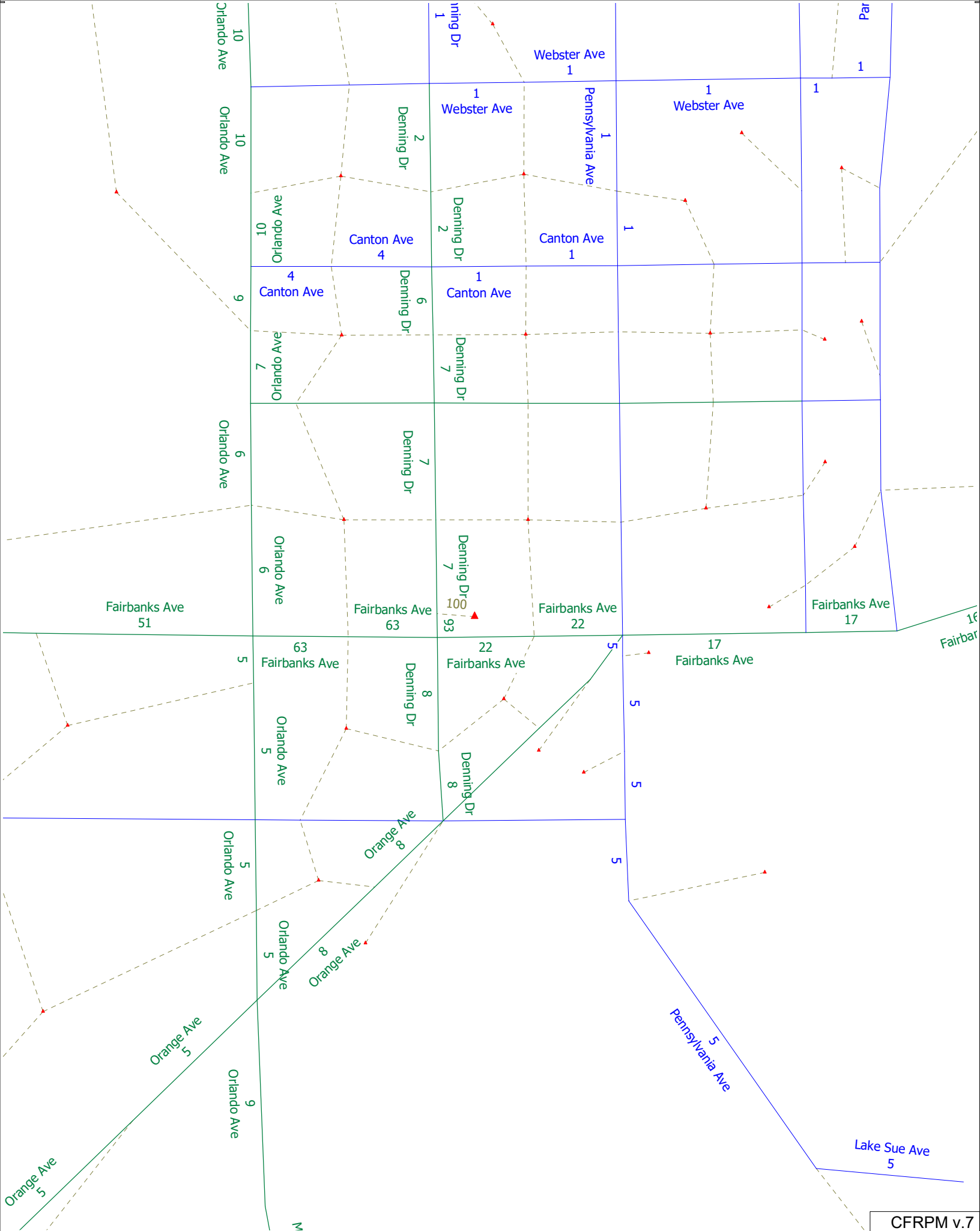
Vehicle Pass-By Rates by Land Use

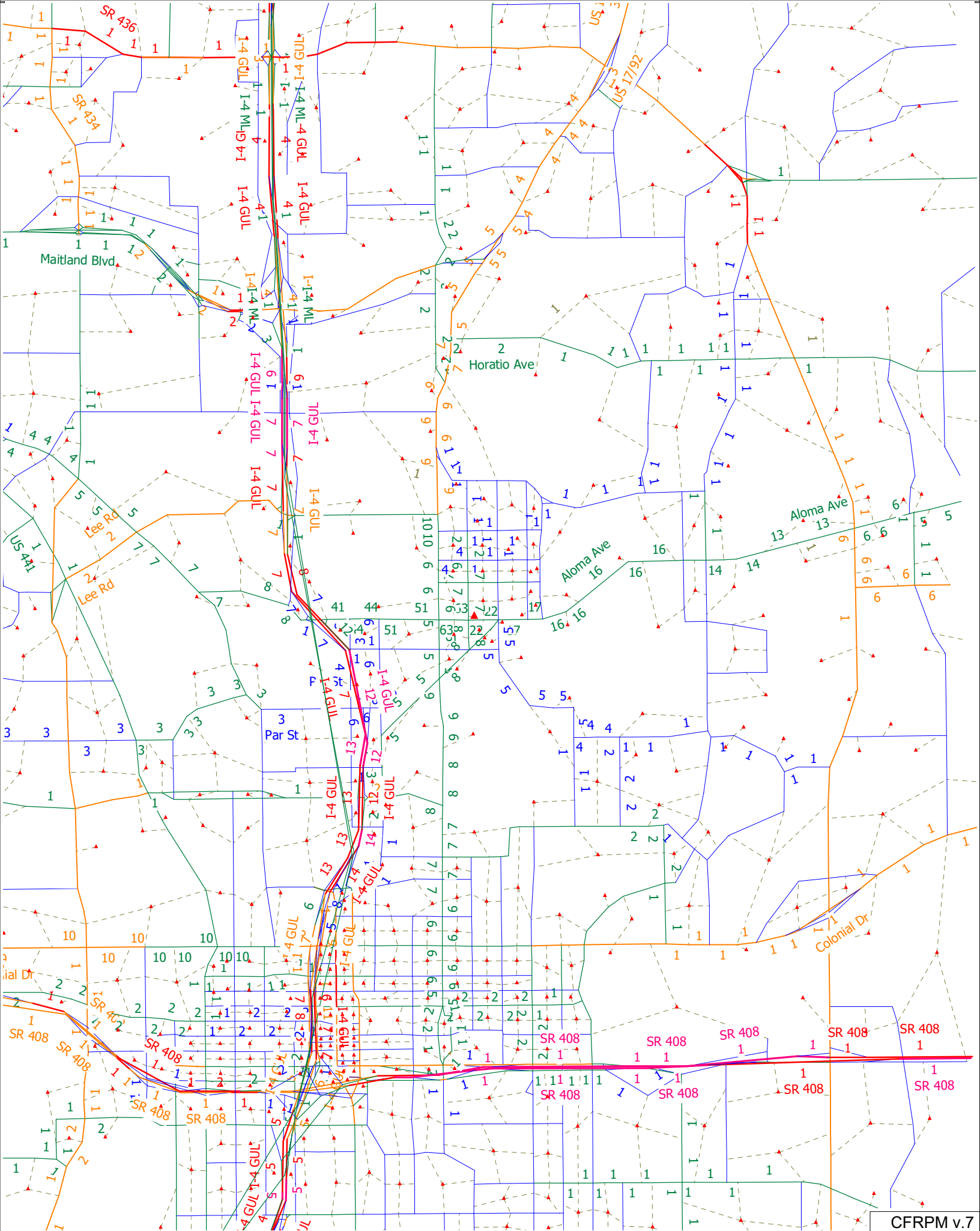
Source: ITE Trip Generation Manual , 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
	GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

APPENDIX E

Model Output





APPENDIX F

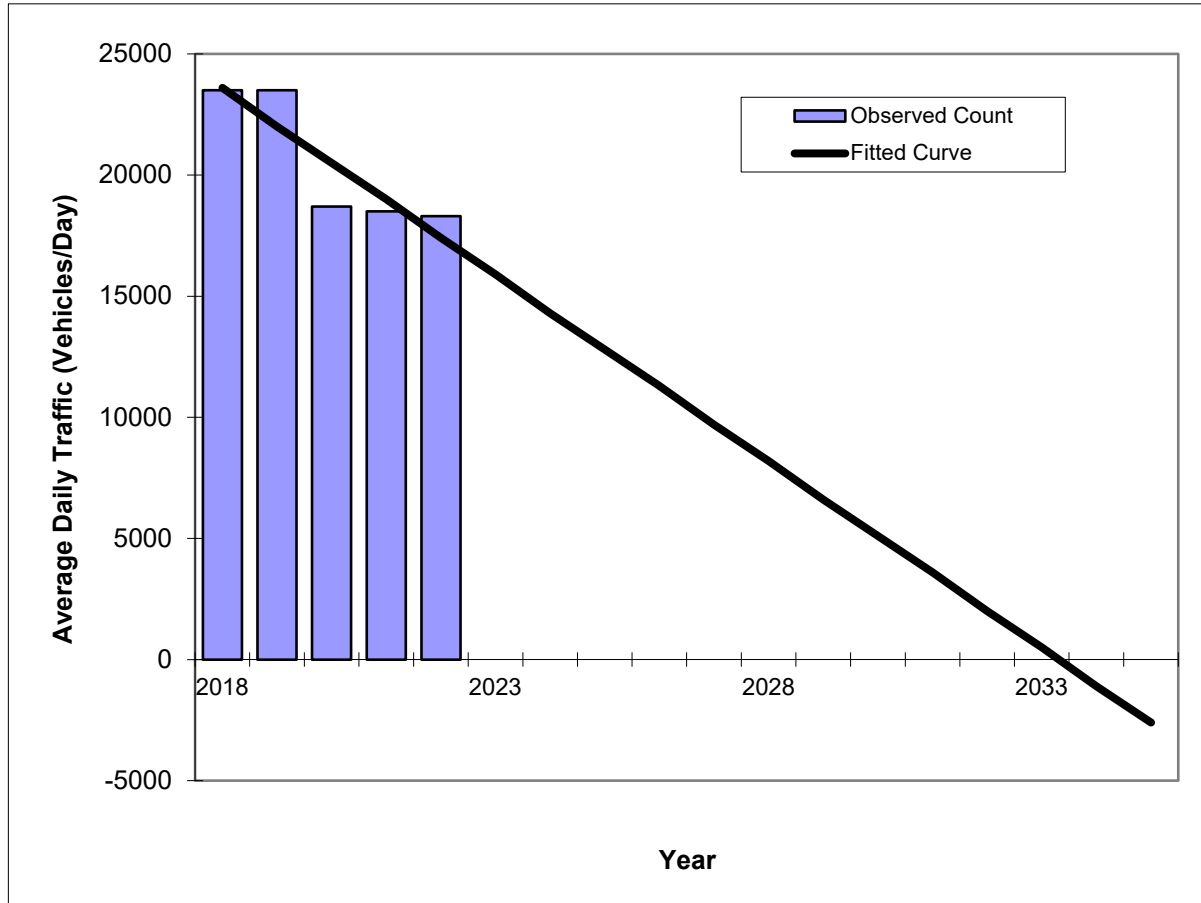
Trends Analysis Worksheets

Traffic Trends - V03.a

SR 426 --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	5072
Highway:	SR 426



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	23500	23600
2019	23500	22000
2020	18700	20500
2021	18500	19000
2022	18300	17400
2025 Opening Year Trend		
2025	N/A	12800
2027 Mid-Year Trend		
2027	N/A	9700
2029 Design Year Trend		
2029	N/A	6600
TRANPLAN Forecasts/Trends		

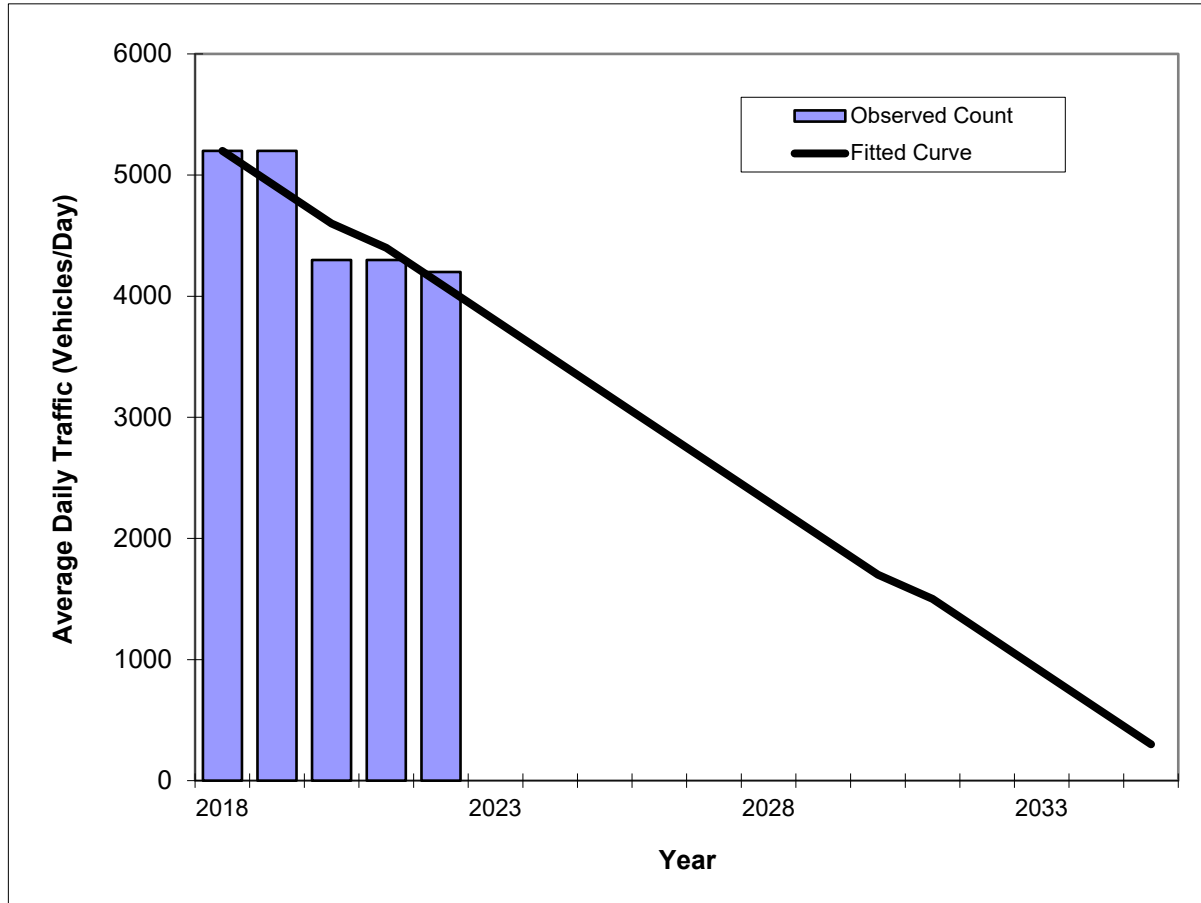
** Annual Trend Increase:	-1,540
Trend R-squared:	78.84%
Trend Annual Historic Growth Rate:	-6.57%
Trend Growth Rate (2022 to Design Year):	-8.87%
Printed:	22-May-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a DENNING DR --

FIN#	1234
Location	1

County:	Orange (75)
Station #:	8038
Highway:	DENNING DR



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2018	5200	5200
2019	5200	4900
2020	4300	4600
2021	4300	4400
2022	4200	4100
2025 Opening Year Trend		
2025	N/A	3200
2027 Mid-Year Trend		
2027	N/A	2600
2029 Design Year Trend		
2029	N/A	2000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-290
Trend R-squared:	79.94%
Trend Annual Historic Growth Rate:	-5.29%
Trend Growth Rate (2022 to Design Year):	-7.32%
Printed:	22-May-23
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX G

Projected Intersection Capacity Analysis Worksheets

Not Optimized

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected AM
05/31/2023



Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓	
Traffic Volume (vph)	816	51	1	514	832	21	32	94	24	12	51	15
Future Volume (vph)	816	51	1	514	832	21	32	94	24	12	51	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.991				0.996			0.978			0.974	
Flt Protected				0.950			0.989			0.992		
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1804	0	0	1789	0
Flt Permitted				0.310			0.914			0.938		
Satd. Flow (perm)	3479	0	0	1143	3557	0	0	1667	0	0	1692	0
Right Turn on Red							Yes			Yes		
Satd. Flow (RTOR)					3			5				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1064				543			770			658	
Travel Time (s)	20.7				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	868	54	1	547	885	22	34	100	26	13	54	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	922	0	0	548	907	0	0	160	0	0	83	0
Turn Type	NA	custom		custom	NA	Perm		NA	Perm		NA	
Protected Phases	1				6	4			8			
Permitted Phases			2	2				4	8			
Detector Phase	1	2		2	6	4		4	8		8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0		8.0	8.0		8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7	25.9		25.9	25.9		25.9	
Total Split (s)	80.0		55.0	55.0	135.0	45.0		45.0	45.0		45.0	
Total Split (%)	44.4%		30.6%	30.6%	75.0%	25.0%		25.0%	25.0%		25.0%	
Maximum Green (s)	73.8		46.9	46.9	129.3	37.1		37.1	37.1		37.1	
Yellow Time (s)	4.1		3.7	3.7	3.7	3.4		3.4	3.4		3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0	4.5		4.5	4.5		4.5	
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			0.0			
Total Lost Time (s)	6.2			8.1	5.7	7.9			7.9			
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0	
Recall Mode	None		C-Max	C-Max	Max	Max		Max	Max		Max	
Walk Time (s)	7.0		7.0	7.0	7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0		0	0	0	0		0	0		0	
Act Effct Green (s)	60.8			59.9	129.3	37.1			37.1			
Actuated g/C Ratio	0.34			0.33	0.72	0.21			0.21			
v/c Ratio	0.78			1.44	0.35	0.46			0.24			
Control Delay	58.9			255.2	10.0	65.7			61.8			
Queue Delay	0.0			0.0	0.0	0.0			0.0			
Total Delay	58.9			255.2	10.0	65.7			61.8			
LOS	E			F	A	E			E			
Approach Delay	58.9			102.3	65.7			61.8				

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected AM
 05/31/2023



Lane Group	NER	NER2
Lane Configurations	7E	
Traffic Volume (vph)	396	10
Future Volume (vph)	396	10
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr _t	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	421	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	432	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	55.0	
Total Split (%)	30.6%	
Maximum Green (s)	46.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	59.9	
Actuated g/C Ratio	0.33	
v/c Ratio	0.44	
Control Delay	42.2	
Queue Delay	0.0	
Total Delay	42.2	
LOS	D	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected AM
 05/31/2023

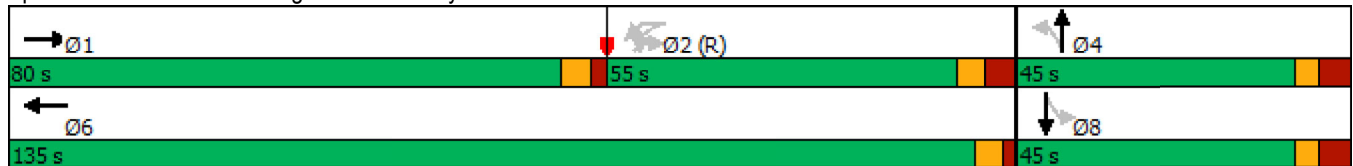


Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	E			F			E			E		
Queue Length 50th (ft)	500			~451	198		163			83		
Queue Length 95th (ft)	650			#617	231		245			139		
Internal Link Dist (ft)	984			463			690			578		
Turn Bay Length (ft)												
Base Capacity (vph)	1426			380	2555		347			348		
Starvation Cap Reductn	0			0	0		0			0		
Spillback Cap Reductn	0			0	0		0			0		
Storage Cap Reductn	0			0	0		0			0		
Reduced v/c Ratio	0.65			1.44	0.35		0.46			0.24		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.44
 Intersection Signal Delay: 77.7
 Intersection LOS: E
 Intersection Capacity Utilization 90.7%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	192	
Queue Length 95th (ft)	275	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	980	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.44	
Intersection Summary		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected PM
 05/31/2023



Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓					
Traffic Volume (vph)	731	52	3	477	745	20	34	103	19	21	116	25				
Future Volume (vph)	731	52	3	477	745	20	34	103	19	21	116	25				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00				
Fr _t	0.990				0.996			0.983			0.979					
Fl _t Protected					0.950			0.989			0.993					
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1847	0	0	1847	0				
Fl _t Permitted					0.347			0.873			0.940					
Satd. Flow (perm)	3574	0	0	1279	3561	0	0	1631	0	0	1748	0				
Right Turn on Red							Yes			Yes						
Satd. Flow (RTOR)							3			3						
Link Speed (mph)	35				35			25			25					
Link Distance (ft)	1014				543			770			658					
Travel Time (s)	19.8				10.6			21.0			17.9					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%				
Adj. Flow (vph)	754	54	3	492	768	21	35	106	20	22	120	26				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	808	0	0	495	789	0	0	161	0	0	168	0				
Turn Type	NA	custom		custom	NA	Perm		NA	Perm		NA					
Protected Phases	1					6				4			8			
Permitted Phases				2	2				4				8			
Detector Phase	1	2		2	6	4		4	8		8					
Switch Phase																
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0		8.0	8.0		8.0					
Minimum Split (s)	24.2		26.1	26.1	23.7	25.9		25.9	25.9		25.9					
Total Split (s)	78.0		76.0	76.0	154.0	66.0		66.0	66.0		66.0					
Total Split (%)	35.5%		34.5%	34.5%	70.0%	30.0%		30.0%	30.0%		30.0%					
Maximum Green (s)	71.8		67.9	67.9	148.3	58.1		58.1	58.1		58.1					
Yellow Time (s)	4.1		3.7	3.7	3.7	3.4		3.4	3.4		3.4					
All-Red Time (s)	2.1		4.4	4.4	2.0	4.5		4.5	4.5		4.5					
Lost Time Adjust (s)	0.0				0.0	0.0			0.0							
Total Lost Time (s)	6.2				8.1	5.7			7.9							
Lead/Lag	Lead		Lag	Lag												
Lead-Lag Optimize?	Yes		Yes	Yes												
Vehicle Extension (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0					
Recall Mode	None		C-Max	C-Max	Max	Max		Max	Max		Max					
Walk Time (s)	7.0		7.0	7.0	7.0	7.0		7.0	7.0		7.0					
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0		11.0	11.0		11.0					
Pedestrian Calls (#/hr)	0		0	0	0	0		0	0		0					
Act Effct Green (s)	60.9		78.8		148.3	58.1			58.1							
Actuated g/C Ratio	0.28				0.36	0.67	0.26			0.26						
v/c Ratio	0.82				1.08	0.33	0.37			0.36						
Control Delay	80.2				127.8	15.4	67.8			68.7						
Queue Delay	0.0				0.0	0.0	0.0			0.0						
Total Delay	80.2				127.8	15.4	67.8			68.7						
LOS	F				F	B	E			E						
Approach Delay	80.2				58.7			67.8			68.7					

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected PM
 05/31/2023



Lane Group	NER	NER2
Lane Configurations	7E	
Traffic Volume (vph)	653	19
Future Volume (vph)	653	19
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr't	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	673	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	693	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	76.0	
Total Split (%)	34.5%	
Maximum Green (s)	67.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	78.8	
Actuated g/C Ratio	0.36	
v/c Ratio	0.66	
Control Delay	58.9	
Queue Delay	0.0	
Total Delay	58.9	
LOS	E	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected PM
 05/31/2023

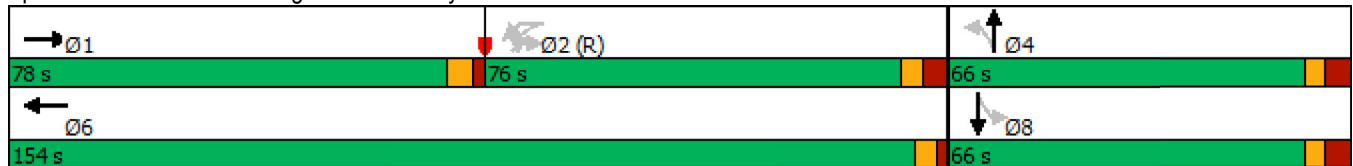


Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F			E			E			E		
Queue Length 50th (ft)	639			~411	242		190			201		
Queue Length 95th (ft)	706			#586	278		273			285		
Internal Link Dist (ft)	934			463			690			578		
Turn Bay Length (ft)												
Base Capacity (vph)	1166			458	2401		432			461		
Starvation Cap Reductn	0			0	0		0			0		
Spillback Cap Reductn	0			0	0		0			0		
Storage Cap Reductn	0			0	0		0			0		
Reduced v/c Ratio	0.69			1.08	0.33		0.37			0.36		

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 65.3 Intersection LOS: E
 Intersection Capacity Utilization 98.1% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	448	
Queue Length 95th (ft)	571	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1053	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.66	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected AM
05/31/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	900	22	12	783	106	15	104	8	44	128	44
Future Volume (vph)	114	900	22	12	783	106	15	104	8	44	128	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.982			0.989			0.962	
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3516	0	0	3477	0	1805	1845	0	1656	1801	0
Flt Permitted		0.635			0.927		0.361			0.417		
Satd. Flow (perm)	0	2244	0	0	3226	0	686	1845	0	727	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			2			8	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1314			267			1173			131	
Travel Time (s)		25.6			5.2			32.0			3.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	125	989	24	13	860	116	16	114	9	48	141	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1138	0	0	989	0	16	123	0	48	189	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.5		10.4	23.4	
Total Split (s)	15.0	130.0		115.0	115.0		15.0	35.0		15.0	35.0	
Total Split (%)	8.3%	72.2%		63.9%	63.9%		8.3%	19.4%		8.3%	19.4%	
Maximum Green (s)	9.0	124.0		109.0	109.0		9.6	29.6		9.6	29.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		136.0			136.0		26.0	20.5		31.1	25.0	
Actuated g/C Ratio		0.76			0.76		0.14	0.11		0.17	0.14	
v/c Ratio		0.67			0.41		0.11	0.58		0.28	0.74	
Control Delay		13.7			10.0		57.2	84.7		62.2	87.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected AM
05/31/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.7			10.0		57.2	84.7		62.2	87.9	
LOS		B			A		E	F		E	F	
Approach Delay		13.7			10.0			81.5			82.7	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)		123			72		16	138		48	211	
Queue Length 95th (ft)		m751			498		38	204		85	294	
Internal Link Dist (ft)		1234			187			1093			51	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1696			2441		167	305		176	304	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.67			0.41		0.10	0.40		0.27	0.62	

Intersection Summary



















Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 22.5 Intersection LOS: C
 Intersection Capacity Utilization 81.2% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected PM
05/31/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	817	26	18	770	123	35	206	16	96	198	59
Future Volume (vph)	139	817	26	18	770	123	35	206	16	96	198	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.980			0.989				0.966
Flt Protected		0.993			0.999		0.950			0.950		
Satd. Flow (prot)	0	3570	0	0	3505	0	1703	1879	0	1805	1819	0
Flt Permitted		0.602			0.919		0.395			0.275		
Satd. Flow (perm)	0	2165	0	0	3224	0	708	1879	0	522	1819	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			21			3				12
Link Speed (mph)		35			35			25				25
Link Distance (ft)		1314			317			1173				137
Travel Time (s)		25.6			6.2			32.0				3.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	148	869	28	19	819	131	37	219	17	102	211	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1045	0	0	969	0	37	236	0	102	274	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	15.0	72.0		57.0	57.0		15.0	23.0		15.0	23.0	
Total Split (%)	13.6%	65.5%		51.8%	51.8%		13.6%	20.9%		13.6%	20.9%	
Maximum Green (s)	9.0	66.0		51.0	51.0		9.6	17.6		9.6	17.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		67.7			67.7		23.8	16.5		28.5	22.7	
Actuated g/C Ratio		0.62			0.62		0.22	0.15		0.26	0.21	
v/c Ratio		0.78			0.49		0.17	0.83		0.43	0.71	
Control Delay		38.3			14.0		30.2	68.8		35.3	51.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected PM
05/31/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		38.3			14.0		30.2	68.8		35.3	51.6	
LOS		D			B		C	E		D	D	
Approach Delay		38.3			14.0			63.6			47.1	
Approach LOS		D			B			E			D	
Queue Length 50th (ft)		501			368		19	160		54	179	
Queue Length 95th (ft)		m553			419		44	#281		97	#340	
Internal Link Dist (ft)		1234			237			1093			57	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1334			1992		254	303		247	385	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.78			0.49		0.15	0.78		0.41	0.71	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 20 (18%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 33.3 Intersection LOS: C
 Intersection Capacity Utilization 89.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected AM
05/31/2023

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	74	917	182	1	135	816	45	7	280	855	108	122
Future Volume (vph)	74	917	182	1	135	816	45	7	280	855	108	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3				8		
Link Speed (mph)		35				35				35		
Link Distance (ft)		1558				1314				1656		
Travel Time (s)		30.4				25.6				32.3		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	80	986	196	1	145	877	48	8	301	919	116	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	1182	0	0	146	925	0	0	309	1035	0	131
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	38.0	70.0		20.0	20.0	52.0		25.0	25.0	70.0		20.0
Total Split (%)	21.1%	38.9%		11.1%	11.1%	28.9%		13.9%	13.9%	38.9%		11.1%
Maximum Green (s)	32.0	64.0		13.8	13.8	45.4		19.0	19.0	64.0		14.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	13.9	63.4			17.1	66.2			20.1	61.1		14.2
Actuated g/C Ratio	0.08	0.35			0.10	0.37			0.11	0.34		0.08
v/c Ratio	0.62	0.96			0.87	0.71			1.58	0.87		0.92
Control Delay	99.7	72.9			127.9	52.3			330.2	64.4		136.4
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Lanes, Volumes, Timings
 10: Orlando Ave & Fairbanks Ave

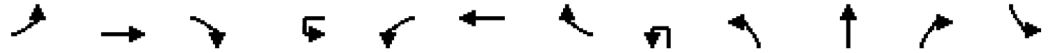
Projected AM
 05/31/2023



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	710	73
Future Volume (vph)	710	73
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	763	78
Shared Lane Traffic (%)		
Lane Group Flow (vph)	763	78
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	65.0	65.0
Total Split (%)	36.1%	36.1%
Maximum Green (s)	59.0	59.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	55.2	55.2
Actuated g/C Ratio	0.31	0.31
v/c Ratio	0.70	0.14
Control Delay	58.7	0.5
Queue Delay	0.0	0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected AM
05/31/2023

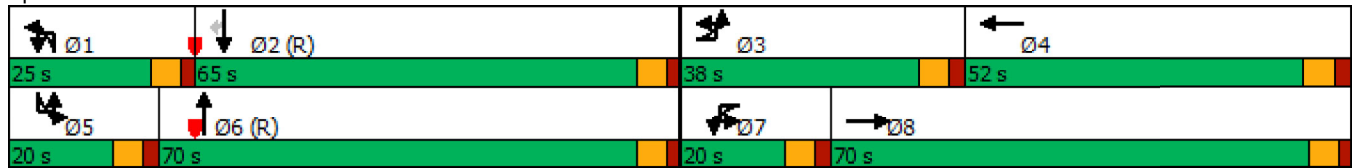


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	99.7	72.9			127.9	52.3			330.2	64.4		136.4
LOS	F	E			F	D			F	E		F
Approach Delay		74.6				62.6				125.5		
Approach LOS		E				E				F		
Queue Length 50th (ft)	93	710			~177	511			~529	593		157
Queue Length 95th (ft)	153	#854			#356	585			#737	681		#303
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	299	1248			168	1305			195	1242		142
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.27	0.95			0.87	0.71			1.58	0.83		0.92

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.58
 Intersection Signal Delay: 84.5
 Intersection LOS: F
 Intersection Capacity Utilization 94.4%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBT	SBR
Total Delay	58.7	0.5
LOS	E	A
Approach Delay	64.5	
Approach LOS	E	
Queue Length 50th (ft)	412	0
Queue Length 95th (ft)	484	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	1160	602
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.66	0.13
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected PM
05/31/2023



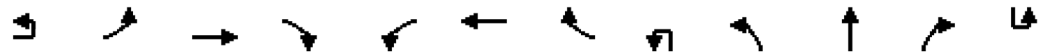
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	112	1027	275	156	1183	45	5	318	708	131	1
Future Volume (vph)	1	112	1027	275	156	1183	45	5	318	708	131	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.994				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3588	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3588	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			16			2			11			
Link Speed (mph)			35			35			35			
Link Distance (ft)			1558			1314			1656			
Travel Time (s)			30.4			25.6			32.3			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	117	1070	286	163	1232	47	5	331	738	136	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	1356	0	163	1279	0	0	336	874	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	43.0	43.0	75.0		25.0	57.0		30.0	30.0	92.0		28.0
Total Split (%)	19.5%	19.5%	34.1%		11.4%	25.9%		13.6%	13.6%	41.8%		12.7%
Maximum Green (s)	37.0	37.0	69.0		18.8	50.4		24.0	24.0	86.0		22.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		19.9	79.3		30.0	89.0			25.1	69.5		
Actuated g/C Ratio		0.09	0.36		0.14	0.40			0.11	0.32		
v/c Ratio		0.73	1.07		0.67	0.88			1.66	0.79		
Control Delay		122.2	108.2		120.0	57.3			366.3	73.2		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected PM
05/31/2023



Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Traffic Volume (vph)	94	706	84
Future Volume (vph)	94	706	84
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			108
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	98	735	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	99	735	88
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	28.0	90.0	90.0
Total Split (%)	12.7%	40.9%	40.9%
Maximum Green (s)	22.0	84.0	84.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	17.0	61.5	61.5
Actuated g/C Ratio	0.08	0.28	0.28
v/c Ratio	0.71	0.74	0.17
Control Delay	124.8	76.0	3.9
Queue Delay	0.0	0.0	0.0

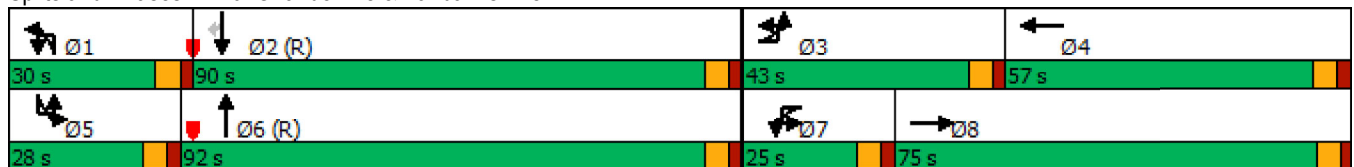


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		122.2	108.2		120.0	57.3			366.3	73.2		
LOS		F	F		F	E			F	E		
Approach Delay			109.3			64.4				154.6		
Approach LOS			F			E				F		
Queue Length 50th (ft)		170	~1123		239	843			~716	612		
Queue Length 95th (ft)		246	#1397		334	#1245			#944	664		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		300	1269		243	1452			203	1371		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.39	1.07		0.67	0.88			1.66	0.64		

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 29 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.66
 Intersection Signal Delay: 101.0 Intersection LOS: F
 Intersection Capacity Utilization 103.4% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBL	SBT	SBR
Total Delay	124.8	76.0	3.9
LOS	F	E	A
Approach Delay		74.4	
Approach LOS		E	
Queue Length 50th (ft)	143	514	0
Queue Length 95th (ft)	217	548	27
Internal Link Dist (ft)		1013	
Turn Bay Length (ft)	175		125
Base Capacity (vph)	180	1364	683
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.55	0.54	0.13
Intersection Summary			

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		T			T
Traffic Vol, veh/h	17	2	283	41	3	199
Future Vol, veh/h	17	2	283	41	3	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	2	308	45	3	216

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	553	331	0	0	353
Stage 1	331	-	-	-	-
Stage 2	222	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	494	711	-	-	1206
Stage 1	728	-	-	-	-
Stage 2	815	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	493	711	-	-	1206
Mov Cap-2 Maneuver	493	-	-	-	-
Stage 1	728	-	-	-	-
Stage 2	813	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	509	1206
HCM Lane V/C Ratio	-	-	0.041	0.003
HCM Control Delay (s)	-	-	12.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T			T
Traffic Vol, veh/h	25	5	408	60	6	327
Future Vol, veh/h	25	5	408	60	6	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	5	443	65	7	355

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	845	476	0	0	508	0
Stage 1	476	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	333	589	-	-	1057	-
Stage 1	625	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	330	589	-	-	1057	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	356	1057
HCM Lane V/C Ratio	-	-	0.092	0.006
HCM Control Delay (s)	-	-	16.1	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	911	882	0	0	16
Future Vol, veh/h	0	911	882	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	990	959	0	0	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	532
HCM Lane V/C Ratio	-	-	0.033
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	857	846	0	0	23
Future Vol, veh/h	0	857	846	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	932	920	0	0	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	460
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	548
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	548
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	548
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Optimized

Lanes, Volumes, Timings
1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected AM - Optimized
08/08/2023



Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓	
Traffic Volume (vph)	816	51	1	514	832	21	32	94	24	12	51	15
Future Volume (vph)	816	51	1	514	832	21	32	94	24	12	51	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.991				0.996			0.978			0.974	
Fl _t Protected				0.950				0.989			0.992	
Satd. Flow (prot)	3479	0	0	3502	3557	0	0	1804	0	0	1789	0
Fl _t Permitted				0.310				0.872			0.796	
Satd. Flow (perm)	3479	0	0	1143	3557	0	0	1590	0	0	1436	0
Right Turn on Red						Yes			Yes			
Satd. Flow (RTOR)					5			4				
Link Speed (mph)	35				35			25			25	
Link Distance (ft)	1064				543			770			658	
Travel Time (s)	20.7				10.6			21.0			17.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	0%	0%	1%	5%	3%	2%	0%	0%	4%	0%
Adj. Flow (vph)	868	54	1	547	885	22	34	100	26	13	54	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	922	0	0	548	907	0	0	160	0	0	83	0
Turn Type	NA		custom	custom	NA		Perm	NA		Perm	NA	
Protected Phases	1				6			4			8	
Permitted Phases			2	2			4			8		
Detector Phase	1		2	2	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	8.0		8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	24.2		26.1	26.1	23.7		25.9	25.9		25.9	25.9	
Total Split (s)	54.0		99.4	99.4	153.4		26.6	26.6		26.6	26.6	
Total Split (%)	30.0%		55.2%	55.2%	85.2%		14.8%	14.8%		14.8%	14.8%	
Maximum Green (s)	47.8		91.3	91.3	147.7		18.7	18.7		18.7	18.7	
Yellow Time (s)	4.1		3.7	3.7	3.7		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1		4.4	4.4	2.0		4.5	4.5		4.5	4.5	
Lost Time Adjust (s)	0.0			0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.2			8.1	5.7			7.9			7.9	
Lead/Lag	Lead		Lag	Lag								
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None		C-Max	C-Max	Max		Max	Max		Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0		0	0		0	0	
Act Effct Green (s)	47.8			91.3	147.7			18.7			18.7	
Actuated g/C Ratio	0.27			0.51	0.82			0.10			0.10	
v/c Ratio	1.00			0.95	0.31			0.95			0.56	
Control Delay	103.1			68.3	4.2			133.4			91.8	
Queue Delay	0.0			0.0	0.0			0.0			0.0	
Total Delay	103.1			68.3	4.2			133.4			91.8	
LOS	F			E	A			F			F	
Approach Delay	103.1				28.3			133.4			91.8	



Lane Group	NER	NER2
Lane Configurations	7E	
Traffic Volume (vph)	396	10
Future Volume (vph)	396	10
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr _t	0.850	
Flt Protected		
Satd. Flow (prot)	2815	0
Flt Permitted		
Satd. Flow (perm)	2815	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	67	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	1%	0%
Adj. Flow (vph)	421	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	432	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	99.4	
Total Split (%)	55.2%	
Maximum Green (s)	91.3	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	91.3	
Actuated g/C Ratio	0.51	
v/c Ratio	0.30	
Control Delay	22.0	
Queue Delay	0.0	
Total Delay	22.0	
LOS	C	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected AM - Optimized
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Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F					C		F		F		
Queue Length 50th (ft)	606		311			116		187		95		
Queue Length 95th (ft)	#748		#451			135		#348		161		
Internal Link Dist (ft)	984					463		690		578		
Turn Bay Length (ft)												
Base Capacity (vph)	923		579			2919		168		149		
Starvation Cap Reductn	0		0			0		0		0		
Spillback Cap Reductn	0		0			0		0		0		
Storage Cap Reductn	0		0			0		0		0		
Reduced v/c Ratio	1.00		0.95			0.31		0.95		0.56		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 91 (51%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 57.2
 Intersection LOS: E
 Intersection Capacity Utilization 90.7%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	138	
Queue Length 95th (ft)	182	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1460	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.30	
Intersection Summary		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected PM - Optimized
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Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations	↑↑			↑↑	↑↑			↑↓			↑↓					
Traffic Volume (vph)	731	52	3	477	745	20	34	103	19	21	116	25				
Future Volume (vph)	731	52	3	477	745	20	34	103	19	21	116	25				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00				
Fr _t	0.990				0.996			0.983			0.979					
Fl _t Protected					0.950			0.989			0.993					
Satd. Flow (prot)	3574	0	0	3502	3561	0	0	1847	0	0	1847	0				
Fl _t Permitted					0.347			0.728			0.882					
Satd. Flow (perm)	3574	0	0	1279	3561	0	0	1360	0	0	1641	0				
Right Turn on Red							Yes			Yes						
Satd. Flow (RTOR)							4			3						
Link Speed (mph)	35				35			25			25					
Link Distance (ft)	1014				543			770			658					
Travel Time (s)	19.8				10.6			21.0			17.9					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%				
Adj. Flow (vph)	754	54	3	492	768	21	35	106	20	22	120	26				
Shared Lane Traffic (%)																
Lane Group Flow (vph)	808	0	0	495	789	0	0	161	0	0	168	0				
Turn Type	NA	custom		custom	NA	Perm		NA	Perm		NA					
Protected Phases	1					6				4			8			
Permitted Phases				2	2				4				8			
Detector Phase	1	2		2	6	4		4	8		8					
Switch Phase																
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0		8.0	8.0		8.0					
Minimum Split (s)	24.2		26.1	26.1	23.7	25.9		25.9	25.9		25.9					
Total Split (s)	62.0		115.0	115.0	177.0	43.0		43.0	43.0		43.0					
Total Split (%)	28.2%		52.3%	52.3%	80.5%	19.5%		19.5%	19.5%		19.5%					
Maximum Green (s)	55.8		106.9	106.9	171.3	35.1		35.1	35.1		35.1					
Yellow Time (s)	4.1		3.7	3.7	3.7	3.4		3.4	3.4		3.4					
All-Red Time (s)	2.1		4.4	4.4	2.0	4.5		4.5	4.5		4.5					
Lost Time Adjust (s)	0.0				0.0	0.0			0.0							
Total Lost Time (s)	6.2				8.1	5.7			7.9							
Lead/Lag	Lead		Lag	Lag												
Lead-Lag Optimize?	Yes		Yes	Yes												
Vehicle Extension (s)	5.0		5.0	5.0	5.0	5.0		5.0	5.0		5.0					
Recall Mode	None		C-Max	C-Max	Max	Max		Max	Max		Max					
Walk Time (s)	7.0		7.0	7.0	7.0	7.0		7.0	7.0		7.0					
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0		11.0	11.0		11.0					
Pedestrian Calls (#/hr)	0		0	0	0	0		0	0		0					
Act Effct Green (s)	54.8		107.9		171.3	35.1			35.1							
Actuated g/C Ratio	0.25			0.49	0.78	0.16			0.16							
v/c Ratio	0.91			0.79	0.28	0.74			0.64							
Control Delay	98.7			57.9	7.2	106.4			99.0							
Queue Delay	0.0			0.0	0.0	0.0			0.0							
Total Delay	98.7			57.9	7.2	106.4			99.0							
LOS	F			E	A	F			F							
Approach Delay	98.7			26.7			106.4			99.0						



Lane Group	NER	NER2
Lane Configurations	7E	
Traffic Volume (vph)	653	19
Future Volume (vph)	653	19
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.88	1.00
Fr _t	0.850	
Flt Protected		
Satd. Flow (prot)	2842	0
Flt Permitted		
Satd. Flow (perm)	2842	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	55	
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	673	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	693	0
Turn Type	Perm	
Protected Phases		
Permitted Phases	2	
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	26.1	
Total Split (s)	115.0	
Total Split (%)	52.3%	
Maximum Green (s)	106.9	
Yellow Time (s)	3.7	
All-Red Time (s)	4.4	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	8.1	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	5.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	107.9	
Actuated g/C Ratio	0.49	
v/c Ratio	0.49	
Control Delay	35.7	
Queue Delay	0.0	
Total Delay	35.7	
LOS	D	
Approach Delay		

Lanes, Volumes, Timings
 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave

Projected PM - Optimized
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Lane Group	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F				C				F			
Queue Length 50th (ft)	0				309	157	223				233	
Queue Length 95th (ft)	0				405	181	#326				331	
Internal Link Dist (ft)	934				463				690			
Turn Bay Length (ft)												
Base Capacity (vph)	906				627	2773	219				261	
Starvation Cap Reductn	0				0	0	0				0	
Spillback Cap Reductn	0				0	0	0				0	
Storage Cap Reductn	0				0	0	0				0	
Reduced v/c Ratio	0.89				0.79	0.28	0.74				0.64	

Intersection Summary

Area Type: Other
 Cycle Length: 220
 Actuated Cycle Length: 220
 Offset: 162 (74%), Referenced to phase 2:WBL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 55.4
 Intersection LOS: E
 Intersection Capacity Utilization 98.1%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Orange Ave & Pennsylvania Ave & Fairbanks Ave





Lane Group	NER	NER2
Approach LOS		
Queue Length 50th (ft)	355	
Queue Length 95th (ft)	421	
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)	1422	
Starvation Cap Reductn	0	
Spillback Cap Reductn	0	
Storage Cap Reductn	0	
Reduced v/c Ratio	0.49	
Intersection Summary		

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected AM - Optimized
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	900	22	12	783	106	15	104	8	44	128	44
Future Volume (vph)	114	900	22	12	783	106	15	104	8	44	128	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.982			0.989				0.962
Flt Protected		0.995			0.999		0.950			0.950		
Satd. Flow (prot)	0	3516	0	0	3477	0	1805	1845	0	1656	1801	0
Flt Permitted		0.636			0.927		0.359			0.420		
Satd. Flow (perm)	0	2248	0	0	3226	0	682	1845	0	732	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			16			2				8
Link Speed (mph)		35			35			25				25
Link Distance (ft)		1314			267			1173				131
Travel Time (s)		25.6			5.2			32.0				3.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	5%	0%	2%	1%	0%	0%	25%	9%	1%	3%
Adj. Flow (vph)	125	989	24	13	860	116	16	114	9	48	141	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1138	0	0	989	0	16	123	0	48	189	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.5		10.4	23.4	
Total Split (s)	11.0	133.6		122.6	122.6		10.4	35.2		11.2	36.0	
Total Split (%)	6.1%	74.2%		68.1%	68.1%		5.8%	19.6%		6.2%	20.0%	
Maximum Green (s)	5.0	127.6		116.6	116.6		5.0	29.8		5.8	30.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		136.6			136.6		25.7	20.6		30.3	25.0	
Actuated g/C Ratio		0.76			0.76		0.14	0.11		0.17	0.14	
v/c Ratio		0.67			0.40		0.12	0.58		0.29	0.74	
Control Delay		13.2			9.7		58.4	84.2		64.0	88.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected AM - Optimized
08/08/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.2			9.7		58.4	84.2		64.0	88.0	
LOS		B			A		E	F		E	F	
Approach Delay		13.2			9.7			81.2			83.1	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)		98			79		16	138		48	211	
Queue Length 95th (ft)		m719			496		39	204		87	294	
Internal Link Dist (ft)		1234			187			1093			51	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1706			2451		135	307		165	312	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.67			0.40		0.12	0.40		0.29	0.61	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 82 (46%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 22.2
 Intersection LOS: C
 Intersection Capacity Utilization 81.2%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
7: Denning Dr & Fairbanks Ave

Projected PM - Optimized
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	817	26	18	770	123	35	206	16	96	198	59
Future Volume (vph)	139	817	26	18	770	123	35	206	16	96	198	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	185		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.980			0.989				0.966
Flt Protected		0.993			0.999		0.950			0.950		
Satd. Flow (prot)	0	3570	0	0	3505	0	1703	1879	0	1805	1819	0
Flt Permitted		0.602			0.919		0.398			0.322		
Satd. Flow (perm)	0	2165	0	0	3224	0	713	1879	0	612	1819	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			23			3				12
Link Speed (mph)		35			35			25				25
Link Distance (ft)		1314			317			1173				137
Travel Time (s)		25.6			6.2			32.0				3.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	6%	0%	0%	0%	0%	4%
Adj. Flow (vph)	148	869	28	19	819	131	37	219	17	102	211	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1045	0	0	969	0	37	236	0	102	274	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2			6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0		4.0	10.0		4.0	5.0	
Minimum Split (s)	11.0	24.0		24.0	24.0		10.4	23.4		10.4	23.4	
Total Split (s)	11.0	72.6		61.6	61.6		10.4	27.0		10.4	27.0	
Total Split (%)	10.0%	66.0%		56.0%	56.0%		9.5%	24.5%		9.5%	24.5%	
Maximum Green (s)	5.0	66.6		55.6	55.6		5.0	21.6		5.0	21.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		5.4	5.4		5.4	5.4	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		Min	Min		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)		11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)		67.9			67.9		24.4	18.6		27.5	24.0	
Actuated g/C Ratio		0.62			0.62		0.22	0.17		0.25	0.22	
v/c Ratio		0.78			0.48		0.18	0.74		0.45	0.67	
Control Delay		21.3			13.7		30.4	56.5		38.0	47.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		21.3			13.7		30.4	56.5		38.0	47.8	
LOS		C			B		C	E		D	D	
Approach Delay		21.3			13.7			53.0			45.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)		290			369		18	153		53	177	
Queue Length 95th (ft)		376			417		45	238		98	#293	
Internal Link Dist (ft)		1234			237			1093			57	
Turn Bay Length (ft)							190			185		
Base Capacity (vph)		1345			1998		210	371		225	407	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.78			0.48		0.18	0.64		0.45	0.67	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	110
Offset:	20 (18%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization	89.5%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 7: Denning Dr & Fairbanks Ave



Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected AM - Optimized
06/01/2023

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	74	917	182	1	135	816	45	7	280	855	108	122
Future Volume (vph)	74	917	182	1	135	816	45	7	280	855	108	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		0		375		0		175		0	175
Storage Lanes	1		0		1		0		1		0	1
Taper Length (ft)	25				25				25			25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00
Frt		0.975				0.992				0.983		
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	1687	3485	0	0	1770	3544	0	0	1754	3479	0	1805
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		14				3			8			
Link Speed (mph)		35				35			35			
Link Distance (ft)		1558				1314			1656			
Travel Time (s)		30.4				25.6			32.3			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	1%	1%	0%	2%	1%	2%	0%	3%	2%	2%	0%
Adj. Flow (vph)	80	986	196	1	145	877	48	8	301	919	116	131
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	1182	0	0	146	925	0	0	309	1035	0	131
Turn Type	Prot	NA		Prot	Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	8		7	7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	8		7	7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	24.0		11.2	11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	22.0	67.0		23.0	23.0	68.0		40.0	40.0	68.0		22.0
Total Split (%)	12.2%	37.2%		12.8%	12.8%	37.8%		22.2%	22.2%	37.8%		12.2%
Maximum Green (s)	16.0	61.0		16.8	16.8	61.4		34.0	34.0	62.0		16.0
Yellow Time (s)	4.0	4.0		4.1	4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.1	2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.2	6.6			6.0	6.0		6.0
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None		None	None	None		None	None	C-Min		None
Walk Time (s)		7.0				7.0				7.0		
Flash Dont Walk (s)		11.0				11.0				11.0		
Pedestrian Calls (#/hr)		0				0				0		
Act Effct Green (s)	13.2	61.9			16.5	64.8			33.3	62.0		15.4
Actuated g/C Ratio	0.07	0.34			0.09	0.36			0.18	0.34		0.09
v/c Ratio	0.65	0.98			0.90	0.72			0.95	0.86		0.85
Control Delay	104.4	78.2			130.6	54.9			110.6	63.0		121.1
Queue Delay	0.0	0.0			0.0	0.0			0.0	0.0		0.0

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected AM - Optimized
06/01/2023



Lane Group	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	710	73
Future Volume (vph)	710	73
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		125
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1568
Flt Permitted		
Satd. Flow (perm)	3539	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		131
Link Speed (mph)	35	
Link Distance (ft)	1093	
Travel Time (s)	21.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	2%	3%
Adj. Flow (vph)	763	78
Shared Lane Traffic (%)		
Lane Group Flow (vph)	763	78
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	24.0	24.0
Total Split (s)	50.0	50.0
Total Split (%)	27.8%	27.8%
Maximum Green (s)	44.0	44.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	C-Min	C-Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	44.1	44.1
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.88	0.16
Control Delay	77.8	0.7
Queue Delay	0.0	0.0



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Total Delay	104.4	78.2			130.6	54.9			110.6	63.0		121.1
LOS	F	E			F	D			F	E		F
Approach Delay		79.8				65.2				74.0		
Approach LOS		E				E				E		
Queue Length 50th (ft)	93	730			178	360			365	598		155
Queue Length 95th (ft)	156	#892			#318	654			#558	693		#278
Internal Link Dist (ft)		1478				1234				1576		
Turn Bay Length (ft)	550				375				175			175
Base Capacity (vph)	149	1208			165	1277			331	1203		160
Starvation Cap Reductn	0	0			0	0			0	0		0
Spillback Cap Reductn	0	0			0	0			0	0		0
Storage Cap Reductn	0	0			0	0			0	0		0
Reduced v/c Ratio	0.54	0.98			0.88	0.72			0.93	0.86		0.82

Intersection Summary

Area Type:	Other
Cycle Length:	180
Actuated Cycle Length:	180
Offset:	149 (83%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	74.3
Intersection LOS:	E
Intersection Capacity Utilization:	94.4%
ICU Level of Service:	F
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 10: Orlando Ave & Fairbanks Ave

Ø1	Ø2 (R)	Ø3	Ø4
40 s	50 s	22 s	68 s
Ø5	Ø6 (R)	Ø7	Ø8
22 s	68 s	23 s	67 s



Lane Group	SBT	SBR
Total Delay	77.8	0.7
LOS	E	A
Approach Delay	77.4	
Approach LOS	E	
Queue Length 50th (ft)	462	0
Queue Length 95th (ft)	#551	0
Internal Link Dist (ft)	1013	
Turn Bay Length (ft)		125
Base Capacity (vph)	867	483
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.88	0.16
Intersection Summary		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected PM - Optimized
06/01/2023



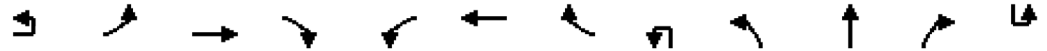
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	1	112	1027	275	156	1183	45	5	318	708	131	1
Future Volume (vph)	1	112	1027	275	156	1183	45	5	318	708	131	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		550		0	375		0		175		0	
Storage Lanes		1		0	1		0		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.95
Frt			0.968			0.994				0.977		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1787	3494	0	1787	3588	0	0	1787	3492	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1787	3494	0	1787	3588	0	0	1787	3492	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)			23			3				13		
Link Speed (mph)			35			35				35		
Link Distance (ft)			1558			1314				1656		
Travel Time (s)			30.4			25.6				32.3		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%	0%
Adj. Flow (vph)	1	117	1070	286	163	1232	47	5	331	738	136	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	1356	0	163	1279	0	0	336	874	0	0
Turn Type	Prot	Prot	NA		Prot	NA		Prot	Prot	NA		Prot
Protected Phases	3	3	8		7	4		1	1	6		5
Permitted Phases												
Detector Phase	3	3	8		7	4		1	1	6		5
Switch Phase												
Minimum Initial (s)	5.0	5.0	7.0		5.0	7.0		5.0	5.0	15.0		5.0
Minimum Split (s)	11.0	11.0	24.0		11.2	24.6		11.0	11.0	24.0		11.0
Total Split (s)	18.0	18.0	66.0		22.0	70.0		36.0	36.0	59.0		18.0
Total Split (%)	10.9%	10.9%	40.0%		13.3%	42.4%		21.8%	21.8%	35.8%		10.9%
Maximum Green (s)	12.0	12.0	60.0		15.8	63.4		30.0	30.0	53.0		12.0
Yellow Time (s)	4.0	4.0	4.0		4.1	4.1		4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0		2.1	2.5		2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0			0.0	0.0		
Total Lost Time (s)		6.0	6.0		6.2	6.6			6.0	6.0		
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0
Recall Mode	None	None	None		None	None		None	None	C-Min		None
Walk Time (s)			7.0			7.0				7.0		
Flash Dont Walk (s)			11.0			11.0				11.0		
Pedestrian Calls (#/hr)			0			0				0		
Act Effct Green (s)		12.0	60.0		15.8	63.4			30.0	53.5		
Actuated g/C Ratio		0.07	0.36		0.10	0.38			0.18	0.32		
v/c Ratio		0.91	1.06		0.95	0.93			1.04	0.77		
Control Delay		132.8	89.9		129.7	60.6			123.3	54.8		
Queue Delay		0.0	0.0		0.0	0.0			0.0	0.0		

Lanes, Volumes, Timings
10: Orlando Ave & Fairbanks Ave

Projected PM - Optimized
06/01/2023



Lane Group	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗
Traffic Volume (vph)	94	706	84
Future Volume (vph)	94	706	84
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	175		125
Storage Lanes	1		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1805	3574	1615
Flt Permitted	0.950		
Satd. Flow (perm)	1805	3574	1615
Right Turn on Red			Yes
Satd. Flow (RTOR)			143
Link Speed (mph)		35	
Link Distance (ft)		1093	
Travel Time (s)		21.3	
Peak Hour Factor	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%
Adj. Flow (vph)	98	735	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	99	735	88
Turn Type	Prot	NA	Perm
Protected Phases	5	2	
Permitted Phases			2
Detector Phase	5	2	2
Switch Phase			
Minimum Initial (s)	5.0	15.0	15.0
Minimum Split (s)	11.0	24.0	24.0
Total Split (s)	18.0	41.0	41.0
Total Split (%)	10.9%	24.8%	24.8%
Maximum Green (s)	12.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0	4.0
Recall Mode	None	C-Min	C-Min
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	11.5	35.0	35.0
Actuated g/C Ratio	0.07	0.21	0.21
v/c Ratio	0.79	0.97	0.19
Control Delay	112.5	89.7	1.1
Queue Delay	0.0	0.0	0.0

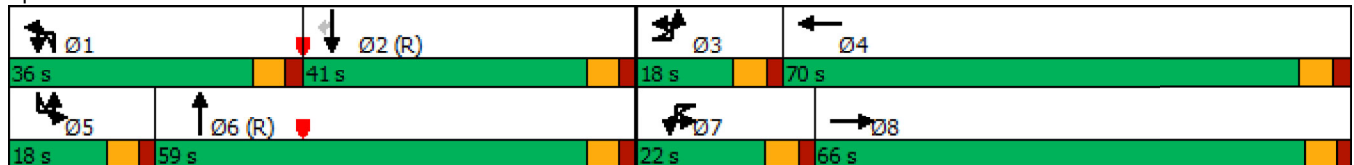


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Total Delay		132.8	89.9		129.7	60.6			123.3	54.8		
LOS		F	F		F	E			F	D		
Approach Delay			93.3			68.4				73.8		
Approach LOS			F			E				E		
Queue Length 50th (ft)		129	~832		178	692			~388	444		
Queue Length 95th (ft)		#260	#973		#334	#833			#596	528		
Internal Link Dist (ft)			1478			1234				1576		
Turn Bay Length (ft)		550			375				175			
Base Capacity (vph)		129	1285		171	1380			324	1140		
Starvation Cap Reductn		0	0		0	0			0	0		
Spillback Cap Reductn		0	0		0	0			0	0		
Storage Cap Reductn		0	0		0	0			0	0		
Reduced v/c Ratio		0.91	1.06		0.95	0.93			1.04	0.77		

Intersection Summary

Area Type:	Other
Cycle Length:	165
Actuated Cycle Length:	165
Offset:	0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	79.8
Intersection LOS:	E
Intersection Capacity Utilization:	103.4%
ICU Level of Service:	G
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 10: Orlando Ave & Fairbanks Ave





Lane Group	SBL	SBT	SBR
Total Delay	112.5	89.7	1.1
LOS	F	F	A
Approach Delay		83.7	
Approach LOS		F	
Queue Length 50th (ft)	107	419	0
Queue Length 95th (ft)	#207	#553	1
Internal Link Dist (ft)		1013	
Turn Bay Length (ft)	175		125
Base Capacity (vph)	131	758	455
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.76	0.97	0.19

Intersection Summary



August 3, 2023

City of Winter Park
401 S. Park Avenue
Winter Park, FL 32789

RE: Stormwater Narrative for FBS Development – Fairbanks Avenue, Winter Park, FL

To Whom It May Concern,

The proposed project includes the demolition of the existing parking lot on the site, which is almost 100% of the site. The proposed project will reduce project runoff, with the decrease in impervious surface. In addition, the project will provide a substantial amount of stormwater storage in a small pond at the rear of the site which will be constructed in combination with an underground stormwater storage system.

This system will be designed to the City of Winter Park, St Johns River Water Management District and Florida Department of Transportation standards. There is currently no stormwater management system on the site and the new system will therefore significantly reduce the amount of runoff that currently flows to Fairbanks Avenue. We have performed preliminary stormwater modeling calculations in order to provide an estimation of the size/footprint of the underground storage system and we have provided the attached exhibit to indicate the area we expect to be occupied by the underground system as well as the cross section of the proposed system.

Please feel free to contact me with questions or for additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Ziegenfuss', with a stylized flourish at the end.

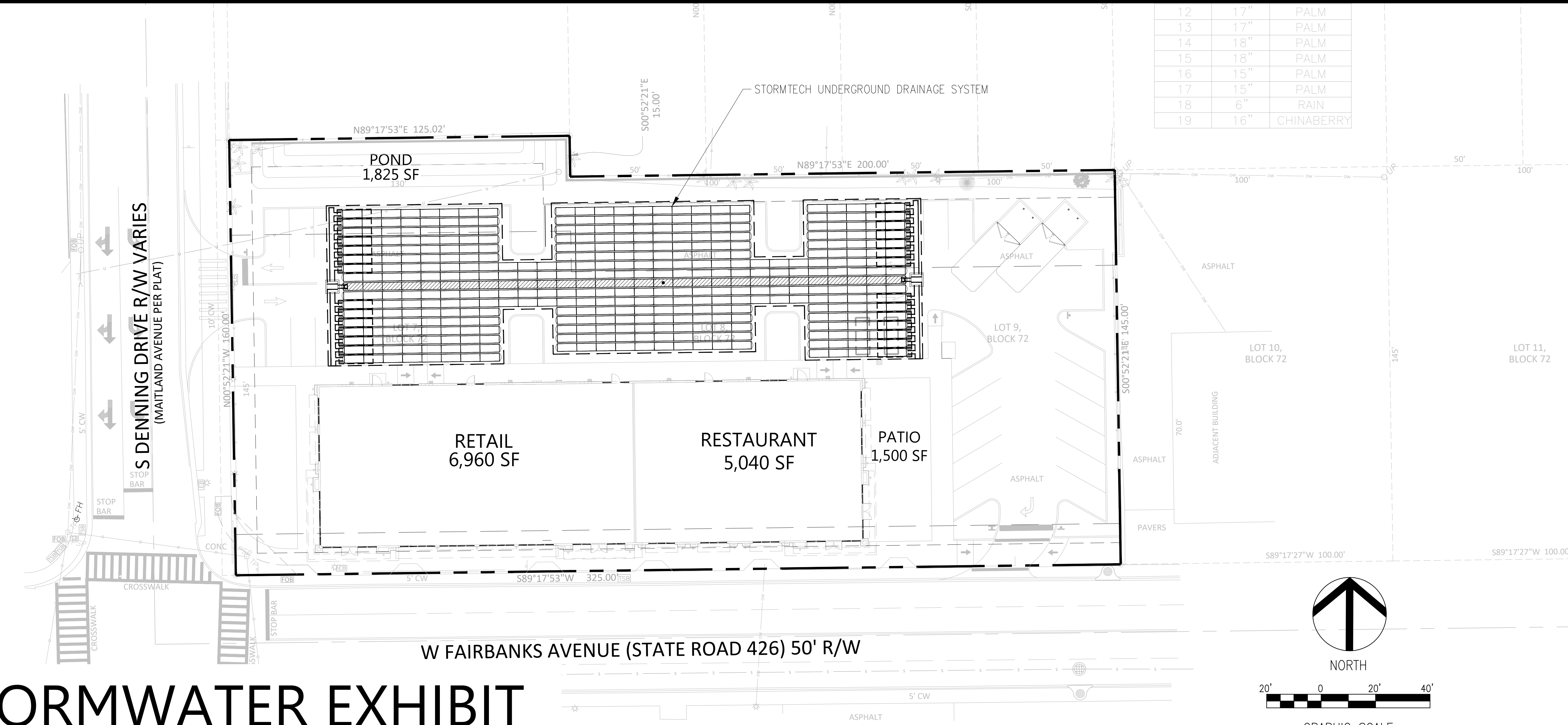
Bob Ziegenfuss, PE, LEED AP

**708 E. Colonial Drive, Suite 100
Orlando, Florida 32803**

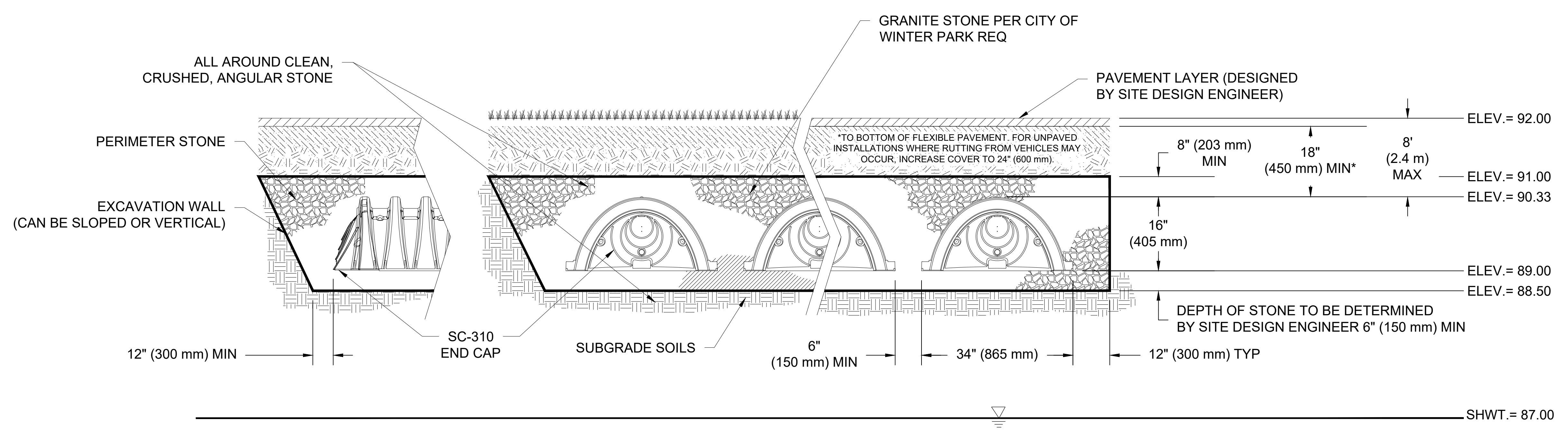
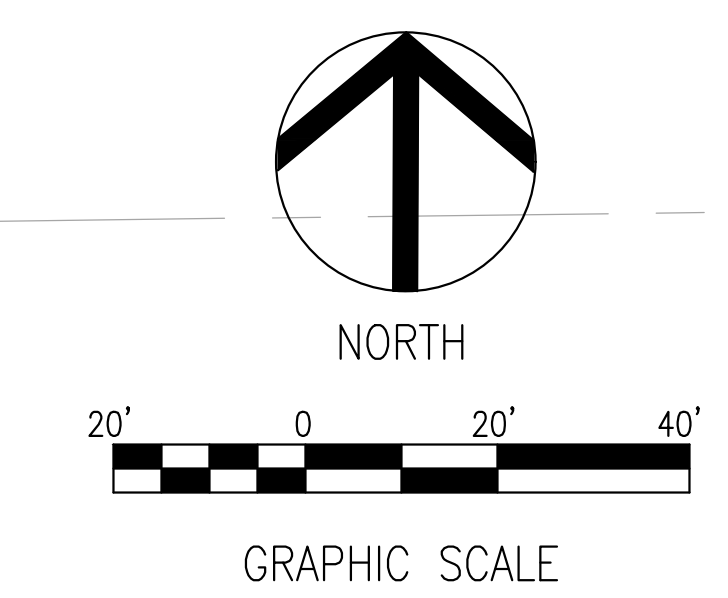
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15	18"	PALM
16	15"	PALM
17	15"	PALM
18	6"	RAIN
19	16"	CHINABERRY



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REVISION	DATE	REVISION	DATE

FBS
 805 W FAIRBANKS AVE
 WINTER PARK, FLORIDA

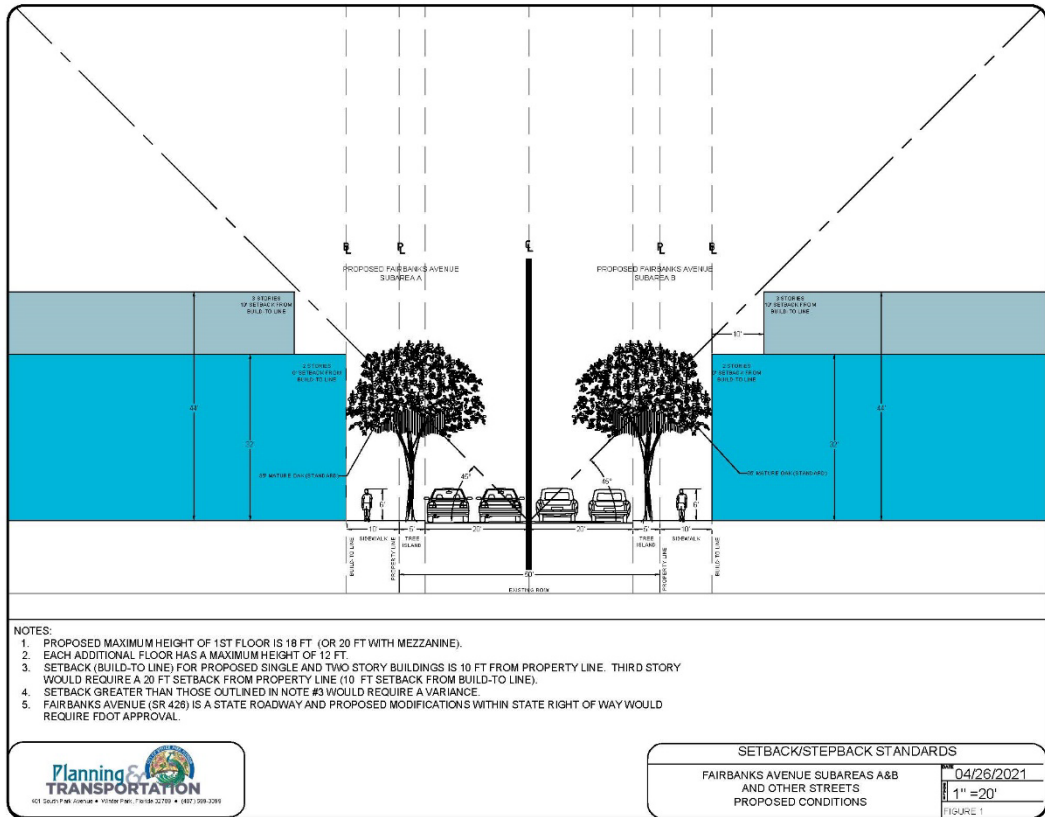
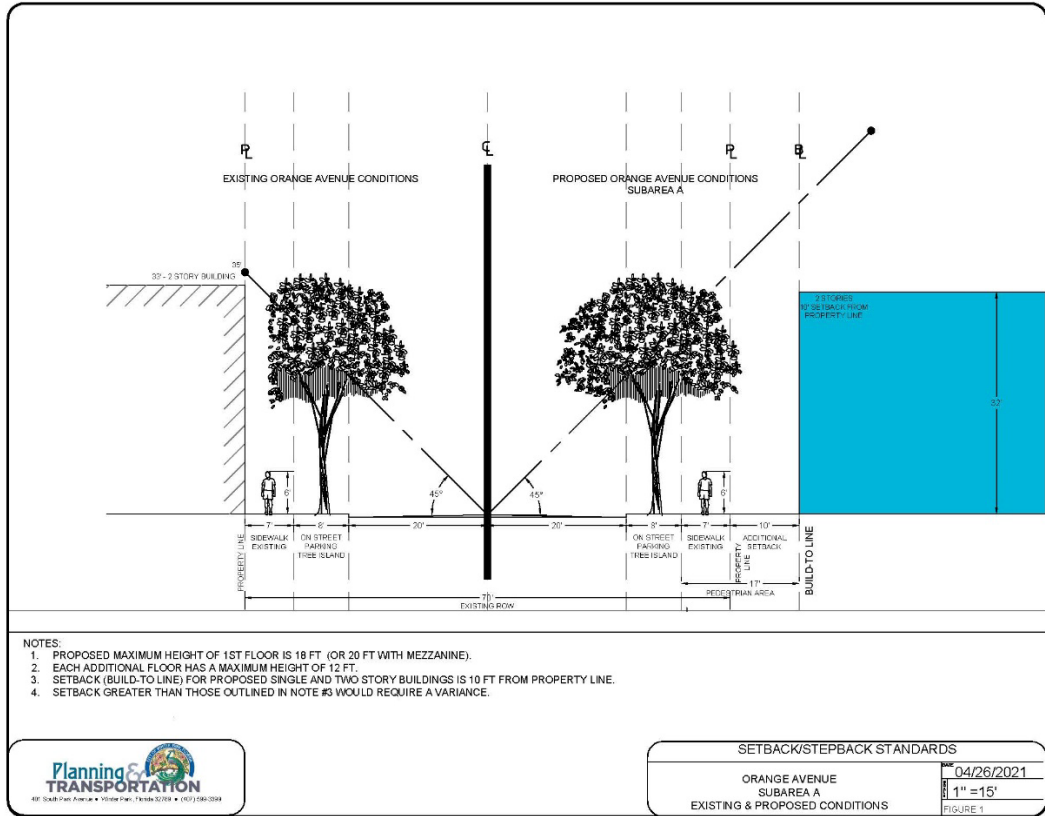
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EXB
 PROJECT NO.: 2021.307



ORANGE AVENUE OVERLAY (OAO) APPEARANCE REVIEW ADVISORY BOARD

- **Functions and Responsibility:** The OAO Appearance Review Advisory Board is an advisory board that is to review and make comments and recommendations on architectural details for proposed development projects as and when specified in the city's land development regulations. In making its comments and recommendations, the Board should consider applicable city adopted architectural guidelines or standards. The comments and recommendations of board are to be transmitted to the Planning & Zoning Board and City Commission for consideration in rendering their respective recommendations and/or decisions on the applicable development project.
- Per Land Development Code Section 58-83, the following standards apply to the Board's review:
 - Building height. To allow for flexibility in design, but preserving development standards that will reduce building massing, buildings shall be measured in stories. For parking garages, levels visible on the exterior of the building shall be counted towards building height (ex. A three-story building wraps around a four-level interior parking garage, only the three stories would count as they are the only part visible).
 - The first story of any building shall be allowed to be a maximum of 18 feet in height. When mezzanines, balconies or lofts are provided, first story heights of 20 feet may be allowed. Mezzanine, balcony or loft levels shall be allowed within the first story, as long as they do not cover more than 30 percent of the first-story area and stay within the maximum 20-foot first story height area. Interior mezzanines, balconies or lofts shall not be allowed above the first story. Each story above the first story shall have a maximum height of 12 feet.
 - For multi-story buildings over two stories in height, there shall be terracing and/or additional setbacks to accomplish vertical articulation is mandated to create relief to the overall massing of the building facades, as discussed later in this section.
 - Setbacks/stepbacks. For any building over two stories in height that is built up to the allowable building line or "build-to" line, each additional story shall be setback a minimum of ten feet, or shall be within the allowable envelope as depicted in the figures below. The build to line is established by the greater of setback or sidewalk requirement. All setbacks are measured from the property line. Setbacks greater than the established "build-to" line require a variance. The required building stepbacks only apply to street frontages.



- If a building is constructed within the allowable building envelope as depicted above, the first story shall always be defined and articulated as addressed later in this chapter. Additionally, the building shall not exceed more than two stories of vertical wall without a setback/stepback, cornice, balcony or other major façade breakup, which shall create visual and massing relief. All walls shall provide two or three of the articulation options listed below, offset a minimum of four feet.

Each subarea of the OAO may define additional required setbacks for that area that may differ from what is defined in this section. The defined building envelope depicted above shall be maintained, regardless of any setbacks.

All setbacks and/or stepbacks shall provide space for the healthy development of shade tree crowns. The city arborist shall review and recommend species selection and positioning to ensure compliance.

Rear building setbacks/stepbacks as defined herein shall not be required for properties abutting the railroad right-of-way. However, these rear facades shall provide articulation offset four feet, material change, window, entryway or other breakup of the building façade at least every 30 feet, both vertically and horizontally.

- Facades. The intent of this subsection is to provide visual interest to all facades by requiring a minimum level of detail features on facades. These detail features shall not consist solely of applied graphics or paint. There shall be some sort of articulation, material or color change, window, entryway or other breakup of the building façade at least every 50 feet. Existing buildings meeting these standards that are remodeled shall be required to meet architectural façade standards.
 - All facades of buildings with a gross floor area of 10,000 square feet or more shall be required to incorporate at least three of the following facade treatments. At least one of these treatments shall repeat horizontally. All such design elements shall repeat at intervals of no more than 30 feet, either horizontally or vertically.
 - All facades of buildings with a gross floor area of less than 10,000 square feet shall be required to incorporate at least two of the following facade treatments. At least one of these treatments shall repeat horizontally. All such design elements shall repeat at intervals of no more than 25 feet, either horizontally or vertically.
 - Expression of a vertical architectural treatment with a minimum width of 12 inches.
 - Building stepbacks, offsets or projections, a minimum of four feet in depth.
 - Texture and/or material change.
 - Architectural banding.
 - Pattern change.
 - Other treatment that, in the opinion of the planning and zoning director after review by the Orange Avenue Overlay Appearance Review Advisory Board, meets the intent of this subsection.
 - No building shall exceed more than 200 feet for buildings or 300 feet for parking structures of horizontal length on any street-facing frontage. Additionally, breaks between buildings of at least 20 feet, shall be provided.
 - Additional façade treatment requirements. roof lines, parapets and building heights shall be architecturally articulated and diverse in design form with adequately scaled and proportioned architectural treatments which complement the building's design.

The window, wall and roofing treatment should be of high-quality materials and consistent on both the front and the back of the building and any street facing side wall of the building. Allowable building materials shall include brick, natural stone, glass, architectural metal, concrete, wood, or similar material with a longer life expectancy. Exterior insulation and finish system (EIFS) shall not be allowed. Stucco, hardiboard siding (or similar materials) or concrete block shall not exceed more than 50 percent of any front façade. Detailing is encouraged to enhance the façade.

- Glazing requirements. The first story of the building has the most immediate visual impact on the passerby. Traditionally, buildings along urban streets have a high proportion of glazing to solid wall surface, with higher floor to floor heights, on the first story. To maintain continuity with this treatment, non-residential buildings on Orange Avenue shall have 60 percent minimum glass on the first story and shall be allowed height up to 20 feet. Along other roads within the OAO, non-residential buildings shall have 40 percent minimum glass on the first story. The first story shall be clearly defined and articulated from upper stories.6. Building entrance. Primary building entrances in the OAO shall be clearly defined, and shall be recessed or framed by a sheltering element such as an awning, arcade, overhang, or portico (in order to provide weather protection for pedestrians). Awnings are encouraged. Awning standards include:
 - Awnings for a building façade shall be of compatible color, look, shape, and height;
 - Awnings shall provide vertical clearance of no less than eight feet above sidewalks; and
 - Awnings are not allowed to hang over vehicular traffic ways.
- Architectural towers, spires, green roof features, solar panels, chimneys, or other architectural appendages. Any architectural tower, spire, chimney, flag pole or other architectural appendage to a building shall conform to the underlying subarea height limit. However, when necessary to meet the building code requirements, chimneys may exceed the height by the minimum required.

Architectural appendages, roof decks, embellishments and other architectural features may be permitted to exceed the roof heights specified in that subarea, on a limited basis encompassing no more than 15 percent of the building roof area or 15 percent of building street facing façade width not to exceed 30 linear feet of a given façade, or up to ten feet of additional height upon approval of the city commission, based on a finding that said features are compatible with adjacent projects.

Solar panels may be permitted to exceed the roof heights specified in that subarea, on a limited basis upon approval of the planning and zoning board and city commission, based on a finding that said features are compatible with adjacent projects.

- Mechanical penthouses, rooftop mechanical and air-conditioning equipment, stair tower enclosures, elevators and parapets. Mechanical penthouses, mechanical and air-conditioning equipment, stair tower enclosures, or elevators on rooftops of buildings shall not exceed a total height of six feet (building code official shall have the ability to give administrative variances to this requirement based on life-safety or equipment needs for elevation) above the allowable building height. Any penthouses shall only be used for mechanical equipment to serve the building. Parapets, or mansard roofs serving as parapets, may extend a maximum of five feet above the height limit in the underlying zoning district unless other parapet heights are more

restrictive for the respective underlying zoning district. In addition, mechanical equipment and air-conditioning equipment on rooftops shall be screened from view from ground level on all buildings in all zoning districts and shall be located to the maximum extent possible so that they are not visible from any street.