# APPENDIX F TRANSPORTATION: SYNCHRO L.O.S SUMMARIES

# AM Existing Condition 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 \* Lane Group EBL EBR NBL NBT SBT SBR **555 ^ ↑**\$ Lane Configurations ٦ ሻሻ Traffic Volume (vph) 99 664 104 Future Volume (vph) 99 555 664 1182 847 104 Satd. Flow (prot) 1770 2787 3433 3539 3468 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1751 2787 3407 3539 3468 0 Satd. Flow (RTOR) 50 12 Confl. Peds. (#/hr) 22 22 Confl. Bikes (#hr) 7 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 Ó 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 108 603 722 1285 921 113 Shared Lane Traffic (%) 603 Lane Group Flow (vph) 108 722 1285 1034 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 1 6 2 Permitted Phases Total Split (s) 50.0 20.0 50.0 70.0 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 61.4 43.0 20.9 33.4 83.4 Actuated g/C Ratio 0.51 0.28 0.17 0.70 0.36 w/c Ratio 0.35 0.42 0.76 0.52 0.83 Control Delay 45.5 17.6 54.3 13.0 41.5 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 45.5 17.6 54.3 41.5 13.0 LOS D В D В D Approach Delay 21.8 27.8 41.5 Approach LOS C D C Intersection Summary Cycle Length: 120 Actuated Cycle Length: 120 Offset: 30 (25%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.83 Intersection Signal Delay: 30.5 Intersection LOS: C Intersection Capacity Utilization 72.9% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **3** Ø1 ▼ Ø2 (R) Tø6 (R) Page 1 Synchro 9 Report 06/01/2016 Page 1

### AM Existing Condition 2: N Orange Ave & E Princeton St 12/17/2016 \* \* 1 1 \* NBL Lane Group EBL EBT EBR WBL WBT WBR **NBT** NBR SBL SBT **^^ ↑↑** 684 **↑**13-209 **^** Lane Configurations ٦ 7 Traffic Volume (vph) 352 269 42 63 121 32 81 242 Future Volume (vph) 352 719 269 42 684 63 121 209 32 81 357 242 Satd. Flow (prot) 1770 3539 1583 1770 5007 0 1770 3454 0 1770 3539 1583 Flt Permitted 0.174 0.197 0.467 0.590 Satd. Flow (perm) 323 3539 1558 367 5007 0 864 3454 0 1086 3539 1545 Satd. Flow (RTOR) 292 15 21 196 Confl. Peds. (#/hr) 15 3 15 15 20 20 15 Confl. Bikes (#hr) 3 5 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 Ó 0 Bus Blockages (#hr) Û 0 0 Ô 0 Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 383 782 292 46 743 132 227 35 88 388 263 Shared Lane Traffic (%) 132 263 Lane Group Flow (vph) 383 782 292 46 811 262 88 Tum Type pm+pt NA pm+ov pm+pt NA pm+pt NA pm+pt NA pm+ov Protected Phases 3 8 4 6 5 2 3 Permitted Phases 2 8 8 4 6 2 24.0 24.0 37.0 Total Split (s) 14.0 15.0 14.0 15.0 37.0 15.0 14.0 Total Lost Time (s) 5.7 6.0 5.9 5.7 6.0 5.9 6.2 6.1 6.2 5.7 Act Effct Green (s) 29.2 24.0 32.5 25.7 18.0 41.8 34.5 39.4 31.5 40.3 Actuated g/C Ratio 0.32 0.27 0.36 0.29 0.20 0.46 0.38 0.44 0.35 0.45 w/c Ratio 1.61 0.83 0.39 0.21 0.80 0.27 0.20 0.16 0.31 0.33 Control Delay 316.4 42.9 4.2 28.5 42.7 13.3 17.1 12.5 22.4 4.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 316.4 42.9 42.7 13.3 4.2 28.5 17.1 12.5 22.4 4.9 LOS D Α C D В B В C Α Approach Delay 107.1 42.0 15.9 15.0 Approach LOS D В F В Intersection Summary Cycle Length: 90 Actuated Cycle Length: 90 Offset: 24.5 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.61 Intersection Signal Delay: 60.7 Intersection LOS: E Intersection Capacity Utilization 92.3% ICU Level of Service F Analysis Period (min) 15 Splits and Phases: 2: N Orange Ave & E Princeton St **少** ø3 **₹**Ø4 **3** Ø1 Ø2 (R) **₫** ø6 (R) € Ø7 Page 2 Synchro 9 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻ	<b>†</b> 1>		ሻ	<b>↑</b>	7	*	<b>1</b>			<b>1</b>	710.000
Traffic Volume (vph)	51	222	87	225	448	285	74	954	63	124	860	62
Future Volume (vph)	51	222	87	225	448	285	74	954	63	124	860	62
Satd. Flow (prot)	1770	3365	0	1770	1863	1583	1770	3502	0	1770	3495	0
Flt Permitted	0.241			0.412			0.950			0.950		
Satd. Flow (perm)	449	3365	0	761	1863	1538	1764	3502	0	1766	3495	0
Satd. Flow (RTOR)		46				249		6			6	
Confl. Peds. (#/hr)	12		11	11		12	6		\$	\$		6
Confl. Bikes (#hr)			2			4			4			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	55	241	95	245	487	310	80	1037	68	135	935	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	336	0	245	487	310	80	1105	0	135	1002	0
Tum Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	3	8		7	4	5	1	6		5	2	
Permitted Phases	8			4		4						
Total Split (s)	23.0	37.0		23.0	37.0	19.0	19.0	41.0		19.0	41.0	
Total Lost Time (s)	6.8	6.7		6.2	6.7	6.0	6.3	6.4		6.0	6.4	
Act Effct Green (s)	36.9	29.4		51.2	38.7	51.6	10.3	38.0		12.2	42.2	
Actuated g/C Ratio	0.31	0.24		0.43	0.32	0.43	0.09	0.32		0.10	0.35	
v/c Ratio	0.25	0.39		0.54	0.81	0.38	0.53	0.99		0.75	0.81	
Control Delay	23.2	33.6		27.1	49.6	5.8	66.6	60.6		96.6	28.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.2	33.6		27.1	49.6	5.8	66.6	60.6		96.6	28.7	
LOS	С	С		C	D	A	Е	E		F	С	
Approach Delay		32.1			31.3			61.0			36.8	
Approach LOS		С			С			E			D	
Intersection Summary												
Cycle Length: 120 Actuated Cycle Length: 120	n											
Offset: 15 (13%), Reference		2:SBT at	nd 6 NR I	Start of	Green							
Control Type: Actuated-Co		2.001 0	10 0.110	, otali of	OI COIT							
Maximum wc Ratio: 0.99	ordin rate of											
Intersection Signal Delay: 4	12.4			In	tersectio	n LOS: D						
Intersection Capacity Utiliza						of Service	F					
Analysis Period (min) 15	20,011 0 1.0 70			- 22	00 20001	01 001 1100						
randigolo i cilod (ilili) io												
Splits and Phases: 4: N	Mills Avenue	e & Virgin	ia Drive		320			F - A				
<b>↑</b> ø1	Ø2 (R)				•	Ø3		70	14			
19 s 41 s				,	23 s			37 s				
<b>\$</b> ø5 <b>1</b>	Ø6 (R)				1	Ø7		42				
10 6 41 6	שה (K)			- 1	200	107	- 0	27 -	/6 :			
					Carried St.			27.3				

# AM Existing Condition 7: Orange Ave & Virginia Drive 12/17/2016 † 1 WBL Lane Group WBR NBT NBR SBL SBT 481 Lane Configurations ٦ 7 1 Traffic Volume (vph) 259 177 257 66 253 Future Volume (vph) 259 177 257 66 253 481 Satd. Flow (prot) 1770 1583 1863 1583 0 3479 Fit Permitted 0.950 0.739 Satd. Flow (perm) 1770 1583 1863 1527 2608 Satd. Flow (RTOR) 192 72 Confl. Peds. (#/hr) 7 8 Confl. Bikes (#hr) 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 Ó 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 282 192 279 72 275 523 Shared Lane Traffic (%) Lane Group Flow (vph) 72 798 282 192 279 0 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 Total Split (s) 30.0 30.0 40.0 40.0 60.0 20.0 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 19.0 19.0 59.4 59.4 59.4 Actuated g/C Ratio 0.21 0.21 0.66 0.66 0.66 w/c Ratio 0.75 0.40 0.23 0.07 0.46 Control Delay 45.9 6.7 6.3 1.2 6.6 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 45.9 6.7 6.3 6.6 1.2 LOS D Α Α Approach Delay 30.0 5.2 6.6 Approach LOS C Α Α Intersection Summary Cycle Length: 90 Actuated Cycle Length: 90 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.75 Intersection Signal Delay: 13.2 Intersection LOS: B Intersection Capacity Utilization 69.2% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 ₩ Ø2 (R) **1**Ø6 (R) Page 4 Synchro 9 Report 06/01/2016 Page 4

	1	<b>-</b>	7	1	-	•	4	t	-	1	Ţ	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations	7	<b>1</b>			<b>^</b>		ሻ	<b>^</b>	7	7	<b>^</b>	7
Fraffic Volume (vph)	180	677	47	11	602	43	25	4	9	40	4	146
Future Volume (vph)	180	677	47	11	602	43	25	4	9	40	4	146
Satd. Flow (prot)	1770	3498	0	0	3492	0	1770	1863	1583	1770	1863	1583
It Permitted	0.315				0.939							
Satd. Flow (perm)	585	3498	0	0	3282	0	1855	1863	1562	1860	1863	1557
Satd. Flow (RTOR)		11			9				182			159
Confl. Peds. (#/hr)	6		3	3		6	3		1	1		3
Confl. Bikes (#hr)						1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	196	736	51	12	654	47	27	4	10	43	4	159
Shared Lane Traffic (%)												
ane Group Flow (vph)	196	787	0	0	713	0	27	4	10	43	4	159
Tum Type	pm+pt	NA		Perm	NA		pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2			4		2	8		6
Fotal Split (s)	15.0	37.0		37.0	37.0		13.0	25.0	37.0	13.0	25.0	37.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	5.0	6.0
Act Effct Green (s)	73.7	76.1			59.2		7.7	5.8	59.2	7.9	6.5	76.1
Actuated g/C Ratio	0.82	0.85			0.66		0.09	0.06	0.66	0.09	0.07	0.85
//c Ratio	0.33	0.27			0.33		0.18	0.03	0.01	0.27	0.03	0.12
Control Delay	8.1	1.3			9.4		40.5	45.2	0.0	39.5	39.0	1.0
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	1.3			9.4		40.5	45.2	0.0	39.5	39.0	1.0
LOS	A	A			A		D	D	A	D	D	A
Approach Delay		2.6			9.4			31.1			9.8	
Approach LOS		A			A			С			Α	
ntersection Summary												
Cycle Length: 90 Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced	to phase 2	MARTI S	tart of Gr	een								
Control Type: Actuated-Co	Charles American Control of the Cont	.00012,0	an or or	COLL								
Maximum wc Ratio: 0.33	oramidica											
ntersection Signal Delay: 6	:5			In	tersection	1108: A						
ntersection Capacity Utiliza		į.			CU Level	WATER BOOK OF THE PARTY OF THE	B					
Analysis Period (min) 15	30011 VZ.270	ž.		15	JO LOUGI	or oct wice						
vidiyolo i cilod (iliii) i c												
Splits and Phases: 8: Ald	den Road &	E Princet	on St			- 1 1		- 4				- 2
<b>→</b> Ø1	Ø2 (R)					- 3	<b>•</b> ø3		<b>1</b> Ø4			
15 s 37 :	3					13 s		25	S			
<u>₩</u> 06						4	6570000		1			
<b>-</b> Ø6					762		<b>v</b> Ø7		<b>▼</b> Ø8			

	•	$\rightarrow$	7	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	5.0	Wile.	4			4	1701.0		4	
Traffic Volume (vph)	9	306	\$	110	449	4	3	0	11	5	1	9
Future Volume (vph)	9	306	8	110	449	4	3	0	11	5	1	9
Satd. Flow (prot)	0	1855	0	0	1842	0	0	1645	0	0	1681	0
Fit Permitted		0.999			0.990			0.990			0.985	
Satd. Flow (perm)	0	1855	0	0	1842	0	0	1645	0	0	1681	0
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#hr)			2			4			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	10	333	9	120	488	4	3	0	12	5	1	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	352	0	0	612	0	0	15	0	0	16	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

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AM Existing Condition	
15: Alden Dd & Brookhaver	Dr

	1	*	<b>†</b>	1	1	<b>↓</b>	
ane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	Y		7	0.7	22.00	स	
raffic Volume (vph)	49	9	12	8	11	101	
uture Volume (vph)	49	9	12	8	11	101	
Satd. Flow (prot)	1751	0	1760	0	0	1853	
It Permitted	0.960					0.995	
Satd. Flow (perm)	1751	0	1760	0	0	1853	
Confl. Peds. (#/hr)				1			
Confl. Bikes (#hr)							
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
arking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
kdj. Flow (vph)	53	10	13	9	12	110	
hared Lane Traffic (%)							
ane Group Flow (vph)	63	0	22	0	0	122	
ign Control	Stop		Free			Free	
ntersection Summary							

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	*	<b>→</b>	1	1	•	*	4	1	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	1	0		4	*	*	<b>1</b>		7	<b>4</b> %	1,000,000
Traffic Volume (vph)	30	10	29	17	12	384	19	1364	19	241	919	41
Future Volume (vph)	30	10	29	17	12	384	19	1364	19	241	919	41
Satd. Flow (prot)	1770	1654	0	0	1811	1583	1770	3531	0	1770	3515	0
Flt Permitted	0.604				0.841		0.950			0.950		
Satd. Flow (perm)	1125	1654	0	0	1567	1562	1770	3531	0	1770	3515	0
Satd. Flow (RTOR)		32				203		2			6	
Confl. Peds. (#/hr)												
Confl. Bikes (#hr)						1			1			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	C
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	33	11	32	18	13	417	21	1483	21	262	999	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	43	0	0	31	417	21	1504	.0	262	1044	0
Tum Type	pm+pt	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	\$			4		1	6		5	2	
Permitted Phases	8			4		4						
Total Split (s)	12.0	34.0		22.0	22.0	22.0	12.0	74.0		12.0	74.0	
Total Lost Time (s)	4.5	6.5			6.5	6.5	4.5	6.1		4.5	6.1	
Act Effct Green (s)	29.5	27.5			20.4	20.4	6.7	67.9		7.5	75.1	
Actuated g/C Ratio	0.25	0.23			0.17	0.17	0.06	0.57		0.06	0.63	
wc Ratio	0.11	0.11			0.12	0.96	0.21	0.75		2.38	0.47	
Control Delay	35.8	17.0			46.9	61.5	62.2	11.6		664.7	24.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.5		0.0	0.0	
Total Delay	35.8	17.0			46.9	61.5	62.2	12.1		664.7	24.5	
LOS	D	В			D	Е	Е	В		F	С	
Approach Delay		25.2			60.5			12.8			152.9	
Approach LOS		С			E			В			F	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 12												
Offset: 0 (0%), Referenced	Annual American Color of the Co	:SBT and	6:NBT, 9	tart of Gr	een							
Control Type: Actuated-Co	ordinated											
Maximum Wc Ratio: 2.38												
Intersection Signal Delay: 7					tersectio							
Intersection Capacity Utiliz	ation 83.0%	)		10	CU Level	of Service	9 E					
Analysis Period (min) 15												
Outs and Director Co. N	t katila A		and the Ob									
Splits and Phases: 22: N	l Mills Aven	ue & Neb	raska st					- 6	1	Tues		
									Ø3	¥ Ø4	1	
12 s 74 s								12	ş	22 s		
<b>\</b>									A			
🔭 ø5 🏮 Tø6 (R)								34	<b>1</b> Ø8			
10.4												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		7	<b>1</b>		7	<b>↑</b> ↑	
Traffic Volume (vph)	30	6	10	9	7	8	24	1152	5	6	1059	46
Future Volume (vph)	30	6	10	9	7	8	24	1152	5	6	1059	46
Satd. Flow (prot)	0	1746	0	0	1739	0	1770	3535	0	1770	3512	0
Flt Permitted		0.788			0.889		0.223			0.209		
Satd. Flow (perm)	0	1417	0	0	1565	0	415	3535	0	389	3512	0
Satd. Flow (RTOR)		11			9			1			7	
Confl. Peds. (#/hr)	1		5	5		1	5		4	4		5
Confl. Bikes (#hr)												6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	33	7	11	10	8	9	26	1252	5	7	1151	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	27	0	26	1257	0	7	1201	0
Tum Type	Perm	NA		Perm	NA:		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2	_	
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)		6.3			6.3		6.2	6.2		6.2	6.2	
Act Effct Green (s)		8.8			8.8		102.3	102.3		102.3	102.3	
Actuated g/C Ratio		0.07			0.07		0.85	0.85		0.85	0.85	
w/c Ratio		0.45			0.22		0.07	0.42		0.02	0.40	
Control Delay		55.4			42.2		2.8	2.8		2.5	2.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		55.4			42.2		2.8	2.8		2.5	2.6	
LOS		Е			D		Α	A		Α	Α	
Approach Delay		55.4			42.2			2.8			2.6	
Approach LOS		Е			D			A			Α	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120		ND OD	-1 C - Ot									
Offset: 0 (0%), Referenced	STORY AND DESCRIPTION OF THE PARTY OF THE PA	MR2Ran	a 6:, Star	t of Greet	n							
Control Type: Actuated-Coo	ordinated											
Maximum v/c Ratio: 0.45	0			le	tersection							
Intersection Signal Delay: 4					NATIONAL PROPERTY OF	WINDS OF THE PARTY	0					
Intersection Capacity Utiliza	ition 46.9%			10	O Level	of Service	A					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Avenu	ie & Lake	Highland	1 Dr								
14	1011110 1 10 01 10		r ingriii dan				T	A				
<b>V</b> Ø2 (R)								104				
80 s							4	U s				

	•	-	*	1	-	•	1	<b>†</b>	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0.000	4			4			4	1100		4	
Traffic Volume (vph)	15	21	5	2	52	10	6	27	0	5	24	42
Future Volume (vph)	15	21	- 5	2	52	10	6	27	0	5	24	42
Satd. Flow (prot)	0	1802	0	0	1822	0	0	1844	0	0	1707	0
Fit Permitted		0.982			0.999			0.990			0.997	
Satd. Flow (perm)	0	1802	0	0	1822	0	0	1844	0	0	1707	0
Confl. Peds. (#/hr)	11		5	5		11	27		2	2		27
Confl. Bikes (#hr)			2			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	23	- 5	2	57	11	7	29	0	5	26	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	70	0	0	36	0	0	77	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												

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ane Group ane Configurations	EBL		900.00	*			7			-	+	*
ane Configurations	EDL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	.015	4	- 17.		4			4	221.10.2	W	4	
Fraffic Volume (vph)	2	0	2	\$1	0	28	1	79	28	17	204	3
Future Volume (vph)	2	0	2	81	0	28	1	79	28	17	204	3
Satd. Flow (prot)	0	1694	0	0	1735	0	0	1798	0	0	1852	0
Fit Permitted		0.976			0.964						0.996	
Satd. Flow (perm)	0	1694	0	0	1735	0	0	1798	0	0	1852	0
Confl. Peds. (#/hr)	8					8	2		10	10		2
Confl. Bikes (#hr)						6			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor 1	00%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	0	2	88	0	30	1	86	30	18	222	3
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	4	0	0	118	0	0	117	0	0	243	0
Sign Control		Stop			Stop			Free			Free	
ntersection Summary												

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	•	<b>→</b>	7	1	-	•	1	<b>†</b>	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	ĵ.	0.000		4		*	<b>1</b>		7	<b>1</b>	1,6-60
Traffic Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	105
Future Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	105
Satd. Flow (prot)	1770	1713	0	0	1763	0	1770	3539	0	1770	3469	(
Fit Permitted	0.476				0.974		0.245			0.254		
Satd. Flow (perm)	881	1713	0	0	1724	0	456	3539	0	473	3469	(
Satd. Flow (RTOR)		20			19						19	
Confl. Peds. (#/hr)	6		2	2		6	5		1	1		6
Confl. Bikes (#hr)			2			2			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	72	21	20	10	82	43	35	1059	0	14	978	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	41	0	0	135	0	35	1059	0	14	1092	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0		80.0	80.0	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	13.5	13.5			13.5		93.8	93.8		93.8	93.8	
Actuated q/C Ratio	0.11	0.11			0.11		0.78	0.78		0.78	0.78	
v/c Ratio	0.73	0.20			0.64		0.10	0.38		0.04	0.40	
Control Delay	88.8	30.2			57.0		4.6	4.9		7.8	8.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	88.8	30.2			57.0		4.6	4.9		7.8	8.2	
LOS	F	С			E		Α	А		Α	Α	
Approach Delay		67.5			57.0			4.9			8.2	
Approach LOS		Е			E			Α			Α	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120	)											
Offset: 0 (0%), Referenced to		:SBTL and	d 6:NBTL	, Start of	Green							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.73												
Intersection Signal Delay: 1:	2.1			In	tersection	LOS: B						
Intersection Capacity Utiliza	tion 54.2%	i.		10	U Level	of Service	A A					
Analysis Period (min) 15												
Splits and Phases: 29: N	Mills Aven	ue & E Ma	arks St				12:25					
A								-				
∮ ∮ Ø2 (R)								₩ Ø4				
0U S							- 2	0 s				
Tø6 (R)								<b>→</b> Ø8				
DOWN THE REAL PROPERTY OF THE PERTY OF THE P							100	0 s				

# AM Existing Condition 32: N Orange Ave & Alden Rd

12/17/2016

	~	€.	×	1	6	×	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	7	7	<b>^</b>	7		<b>^</b>	
Traffic Volume (vph)	53	2	416	23	0	751	
Future Volume (vph)	53	2	416	23	0	751	
Satd. Flow (prot)	1770	1583	1863	1583	0	3539	
Fit Permitted	0.950						
Satd. Flow (perm)	1770	1583	1863	1583	0	3539	
Confl. Peds. (#/hr)				5	5		
Confl. Bikes (#hr)				1		3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	58	2	452	25	0	816	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	58	2	452	25	0	816	
Sign Control	Stop		Free			Free	
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 31.9%			10	CU Level	of Service A	
Analysis Period (min) 15							

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	•	<b>→</b>	7	1	•	•	1	1	~	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4		All and a second	4			4		1,000,000	4	710.000
Traffic Volume (vph)	12	19	7	26	86	33	28	76	5	29	159	31
Future Volume (vph)	12	19	7	26	86	33	28	76	5	29	159	31
Satd. Flow (prot)	0	1780	0	0	1775	0	0	1825	0	0	1809	0
Fit Permitted		0.893			0.931			0.903			0.958	
Satd. Flow (perm)	0	1609	0	0	1668	0	0	1669	0	0	1744	0
Satd. Flow (RTOR)		8			23			3			13	
Confl. Peds. (#/hr)	5					5	1		3	3		1
Confl. Bikes (#hr)			1			1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0.	0	0	0	0	0.	0	C
Parking (#hr)		928			000						ALC: N	
Mid-Block Traffic (%)		0%			0%	200	2.1	0%	020		0%	-
Adj. Flow (vph)	13	21	8	28	93	36	30	83	5	32	173	34
Shared Lane Traffic (%)		40			457	Α.		440			000	2
Lane Group Flow (vph)	0	42	0	0	157	0	0	118	0	0	239	C
Turn Type	Perm	NA 8		Perm	NA 4		Perm	NA 6		Perm	NA 2	
Protected Phases Permitted Phases	8	<b>♦</b>		4	4		6	.0.		2	2	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Lost Time (s)	40.0	6.0		40.0	6.0		40.0	6.0		40.0	6.0	
Act Effct Green (s)		12.5			12.5			55.5			55.5	
Actuated g/C Ratio		0.16			0.16			0.69			0.69	
w/c Ratio		0.16			0.56			0.10			0.20	
Control Delay		25.1			34.0			4.8			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.1			34.0			4.8			5.0	
LOS		С			C			Α			A	
Approach Delay		25.1			34.0			4.8			5.0	
Approach LOS		С			C			Α			Α	
Intersection Summary												
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 45 (56%), Reference		2:SBTL,	Start of (	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.56												
Intersection Signal Delay: 1					tersectio							
Intersection Capacity Utiliza	ation 34.1%	)		10	CU Level	of Service	e A					
Analysis Period (min) 15												
Splits and Phases: 34: H	ighland Ave	e & E Mar	ks St									
	igniana i iv	or E Mai			1	lasor .						
♥ Ø2 (R)					40.4	Ø4						
AU S					40 s						200	_
Tø6					4	Ø8						
1 200												

	1	$\rightarrow$	*	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4	770.0		4	,-	-5.000	4		27	4	211
Fraffic Volume (vph)	0	1	10	4	8	0	24	40	2	4	53	37
Future Volume (vph)	0	1	10	4	8	0	24	40	2	4	53	37
Satd. Flow (prot)	0	1632	0	0	1835	0	0	1822	0	0	1760	0
Fit Permitted					0.985			0.982			0.998	
Satd. Flow (perm)	0	1632	0	0	1835	0	0	1822	0	0	1760	0
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1	11	4	9	0	26	43	2	4	58	40
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	12	0	0	13	0	0	71	0	0	102	0
Sign Control		Stop			Stop			Free			Free	
ntersection Summary												

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	•	-	*	-	-	•	4	<b>†</b>	1	1	Ţ	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4	#20180 ·		4		-510	4	(7)		4	
raffic Volume (vph)	5	312	23	55	561	11	22	4	10	8	3	9
uture Volume (vph)	5	312	23	55	561	11	22	4	10	8	3	9
atd. Flow (prot)	0	1844	0	0	1852	0	0	1738	0	0	1714	0
It Permitted		0.999			0.996			0.970			0.980	
atd. Flow (perm)	0	1844	0	0	1852	0	0	1738	0	0	1714	0
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#hr)			5			3						
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Frowth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
lus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
arking (#hr)												
lid-Block Traffic (%)		0%			0%			0%			0%	
dj. Flow (vph)	5	339	25	60	610	12	24	4	11	9	3	10
hared Lane Traffic (%)												
ane Group Flow (vph)	0	369	0	0	682	0	0	39	0	0	22	0
ign Control		Free			Free			Stop			Stop	
ntersection Summary												

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	•	-	*	1	•	•	1	1	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	,,	4		2075	4	-		4			43	200
Traffic Volume (vph)	6	320	4	7	586	4	1	0	3	7	2	36
Future Volume (vph)	6	320	4	7	586	4	1	0	3	7	2	36
Satd. Flow (prot)	0	1857	0	0	1859	0	0	1655	0	0	1650	0
Fit Permitted		0.999			0.999			0.988			0.992	
Satd. Flow (perm)	0	1857	0	0	1859	0	0	1655	0	0	1650	0
Confl. Peds. (#/hr)	4		4	4		4			2	2		
Confl. Bikes (#hr)			3			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	348	4	8	637	4	1	0	3	8	2	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	359	0	0	649	0	0	4	0	0	49	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

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	<b>A</b>	7	*	1	4	K	
ane Group	NBL	NBR	NET	NER	SWL	SWT	
ane Configurations	Y	30 Mars 2 7 7	<b>†</b>			44	
raffic Volume (vph)	38	67	383	104	137	761	
Future Volume (vph)	38	67	383	104	137	761	
Satd. Flow (prot)	1656	0	3410	0	0	3511	
Fit Permitted	0.982	~	0410		V-	0.759	
Batd. Flow (perm)	1655	0	3410	0	0	2685	
Satd. Flow (RTOR)	73	~	59		· ·	2000	
Confl. Peds. (#/hr)	1	2	0.0	1	4		
C - 100 C - 10		1		1	4		
Confl. Bikes (#hr)	0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)	7227		24.7			407	
did-Block Traffic (%)	0%		0%		12.00	0%	
Adj. Flow (vph)	41	73	416	113	149	827	
Shared Lane Traffic (%)	iyala)	- 2		- 10			
ane Group Flow (vph)	114	0	529	0	0	976	
Tum Type	Prot		NA		pm+pt	NA	
Protected Phases	4		2!		51	6	
Permitted Phases					6		
Fotal Split (s)	36.0		54.0		14.0	40.0	
Fotal Lost Time (s)	5.7		5.7			5.7	
Act Effct Green (s)	8.8		73.5			73.5	
Actuated g/C Ratio	0.10		0.82			0.82	
/c Ratio	0.50		0.19			0.45	
Control Delay	24.0		2.5			3.1	
Queue Delay	0.0		0.0			0.0	
Fotal Delay	24.0		2.5			3.1	
.08	С		A			A	
Approach Delay	24.0		2.5			3.1	
Approach LOS	С		Α			Α	
ntersection Summary							
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 0 (0%), Referenced	to phase 2:	NET, Sta	rt of Gree	n			
Control Type: Actuated-Coo	ordinated						
Maximum v/c Ratio: 0.50							
ntersection Signal Delay: 4	.4			11	ntersection	n LOS: A	
ntersection Capacity Utiliza	ation 63.1%			- 10	CU Level	of Service B	
Analysis Period (min) 15							
Phase conflict between I	ane groups						
Splits and Phases: 45: N	Orange Av	e & Highl	and Ave			83	
<b>≯</b> ø2 (R)						10	34
54 s						36 s	
1							
<b>♥</b> Ø5	Ø6						

AM No Build 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 Lane Group EBL EBR NBL NBT SBT SBR **555 ^ ↑**\$ Lane Configurations ٦ ሻሻ Traffic Volume (vph) 99 664 104 Future Volume (vph) 110 555 664 1234 956 104 Satd. Flow (prot) 1770 2787 3433 3539 3471 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1746 2787 3411 3539 3471 0 Satd. Flow (RTOR) 19 9 Confl. Peds. (#/hr) 22 22 Confl. Bikes (#hr) 7 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) Ó 0 Û 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 149 754 902 1677 1299 141 Shared Lane Traffic (%) 754 Lane Group Flow (vph) 149 902 1677 1440 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 35.8 47.0 114.2 67.2 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 65.8 18.8 39.9 115.5 68.6 Actuated g/C Ratio 0.27 0.13 0.44 0.77 0.46 w/c Ratio 0.67 0.61 0.99 0.62 0.90 Control Delay 57.0 13.9 35.5 0.9 46.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 57.0 13.9 35.5 46.9 0.9 LOS E В D A D Approach Delay 21.0 13.0 46.9 Approach LOS C D В Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 137 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.99 Intersection Signal Delay: 24.4 Intersection LOS: C Intersection Capacity Utilization \$3.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **\$** Ø1 ♥ Ø2(R) Tø6 (R) Orlando 06/01/2016 AM No Build Synchro 9 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	<b>^</b>	7	ሻ	<b>^^</b>		ሻ	<b>^</b>		7	<b>^</b>	7
Traffic Volume (vph)	352	761	275	42	836	96	121	209	32	95	357	242
Future Volume (vph)	352	763	311	54	846	97	140	243	62	95	403	243
Satd. Flow (prot)	1770	3539	1583	1770	4990	0	1770	3401	0	1770	3539	158
Fit Permitted	0.091			0.264			0.252			0.396		
Satd. Flow (perm)	170	3539	1555	491	4990	0	466	3401	0	728	3539	1533
Satd. Flow (RTOR)			264		13			19				66
Confl. Peds. (#/hr)	15		3	3		15	15		20	20		16
Confl. Bikes (#hr)			1			3			5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	478	1037	423	73	1149	132	190	330	84	129	548	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	478	1037	423	73	1281	0	190	414	0	129	548	329
Tum Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+o
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	8		8	4			6			2		2
Total Split (s)	43.0	63.3	21.0	23.7	44.0		21.0	38.9		24.1	42.0	43.0
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.7
Act Effct Green (s)	\$1.3	66.7	81.0	47.0	38.1		52.3	37.8		49.7	36.7	74.4
Actuated g/C Ratio	0.54	0.44	0.54	0.31	0.25		0.35	0.25		0.33	0.24	0.50
v/c Ratio	0.98	0.66	0.44	0.32	1.00		0.67	0.47		0.39	0.63	0.41
Control Delay	79.6	35.4	7.5	15.7	55.5		38.9	41.7		35.2	54.7	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	79.6	35.4	7.5	15.7	55.5		38.9	41.7		35.2	54.7	18.0
LOS	E	D	A	В	E		D	D		D	D	E
Approach Delay		40.2			53.3			40.8			40.2	
Approach LOS		D			D			D			D	
intersection Summary Cycle Length: 150 Actuated Cycle Length: 15	0											
Offset: 88 (59%), Referenc Control Type: Actuated-Co Maximum Wc Ratio: 1.00 Intersection Signal Delay: 4	ed to phase ordinated 43.9		and 6:NB	ln	tersection							
Intersection Capacity Utiliz	ation 103.99	6		10	CU Level	of Service	e G					
Analysis Period (min) 15												
Splits and Phases: 2: N	Orange Ave	& F Prin	ceton St									
- A	i2 (R)			<b>9</b>	3			44 5	Ø4			
Ø5	Ø6 (R)			€ Ø	7	<del>-</del>	<b>&gt;</b> Ø8					
24.1 S S6.9	8.5			43.7.5		50.3	15.					

## AM No Build 4: N Mills Avenue & Virginia Drive 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR **↑**7→ 954 Lane Configurations ٦ 44 **1** Traffic Volume (vph) 150 326 108 225 470 285 83 63 124 70 860 Future Volume (vph) 202 380 108 225 531 285 86 954 63 124 860 179 Satd. Flow (prot) 1770 3400 0 1770 1863 1583 1770 3502 0 1770 3423 0 Flt Permitted 0.100 0.175 0.950 0.950 Satd. Flow (perm) 186 3400 0 325 1863 1533 1765 3502 0 1767 3423 0 Satd. Flow (RTOR) 24 120 5 18 Confl. Peds. (#/hr) 12 11 11 12 8 Confl. Bikes (#hr) 2 4 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 Bus Blockages (#hr) Û Û 0 0 Ô 0 Ó Û Ó 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 274 516 147 306 721 387 117 1296 168 1168 243 Shared Lane Traffic (%) Lane Group Flow (vph) 274 663 306 721 387 117 1382 168 1411 Tum Type pm+pt NA pm+pt NA: Prot NA Prot NA pm+ov Protected Phases 3 8 4 5 6 5 2 Permitted Phases 8 4 4 45.6 28.4 54.0 15.0 59.0 Total Split (s) 20.0 17.0 17.0 61.0 Total Lost Time (s) 6.8 6.7 6.2 6.7 6.0 6.3 6.4 6.0 6.4 Act Effct Green (s) 53.1 40.0 67.3 47.3 59.0 8.7 52.6 11.0 54.6 Actuated g/C Ratio 0.35 0.27 0.45 0.32 0.39 0.06 0.35 0.07 0.36 wc Ratio 1.34 0.72 0.88 1.23 0.57 1.15 1.12 1.30 1.12 Control Delay 214.4 52.1 55.5 160.2 20.8 191.8 104.3 215.2 93.6 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.1 Total Delay 214.4 52.1 55.5 160.2 20.8 191.8 105.3 215.2 93.7 LOS D E C F F Approach Delay 112.1 106.6 99.6 99.4 Approach LOS F F Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 16 (11%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.34 Intersection Signal Delay: 105.0 Intersection LOS: F Intersection Capacity Utilization 107.0% ICU Level of Service G Analysis Period (min) 15 Splits and Phases: 4: N Mills Avenue & Virginia Drive **ノ**\_ø3 **★**Ø4 ₩ Ø2 (R) Tø6 (R) ♥ **€** Ø7 **→**Ø8 Orlando 06/01/2016 AM No Build Synchro 9 Report

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AM No Build 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 481 Lane Configurations ٦ 7 1 Traffic Volume (vph) 322 230 257 92 259 Future Volume (vph) 322 245 325 92 291 543 Satd. Flow (prot) 1770 1583 1863 1583 0 3479 Fit Permitted 0.950 0.645 Satd. Flow (perm) 1770 1583 1863 1511 2283 Satd. Flow (RTOR) 295 125 Confl. Peds. (#/hr) 7 8 Confl. Bikes (#hr) 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 438 333 442 125 395 738 Shared Lane Traffic (%) 333 Lane Group Flow (vph) 438 442 125 0 1133 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 54.0 54.0 83.3 96.0 Total Split (s) 83.3 12.7 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 41.7 41.7 96.7 96.7 96.7 Actuated g/C Ratio 0.28 0.28 0.64 0.64 0.64 w/c Ratio 0.89 0.51 0.37 0.12 0.77 Control Delay 60.7 10.5 11.3 0.9 18.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 60.7 10.5 11.3 18.0 0.9 LOS E В В В Approach Delay 39.0 9.0 18.0 Approach LOS D В Α Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 125 (\$3%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.89 Intersection Signal Delay: 22.5 Intersection LOS: C Intersection Capacity Utilization \$1.9% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 Ø2 (R) Tø6 (R) Orlando 06/01/2016 AM No Build Synchro 9 Report

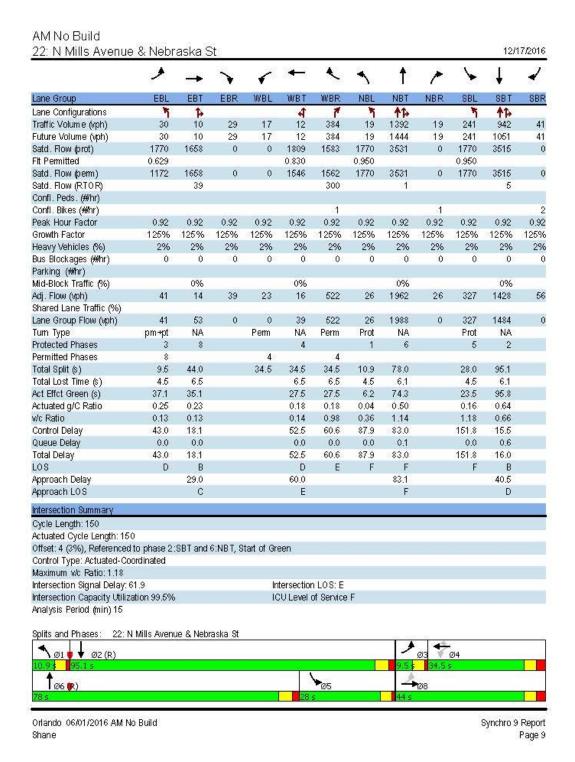
Shane

# AM No Build 8: Alden Road & E Princeton St 12/17/2016 1 \* \* 1 \* Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **1** 677 **↑↑** 602 Lane Configurations ٦ ٦ ٠ 7 Traffic Volume (vph) 180 101 18 43 63 24 26 40 413 146 Future Volume (vph) 200 687 103 18 602 43 74 25 27 40 435 158 Satd. Flow (prot) 1770 3454 0 0 3490 0 1770 1863 1583 1770 1863 1583 Flt Permitted 0.181 0.812 0.076 0.735 Satd. Flow (perm) 337 3454 0 0 2837 0 142 1863 1560 1366 1863 1553 Satd. Flow (RTOR) 16 5 109 110 Confl. Peds. (#/hr) 6 3 6 1 3 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 0 Bus Blockages (#hr) Û Ó 0 Ô 0 Ó Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 272 933 140 24 818 101 34 37 54 591 215 Shared Lane Traffic (%) 101 215 Lane Group Flow (vph) 272 1073 0 900 37 591 Tum Type Perm pm+pt NA NA pm+pt NA custom pm+pt NA custom Protected Phases 6 2 4 Permitted Phases 6 2 2 6 4 0.08 62.0 62.0 12.0 59.0 58.0 Total Split (s) 18.0 62.0 11.0 80.0 Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 5.0 6.0 6.0 60 Act Effct Green (s) 76.5 76.5 58.5 57.5 52.7 58.5 54.5 50.5 76.5 Actuated g/C Ratio 0.51 0.51 0.39 0.38 0.35 0.39 0.36 0.34 0.51 w/c Ratio 0.95 0.61 0.81 0.85 0.05 0.05 0.11 0.94 0.25 Control Delay 68.9 11.6 50.6 80.6 32.6 0.1 26.7 72.2 11.0 Queue Delay 0.0 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 50.6 80.6 32.6 26.7 68.9 11.8 0.1 72.2 11.0 LOS E В D C C E В Approach Delay 50.6 53.8 54.0 23.3 Approach LOS D D C D Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 144 (96%), Referenced to phase 2:WBTL, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.95 Intersection Signal Delay: 40.5 Intersection LOS: D Intersection Capacity Utilization 101.4% ICU Level of Service G Analysis Period (min) 15 Splits and Phases: 8: Alden Road & E Princeton St $\overline{\mathcal{I}}_{\underline{\emptyset}1}$ **↑**Ø4 Ø2 (R) Orlando 06/01/2016 AM No Build Synchro 9 Report Shane Page 5

	1	7	4	1	Į.	✓	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			લ	1		
Traffic Volume (vph)	0	0	0	146	131	0	
Future Volume (vph)	12	29	- 5	147	152	3	
Satd. Flow (prot)	1660	0	0	1859	1857	0	
Fit Permitted	0.986			0.998			
Satd. Flow (perm)	1660	0	0	1859	1857	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	16	39	7	200	207	4	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	55	0	0	207	211	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza	ation 12.9%			10	OU Level	of Service A	

	1		*	1	•	•	1	<b>†</b>	1	1	Ţ	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4		000.00	4			4	(7)		4	
Fraffic Volume (vph)	36	306	8	110	449	28	3	19	11	50	47	66
Future Volume (vph)	36	331	15	228	461	33	6	20	58	81	66	66
Satd. Flow (prot)	0	1844	0	0	1822	0	0	1683	0	0	1751	0
It Permitted		0.995			0.984			0.997			0.981	
Satd. Flow (perm)	0	1844	0	0	1822	0	0	1683	0	0	1751	0
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#hr)			2			4			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
did-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	49	450	20	310	626	45	8	27	79	110	90	90
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	519	0	0	981	0	0	114	0	0	290	0
Sign Control		Free			Free			Stop			Stop	
ntersection Summary												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	100	99.00	4	
Traffic Volume (vph)	0	0	0	49	0	9	0	12	8	11	101	C
Future Volume (vph)	14	7	8	90	12	9	6	49	28	11	217	28
Satd. Flow (prot)	0	1753	0	0	1770	0	0	1772	0	0	1831	0
Fit Permitted		0.977			0.961			0.996			0.998	
Satd. Flow (perm)	0	1753	0	0	1770	0	0	1772	0	0	1831	0
Confl. Peds. (#/hr)									1			
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	10	11	122	16	12	8	67	38	15	295	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	150	0	0	113	0	0	348	C
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												



	1	-	*	1	-	•	4	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	<b>1</b>		7	<b>†</b> \$	710.000.00
Traffic Volume (vph)	30	6	10	9	7	8	34	1170	5	6	1065	46
Future Volume (vph)	30	6	111	9	. 7	8	126	1173	5	6	1065	46
Satd. Flow (prot)	0	1626	0	0	1739	0	1770	3535	0	1770	3511	0
Fit Permitted		0.920			0.584		0.149			0.133		
Satd. Flow (perm)	0	1510	0	0	1034	0	278	3535	0	248	3511	0
Satd. Flow (RTOR)		84			11			1			10	
Confl. Peds. (#/hr)	1		5	5		1	5		4	4		5
Confl. Bikes (#hr)												6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	\$	151	12	10	11	171	1594	7	\$	1447	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	33	0	171	1601	0	\$	1510	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	24.8	24.8		24.8	24.8		125.2	125.2		125.2	125.2	
Total Lost Time (s)		6.3			6.3		6.2	6.2		6.2	6.2	
Act Effct Green (s)		15.7			15.7		121.8	121.8		121.8	121.8	
Actuated g/C Ratio		0.10			0.10		0.81	0.81		0.81	0.81	
v/c Ratio		0.86			0.28		0.76	0.56		0.04	0.53	
Control Delay		68.8			50.4		32.5	4.2		1.9	2.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.3	
Total Delay		68.8			50.4		32.5	4.2		1.9	2.4	
LOS		Е			D		С	_A		A	Α	
Approach Delay		68.8			50.4			7.0			2.4	
Approach LOS		E			D			Α			Α	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 0 (0%), Referenced to		NBSB ar	d 6:, Star	t of Greer	า							
Control Type: Actuated-Cool	rdinated											
Maximum wc Ratio: 0.86												
Intersection Signal Delay: 8.:					tersection							
Intersection Capacity Utilizat	ion 56.7%			10	OU Level (	of Service	· B					
Analysis Period (min) 15												
Splits and Phases: 25: N I	Mills Aveni	ue & Lake	Highland	d Dr								
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	-110		4	
Traffic Volume (vph)	15	21	5	2	52	10	6	27	0	5	24	42
Future Volume (vph)	15	72	5	2	92	62	6	27	0	55	24	42
Satd. Flow (prot)	0	1833	0	0	1762	0	0	1846	0	0	1736	0
Flt Permitted		0.992			0.999			0.991			0.978	
Satd. Flow (perm)	0	1833	0	0	1762	0	0	1846	0	0	1736	0
Confl. Peds. (#/hr)	11		5	5		11	27		2	2		27
Confl. Bikes (#hr)			2			1			1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	98	7	3	125	84	8	37	0	75	33	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	212	0	0	45	0	0	165	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												

AM No Build 28: Highland Ave & Driveway/Lake Highland Dr 12/17/2016 4 \* 1 1 EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR 4 4 **4** 79 Lane Configurations 4 Traffic Volume (vph) 2 3 81 28 28 17 204 3 Future Volume (vph) 56 51 14 137 81 40 28 4 28 17 300 89 Satd. Flow (prot) 0 1791 0 0 1767 0 0 1820 0 0 1803 0 Fit Permitted 0.977 0.973 0.999 0.998 Satd. Flow (perm) 0 1791 0 0 1767 0 0 1820 0 0 1803 0 Confl. Peds. (#hr) 2 10 10 2 8 8 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 76 110 5 38 23 121 69 19 54 38 186 408 Shared Lane Traffic (%) Lane Group Flow (vph) 0 164 0 0 202 0 0 229 0 0 552 0 Sign Control Stop Stop Free Free Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 48.0% ICU Level of Service A

Analysis Period (min) 15

	1	-	7	1	•	•	1	<b>†</b>	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	f.			4		ሻ	<b>1</b>		7	<b>^</b>	
Traffic Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	105
Future Volume (vph)	66	20	19	9	78	44	33	1065	0	14	1000	105
Satd. Flow (prot)	1770	1712	0	0	1761	0	1770	3539	0	1770	3479	0
Flt Permitted	0.575				0.975		0.126			0.138		
Satd. Flow (perm)	1067	1712	0	0	1722	0	235	3539	0	257	3479	0
Satd. Flow (RTOR)		21			16						20	
Confl. Peds. (#hr)	6		2	2		6	5		1	1		5
Confl. Bikes (#hr)			2			2			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	27	26	12	106	60	45	1 447	.0	19	1359	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	53	0	0	178	0	45	1 447	.0	19	1502	0
Tum Type	Perm	NA		Perm	NA:		Perm	NA		Perm	NA	
Protected Phases		\$			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	33.5	33.5		33.5	33.5		41.5	41.5		41.5	41.5	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	12.4	12.4			12.4		49.9	49.9		49.9	49.9	
Actuated g/C Ratio	0.17	0.17			0.17		0.67	0.67		0.67	0.67	
v/c Ratio	0.51	0.18			0.60		0.29	0.61		0.11	0.65	
Control Delay	37.7	18.4			34.0		12.8	9.2		3.8	5.3	
Queue Delay	0.0	0.0			0.0		0.0	0,0		0.0	0.0	
Total Delay	37.7	18.4			34.0		12.8	9.2		3.8	5.3	
LOS	D	В			С		В	A		A	A	
Approach Delay		30.5			34.0			9.3			5.3	
Approach LOS		C			С			Α			Α	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced to		SBTLand	d 6:NBTL	, Start of	Green							
Control Type: Actuated-Coo	ordinated											
Maximum Wc Ratio; 0,65												
Intersection Signal Delay: 9					tersection							
Intersection Capacity Utiliza	ition 68.4%			IC	CU Level	of Service	e C					
Analysis Period (min) 15												
0.019	NACIDAL ALTAGO	0 = 14										
Splits and Phases: 29: N	Mills Avenu	JE & E M	arks St			T-20-0						
Ø2 (R)						V Ø	4					
41.5 s				,		33,5 s						
< <b>†</b>							20					
Ø6 (R)				710		<b>→</b> Ø8	В					

AM No Build 32: N Orange Ave & Alden Rd

12/17/2016

	_	•	×	/	6	1	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	7	7	<b>↑</b>	7		<b>^</b>	
Traffic Volume (vph)	306	2	452	54	3	814	
Future Volume (vph)	471	2	520	117	3	876	
Satd. Flow (prot)	1770	1583	1863	1583	0	3539	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	1863	1583	0	3539	
Confl. Peds. (#/hr)				5	5		
Confl. Bikes (#hr)				1		3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	640	3	707	159	4	1190	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	640	3	707	159	0	1194	
Sign Control	Stop		Free			Free	
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza				10	CU Level	of Service B	
Analysis Period (min) 15							

Orlando 06/01/2016 AM No Build Shane

AM No Build 33: Highland Ave & City Site South Drive

12/17/2016

	•	*	1	<b>†</b>	Į.	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ન	f)		
Traffic Volume (vph)	0	0	0	121	132	0	
Future Volume (vph)	54	13	7	128	153	86	
Satd. Flow (prot)	1742	0	0	1857	1771	0	
Flt Permitted	0.961			0.997			
Satd. Flow (perm)	1742	0	0	1857	1771	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	73	18	10	174	208	117	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	91	0	0	184	325	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized	1						
Intersection Capacity Utiliz	ation 12.0%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM No Build Shane

# AM No Build 34: Highland Ave & E Marks St 12/17/2016 \* \* 4 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 19 **4** 76 Lane Configurations 4 4 Traffic Volume (vph) 12 26 86 33 28 5 29 159 31 86 Future Volume (vph) 12 19 26 86 37 28 5 31 186 36 Satd. Flow (prot) 0 1780 0 0 1773 0 0 1827 0 1811 0 0 Fit Permitted 0.875 0.927 0.876 0.950 Satd. Flow (perm) 1578 0 0 1658 0 1620 1730 0 Satd. Flow (RTOR) 10 37 5 20 Confl. Peds. (#/hr) 5 5 3 Confl. Bikes (#hr) 1 1 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ó Ô 0 0 0 Bus Blockages (#hr) 0 0 Ô 0 0 Ô 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 26 35 117 38 117 42 253 49 Shared Lane Traffic (%) Lane Group Flow (vph) 0 52 0 202 0 0 162 0 344 Tum Type Perm Perm NA Perm NA Perm NA NA Protected Phases 8 4 6 2 Permitted Phases 8 6 2 4 24.0 24.0 24.0 24.0 26.0 26.0 26.0 26.0 Total Split (s) Total Lost Time (s) 6.0 6.0 6.0 6.0 Act Effct Green (s) 10.9 10.9 24.4 24.4 Actuated g/C Ratio 0.26 0.26 0.57 0.57 w/c Ratio 0.13 0.45 0.17 0.35 Control Delay 11.2 14.5 7.7 8.5 0.0 Queue Delay 0.0 0.0 0.0 Total Delay 11.2 14.5 7.7 8.5 LOS В В Α A Approach Delay 11.3 14.5 7.7 8.5 Approach LOS В В Α A Intersection Summary Cycle Length: 50 Actuated Cycle Length: 42.7 Control Type: Semi Act-Uncoord Maximum wc Ratio: 0.45 Intersection Signal Delay: 10.1 Intersection LOS: B Intersection Capacity Utilization 38.8% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St **₹**ø4 **↑**<u>ø6</u> 10/8 Orlando 06/01/2016 AM No Build Synchro 9 Report

Shane

	•	$\rightarrow$	*	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	775.0		4	,	2,110	4		20	43	
Traffic Volume (vph)	0	1	10	4	8	0	24	40	2	4	53	37
Future Volume (vph)	0	21	17	36	49	13	36	40	42	45	64	37
Satd. Flow (prot)	0	1751	0	0	1796	0	0	1747	0	0	1772	0
Fit Permitted					0.982			0.985			0.985	
Satd. Flow (perm)	0	1751	0	0	1796	0	0	1747	0	0	1772	0
Confl. Peds. (#/hr)							1		1	1		1
Confl. Bikes (#hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	29	23	49	67	18	49	54	57	61	87	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	134	0	0	160	0	0	198	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

Lane Group			200	*	4505 (4)	_	1		-	-	+	*
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	27,117		4	23/2	- 510	4			4	
Traffic Volume (vph)	5	328	23	75	610	11	22	4	37	8	3	9
Future Volume (vph)	5	379	75	75	732	11	35	4	37	8	3	9
Satd. Flow (prot)	0	1820	0	0	1850	0	0	1700	0	0	1716	0
Fit Permitted		0.999			0.995			0.977			0.980	
Satd. Flow (perm)	0	1820	0	0	1850	0	0	1700	0	0	1716	0
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#hr)			5			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	515	102	102	995	15	48	5	50	11	4	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	1112	0	0	103	0	0	27	0
Sign Control		Free			Free			Stop			Stop	
ntersection Summary												

Orlando 06/01/2016 AM No Build Shane

	•	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	,	4		2075	4	-		4			4	
Traffic Volume (vph)	6	320	4	7	586	4	1	0	3	7	2	36
Future Volume (vph)	6	371	4	58	708	4	1	0	58	7	2	36
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1613	0	0	1650	0
Flt Permitted		0.999			0.996			0.999			0.992	
Satd. Flow (perm)	0	1859	0	0	1853	0	0	1613	0	0	1650	0
Confl. Peds. (#/hr)	4		4	4		4			2	2		
Confl. Bikes (#hr)			3			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	504	5	79	962	5	1	0	79	10	3	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	517	0	0	1046	0	0	80	0	0	62	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

Orlando 06/01/2016 AM No Build Shane

AM No Build 45: N Orange Ave & Highland Ave 12/17/2016 K 1 4 NBL Lane Group **NBR** NET NER SWL SWIT **↑**% 431 41 948 Lane Configurations Y Traffic Volume (vph) 38 76 104 179 42 1001 Future Volume (vph) 184 454 112 353 Satd. Flow (prot) 1619 0 3419 0 0 3493 Fit Permitted 0.991 0.610 Satd. Flow (perm) 1619 0 3419 0 0 2157 Satd. Flow (RTOR) 123 65 Confl. Peds. (#/hr) 1 Confl. Bikes (#hr) 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 0 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 57 250 617 152 480 1360 Shared Lane Traffic (%) 1840 Lane Group Flow (vph) 307 769 0 0 Tum Type Prot NA pm+pt NA Protected Phases 4 2! 5! 6 Permitted Phases 6 Total Split (s) 27.7 122.3 109.6 12.7 Total Lost Time (s) 5.7 5.7 5.7 Act Effct Green (s) 117.9 20.7 117.9 Actuated g/C Ratio 0.14 0.79 0.79 w/c Ratio 0.93 0.28 1.09 Control Delay 72.6 4.4 64.8 Queue Delay 0.0 0.0 0.0 Total Delay 72.6 4.4 64.8 LOS E Α E Approach Delay 72.6 4.4 64.8 Approach LOS E E Α Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.09 Intersection Signal Delay: 49.7 Intersection LOS: D Intersection Capacity Utilization \$1.8% ICU Level of Service D Analysis Period (min) 15 ! Phase conflict between lane groups. Splits and Phases: 45: N Orange Ave & Highland Ave M Ø4 ₹ø2 (R) ÿ5 ¥ Ø6

Orlando 06/01/2016 AM No Build

Shane

Synchro 9 Report

AM No Build 50: Brookhaven Dr & Vir. Dr. East Mixed Use

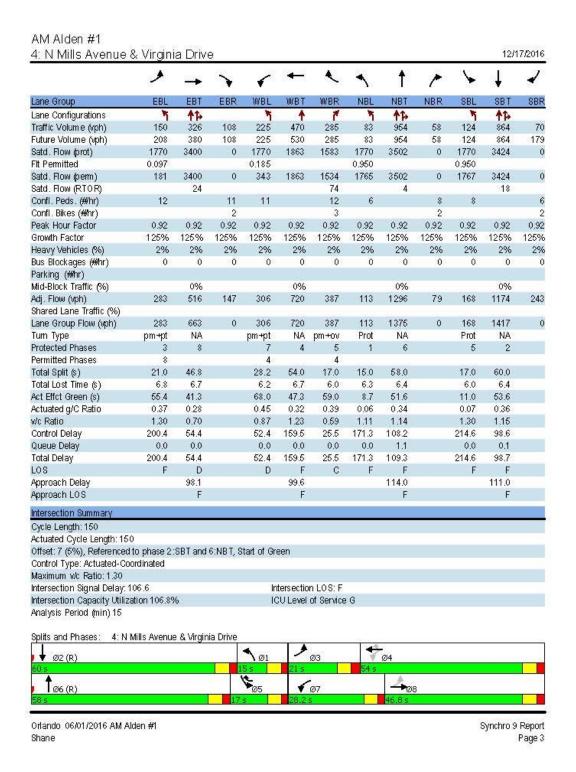
	1	-	-	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	7		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	101	28	11	51	55	86	
Satd. Flow (prot)	0	1792	1656	0	1770	1583	
Flt Permitted		0.962			0.950		
Satd. Flow (perm)	0	1792	1656	0	1770	1583	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	137	38	15	69	75	117	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	175	84	0	75	117	
Sign Control		Free	Free		Stop		
Intersection Summary							
Control Type; Unsignalized							
Intersection Capacity Utiliz	ation 6.7%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM No Build Shane

AM Alden #1 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 Lane Group EBL EBR NBL NBT SBT SBR **555 ^ ↑**\$ Lane Configurations ٦ ሻሻ Traffic Volume (vph) 99 664 104 555 Future Volume (vph) 112 664 1240 956 104 Satd. Flow (prot) 1770 2787 3433 3539 3473 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1746 2787 3411 3539 3473 0 Satd. Flow (RTOR) 19 9 Confl. Peds. (#/hr) 22 22 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 Ó 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 152 754 902 1685 1299 141 Shared Lane Traffic (%) 754 Lane Group Flow (vph) 152 902 1685 1440 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 35.8 47.0 114.2 67.2 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 74.2 26.7 40.4 107.6 60.2 Actuated g/C Ratio 0.27 0.18 0.49 0.72 0.40 w/c Ratio 0.48 0.54 0.98 0.66 1.03 Control Delay 53.9 13.5 64.1 1.9 75.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 53.9 13.5 64.1 75.3 1.9 LOS D В E A E Approach Delay 20.3 23.6 75.3 Approach LOS C E C Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 67 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.03 Intersection Signal Delay: 38.1 Intersection LOS: D Intersection Capacity Utilization 83.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **3** Ø1 Ø2 (R) Tø6 (R) Orlando 06/01/2016 AM Alden #1 Synchro 9 Report

Shane

2: N Orange Ave 8	•		`	-	+	4	4	†	<i>&gt;</i>	1	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<b>^</b>	7	7	<b>^^</b>		7	<b>†</b>	10.00-2.00	7	<b>^</b>	7
Traffic Volume (vph)	352	761	275	42	836	96	121	209	32	95	357	242
Future Volume (vph)	352	763	310	42	846	97	143	246	44	95	403	242
Satd. Flow (prot)	1770	3539	1583	1770	4991	0	1770	3435	0	1770	3539	1583
Flt Permitted	0.091			0.105			0.241			0.413		
Satd. Flow (perm)	170	3539	1556	196	4991	0	445	3435	0	759	3539	1530
Satd. Flow (RTOR)			263		13			13				65
Confl. Peds. (#/hr)	15		3	3		15	15		20	20		16
Confl. Bikes (#hr)				-		2			2			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)		Ť										Ť
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	478	1037	421	57	1149	132	194	334	60	129	548	329
Shared Lane Traffic (%)	71.0	1001			1110	102	104	.004		120	0.10	020
Lane Group Flow (vph)	478	1037	421	57	1281	0	194	394	0	129	548	329
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	~	pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	8	~	8	4			6	~		2	- 2	2
Total Split (s)	43.0	63.3	21.2	23.7	44.0		21.2	38.9		24.1	41.8	43.0
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.7
Act Effct Green (s)	81.2	59.3	73.8	56.4	38.0		52.6	37.9		49.6	36.6	74.3
Actuated g/C Ratio	0.54	0.40	0.49	0.38	0.25		0.35	0.25		0.33	0.24	0.50
v/c Ratio	0.98	0.74	0.47	0.21	1.01		0.69	0.45		0.38	0.63	0.41
Control Delay	86.8	44.1	6.6	25.9	61.1		46.7	46.1		35.0	54.9	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	86.8	44.1	6.6	25.9	61.1		46.7	46.1		35.0	54.9	12.0
LOS	F	D	Α	C	E		D	D		C	D	В
Approach Delay		46.5			59.6			46.3			38.3	
Approach LOS		D			E			D			D	
73.1												
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150		0.0071	1000	TE ACOU								
Offset: 37 (25%), Reference	Contraction of the Contraction of	2:SBTL	and 6:NE	III., Start	of Green							
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 1.01	A.04.0											
Intersection Signal Delay: 4						n LOS: D						
Intersection Capacity Utiliza	ation 103.99	%		10	O Level	of Service	9 (3					
Analysis Period (min) 15												
AUGUSTUS BUTTON NO NO NO	^	0.5.0										
	Orange Ave	&E PHI	ceton St					1.70				
<b>3</b> Ø1	2 (R)			<b>▼</b> Ø	1			1	Ø3			
21.2 s 41.8 s				44 s				43 s				
Ø5 • N	Ø6 (R)			-	į.						Ø7	
24.1 5	(א) פשיו			63.35	9					23.7	5	
3017				DOING .						E01/		



AM Alden #1 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 481 Lane Configurations 7 Traffic Volume (vph) 317 230 257 264 92 Future Volume (vph) 356 247 311 124 299 527 Satd. Flow (prot) 1770 1583 1863 1583 0 3476 Fit Permitted 0.950 0.656 Satd. Flow (perm) 1770 1583 1863 1525 0 2317 Satd. Flow (RTOR) 336 168 Confl. Peds. (#/hr) 7 8 Confl. Bikes (#hr) 2 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 484 336 423 168 406 716 Shared Lane Traffic (%) 1122 Lane Group Flow (vph) 484 336 423 168 0 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 29.0 29.0 33.3 33.3 46.0 Total Split (s) 12.7 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 22.4 22.4 41.0 41.0 41.0 Actuated g/C Ratio 0.30 0.30 0.55 0.55 0.55 w/c Ratio 0.92 0.47 0.42 0.18 0.89 Control Delay 40.7 3.5 11.8 2.0 29.4 Queue Delay 3.2 0.0 0.0 0.0 0.0 Total Delay 43.9 11.8 29.4 3.5 2.0 LOS D В Α C Approach Delay 27.4 9.0 29.4 Approach LOS C C Α Intersection Summary Cycle Length: 75 Actuated Cycle Length: 75 Offset: 69 (92%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.92 Intersection Signal Delay: 24.0 Intersection LOS: C Intersection Capacity Utilization \$1.7% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 Ø2 (R) ₩ø5 Tø6 (R) Orlando 06/01/2016 AM Alden #1 Synchro 9 Report

Shane

	•	-	1	-	•	*	4	Ť	~	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR.	SBL	SBT	SBF
Lane Configurations	1	44			<b>^</b>		7	<b>^</b>	7	7	<b>^</b>	7
Traffic Volume (vph)	180	677	101	18	602	43	63	24	26	40	13	146
Future Volume (vph)	180	689	103	18	602	43	74	24	27	40	13	146
Satd. Flow (prot)	1770	3454	0	0	3490	0	1770	1863	1583	1770	1863	1583
Fit Permitted	0.281				0.892		0.412			0.851		
Satd. Flow (perm)	523	3454	0	0	3116	0	763	1863	1559	1581	1863	1552
Satd. Flow (RTOR)		25			7				109			198
Confl. Peds. (#/hr)	6		3	3		6	3		1	1		3
Confl. Bikes (#hr)						4			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	245	936	140	24	818	58	101	33	37	54	18	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	1076	0	0	900	0	101	33	37	54	18	198
Tum Type	pm+pt	NA		Perm	NA		pm+pt		custom	pm+pt		custom
Protected Phases	1	6			2		7	4		3	8	
Permitted Phases	6			2			4		2	8		6
Total Split (s)	26.0	109.0		83.0	83.0		18.0	28.0	83.0	13.0	23.0	109.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	5.0	6.0
Act Effct Green (s)	115.1	115.1			101.8		21.8	9.7	101.8	13.7	7.0	115.1
Actuated g/C Ratio	0.77	0.77			0.68		0.15	0.06	0.68	0.09	0.05	0.77
w/c Ratio	0.53	0.40			0.43		0.48	0.28	0.03	0.35	0.21	0.16
Control Delay	9.8	1.2			3.5		62.4	71.6	0.1	60.3	73.8	1.1
Queue Delay	0.0	0.1			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	1.3			3.5		62.4	71.6	0.1	60.3	73.8	1.1
LOS	A	Α			A		Е	Е	A	E	E	A
Approach Delay		2.9			3.5			50.7			17.8	
Approach LOS		А			Α			D			В	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 55 (37%), Reference		2:WBTL	Start of	Green								
Control Type: Actuated-Co.	CONTRACTOR OF THE PARTY OF THE	district the second										
Maximum Wc Patio: 0.53												
Intersection Signal Delay: 7	.7			In	tersectio	n LOS: A						
Intersection Capacity Utiliza		)		10	CU Level	of Service	e D					
Analysis Period (min) 15												
Splits and Phases: 8: Ald	len Road &	E Prince	ton St									
-						•	26			4	a	
▼ Ø2 (R)						- 0	1	- 2	<b>9</b> Ø3	Ø4		
83 S						26 S		1	35	28 s	1	
49									<b>1</b> Ø7	1	Ø8	
<b>9</b> 6												

	•	7	4	<b>†</b>	Į.	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7		ર્વ	f)		
Traffic Volume (vph)	0	0	0	146	131	0	
Future Volume (vph)	12	28	6	146	131	2	
Satd. Flow (prot)	1770	1583	0	1859	1859	0	
Fit Permitted	0.950			0.998			
Satd. Flow (perm)	1770	1583	0	1859	1859	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	16	38	8	198	178	3	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	16	38	0	206	181	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							

	•	-	7	1	•	•	1	<b>†</b>	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		William	4			4	.000.000		4	
Traffic Volume (vph)	36	304	8	110	449	28	20	1	37	8	3	7
Future Volume (vph)	38	359	18	226	488	29	28	4	89	25	5	16
Satd. Flow (prot)	0	1842	0	0	1826	0	0	1658	0	0	1729	0
Flt Permitted		0.995			0.985			0.989			0.974	
Satd. Flow (perm)	0	1842	0	0	1826	0	0	1658	0	0	1729	0
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#hr)			3			3			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	52	488	24	307	663	39	38	5	121	34	7	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	1009	0	0	164	0	0	63	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

AM Alden #1 15: Alden Road/Alden Rd & Brookhaven Dr 12/17/2016 \* 1 EBT Lane Group EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **4 4** 12 Lane Configurations 4 Traffic Volume (vph) 0 0 49 9 0 11 101 0 Future Volume (vph) 20 0 9 49 0 9 18 55 11 11 199 30 Satd. Flow (prot) 0 1726 0 0 1749 0 0 1811 0 1827 0 0 Fit Permitted 0.967 0.959 0.990 0.998 Satd. Flow (perm) 0 1726 0 1749 0 0 1811 0 1827 Confl. Peds. (#hr) 1 4 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 27 12 67 12 24 15 15 41 0 0 75 270 Shared Lane Traffic (%) Lane Group Flow (vph) 0 39 0 0 79 0 0 114 0 0 326 0 Sign Control Stop Stop Stop Stop Intersection Summary

ICU Level of Service A

Orlando 06/01/2016 AM Alden #1 Shane

Control Type: Unsignalized Intersection Capacity Utilization 26.0%

Analysis Period (min) 15

AM Alden #1 16: N Orange Ave & Highlands Ave

38 42 653 988 663 87 92 5% 0 0% 57 234	76 130 0 0 0 0.92 125% 2% 0	NET  13  431  463  3433  70  0.92  125%  2%  0	104 113 0 0	179 225 0 0	8WT 41 948 987 3507 0.642 2272	
38 42 663 988 663 87 92 56% 0 0 0 0 67	130 0 0 0 0.92 125% 2%	431 463 3433 3433 70 0.92 125% 2%	113 0 0 0 0.92 125%	225 0 0	948 987 3507 0.642 2272	
38 42 663 988 663 87 92 56% 0 0 0 0 67	130 0 0 0 0.92 125% 2%	431 463 3433 3433 70 0.92 125% 2%	113 0 0 0 0.92 125%	225 0 0	948 987 3507 0.642 2272	
92 5% 063 87 92 5% 0 0 0%	0 0 0.92 125% 2%	3433 70 0.92 125% 2%	0 0 0.92 125%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3507 0.642 2272	
988 653 87 92 55% 0 0 00%	0.92 125% 2%	3433 70 0.92 125% 2%	0 0.92 125%	0.92	0.642 2272	
.92 5% 0 0 0 67	0.92 125% 2%	70 0.92 125% 2%	0.92 125%	0.92	0.642 2272	
87 .92 5% 2% 0	0.92 125% 2%	70 0.92 125% 2%	0.92 125%	0.92		
.92 5% 2% 0 0% 57	125% 2%	0.92 125% 2%	125%		0.92	
5% 2% 0 0 0% 57	125% 2%	125% 2%	125%		0.92	
5% 2% 0 0 0% 57	125% 2%	125% 2%	125%		0.92	
5% 2% 0 0 0% 57	125% 2%	125% 2%	125%		0.92	
5% 2% 0 0 0% 57	125% 2%	125% 2%	125%			
2% 0 0% 57	2%	2%		125%	125%	
0 0% 57	- 1/2		2%	2%	2%	
0% 57	Ť		0	0	0	
57			Ť			
57		0%			0%	
	177	629	154	306	1341	
34	111	020	104	000	1041	
	0	783	0	0	1647	
rot	~	NA		Perm	NA NA	
2		4		i Cilli	8	
2				8	Φ.	
6.0		124.0		124.0	124.0	
4.5		4.5		124.0	4.5	
1.5		119.5			119.5	
					0.80	
.14		0.80				
.75		0.28			0.91	
D		А			В	
hase	2:NBL a	nd 6:, Sta	rt of Gree	en		
ed						
			Ir	tersection	LOS: B	
3.0%			10	CU Level	of Service D	
	4.2 0.0 4.2 D 4.2 D	4.2 0.0 4.2 D 4.2 D hase 2:NBL a	4.2 3.9 0.0 0.0 4.2 3.9 D A 4.2 3.9 D A hase 2:NBL and 6:, Sta	4.2 3.9 0.0 0.0 4.2 3.9 D A 4.2 3.9 D A hase 2:NBL and 6:, Start of Gree ad	4.2 3.9 0.0 0.0 4.2 3.9 D A 4.2 3.9 D A hase 2:NBL and 6:, Start of Green ad Intersection	4.2 3.9 17.6 0.0 0.0 0.0 4.2 3.9 17.6 D A B 4.2 3.9 17.6 D A B  4.2 3.9 17.6 D A B  Intersection LOS: B



Orlando 06/01/2016 AM Alden #1 Shane

AM Alden #1 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR Lane Configurations ٦ 1 4 ٦ 1 **1** Traffic Volume (vph) 30 10 29 17 12 19 1392 19 241 942 41 384 1051 Future Volume (vph) 30 10 29 17 12 384 19 1450 19 241 41 Satd. Flow (prot) 1770 1636 0 0 1809 1583 1770 3531 0 1770 3515 0 Flt Permitted 0.732 0.831 0.950 0.950 Satd. Flow (perm) 1364 1636 0 0 1548 1583 1770 3531 0 1770 3515 0 Satd. Flow (RTOR) 39 251 1 5 Confl. Peds. (#/hr) Confl. Bikes (#hr) 7 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 0 Bus Blockages (#hr) Û Û 0 0 Ó 0 0 Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 41 14 39 23 16 522 26 1970 26 327 1428 56 Shared Lane Traffic (%) Lane Group Flow (vph) 41 53 0 39 522 26 1996 327 1484 Tum Type pm+pt NA Pem NA Perm Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 4 4 44.0 34.5 34.5 34.5 10.9 78.0 28.0 Total Split (s) 9.5 95.1 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 6.1 4.5 6.1 Act Effct Green (s) 38.6 35.6 28.0 28.0 6.2 71.9 25.4 95.3 Actuated g/C Ratio 0.26 0.24 0.19 0.19 0.04 0.48 0.17 0.64 wc Ratio 0.11 0.13 0.14 1.05 0.36 1.18 1.09 0.66 Control Delay 43.2 18.1 52.5 82.6 72.2 102.0 115.1 17.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.1 0.0 0.8 Total Delay 52.5 102.0 115.1 43.2 18.1 82.6 72.2 17.9 LOS D В D F E F B Approach Delay 80.5 101.7 35.4 29.1 Approach LOS F C F D Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 149 (99%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.18 Intersection Signal Delay: 70.8 Intersection LOS: E Intersection Capacity Utilization 99.5% ICU Level of Service F Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₹**ø4 ø3\ ø1 ▼ Ø2 (R) ■ Îø6 (R) **→**Ø8 Orlando 06/01/2016 AM Alden #1 Synchro 9 Report Shane Page 10

AM Alden #1 25: N Mills Avenue & Lake Highland Dr. 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **ተ**β 1170 Lane Configurations 7 4 **1** Traffic Volume (vph) 30 6 10 34 1065 42 9 5 6 1065 Future Volume (vph) 30 6 127 9 8 131 1170 5 6 42 Satd. Flow (prot) 0 1621 0 0 1736 0 1770 3535 0 1770 3512 0 Flt Permitted 0.927 0.572 0.150 0.133 Satd. Flow (perm) 1515 0 0 1011 279 3535 0 248 3512 0 Satd. Flow (RTOR) 96 11 1 9 Confl. Peds. (#/hr) 5 5 5 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 0 Bus Blockages (#hr) Û Û Ó 0 Ô 0 Ó Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 41 8 173 12 10 178 1590 1447 57 11 Shared Lane Traffic (%) 33 Lane Group Flow (vph) 0 222 0 0 178 1597 8 1504 Tum Type Perm NA Pem NA Perm NA Perm NA Protected Phases 4 4 2 2 Permitted Phases 4 2 2 4 24.0 24.0 24.0 24.0 126.0 126.0 126.0 Total Split (s) 126.0 Total Lost Time (s) 6.3 6.3 6.2 6.2 6.2 6.2 Act Effct Green (s) 16.0 16.0 121.5 121.5 121.5 121.5 Actuated g/C Ratio 0.11 0.11 0.81 0.81 0.81 0.81 w/c Ratio 0.90 0.28 0.79 0.56 0.04 0.53 Control Delay 73.0 50.9 38.6 6.2 1.7 2.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.2 Total Delay 73.0 50.9 38.6 6.2 1.7 2.5 LOS E D D Α Α A Approach Delay 73.0 50.9 9.5 2.5 Approach LOS E D Α A Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 121 (\$1%), Referenced to phase 2:NBSB and 6:, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.90 Intersection Signal Delay: 10.8 Intersection LOS: B Intersection Capacity Utilization 56.7% ICU Level of Service B Analysis Period (min) 15 Splits and Phases: 25: N Mills Avenue & Lake Highland Dr **\$**\_Ø4 **∤**↑ Ø2 (R)

Shane

Synchro 9 Report

AM Alden #1 27: Ferris Ave & Lake Highland Dr 12/17/2016 \* \* 4 1 \* EBT Lane Group EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **4** 38 **♣** 53 Lane Configurations 4 Traffic Volume (vph) 15 5 2 57 10 24 2 37 38 56 Future Volume (vph) 15 88 5 2 113 51 24 2 53 45 Satd. Flow (prot) 0 1839 0 0 1785 0 0 1820 0 0 1758 0 Fit Permitted 0.993 0.999 0.982 0.982 Satd. Flow (perm) 0 1839 0 0 1785 0 0 1820 0 0 1758 0 Confl. Peds. (#/hr) 11 5 5 11 27 27 2 2 Confl. Bikes (#hr) 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 20 7 3 33 3 76 61 120 154 69 52 72 Shared Lane Traffic (%) Lane Group Flow (vph) 0 147 0 0 226 0 0 88 0 0 209 0 Sign Control Stop Stop Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 28.0% ICU Level of Service A Analysis Period (min) 15

AM Alden #1 28: Highland Ave & Driveway/Lake Highland Dr 12/17/2016 \* 1 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 4 **4** 76 Lane Configurations 4 4 Traffic Volume (vph) 2 9 44 0 20 0 47 22 0 88 77 21 105 Future Volume (vph) 31 103 85 20 3 71 23 115 27 Satd. Flow (prot) 0 1800 0 0 1794 0 0 1762 0 0 1809 0 Fit Permitted 0.988 0.976 0.999 0.993 Satd. Flow (perm) 0 1800 0 0 1794 0 0 1762 0 0 1809 0 Confl. Peds. (#/hr) 2 10 10 2 8 8 Confl. Bikes (#hr) 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 42 140 4 143 37 105 29 115 27 96 31 156 Shared Lane Traffic (%) Lane Group Flow (vph) 0 176 0 0 282 0 0 243 0 0 224 0 Sign Control Stop Stop Free Free Intersection Summary Control Type: Unsignalized

ICU Level of Service A

Orlando 06/01/2016 AM Alden #1 Shane

Intersection Capacity Utilization 39.8%

Analysis Period (min) 15

	1	-	*	1	-	•	1	<b>†</b>	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	7		ALE SPECIES	4		7	<b>^</b>		ሻ	<b>†</b> 1>	71 4.
Traffic Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	105
Future Volume (vph)	66	20	19	9	78	44	33	1067	ō	15	1015	105
Satd. Flow (prot)	1770	1713	0	0	1761	0	1770	3539	0	1770	3480	(
Fit Permitted	0.575	1110			0.975		0.122	0000		0.138	0400	
Satd. Flow (perm)	1067	1713	0	0	1722	0	227	3539	0	257	3480	(
Satd. Flow (RTOR)	1001	20	~		16	~	221	0000	~~	201	20	- ~
Confl. Peds. (#hr)	6		2	2	1.	6	5		1	1	20	6
Confl. Bikes (#hr)	- V		_			1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%) Bus Blockages (#hr)	270	270	270	270	270	270	270	270	270	270	270	270
Parking (#hr)	:0	V		U	Ų.	.0	v	U	U	Ų.	.0.0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
EXCENSION EXCENSION EXCENSION FOR SECURITION AND ADMINISTRATION ADMINISTRATION AND ADMINISTRATION AND ADMINISTRATION AND ADMINI	90	27	26	12	106	60	45	1450	0	20	1379	143
Adj. Flow (vph)	90	21	20	12	100	60	40	1450	:0	20	10/9	143
Shared Lane Traffic (%)	90	53	0	0	170	0	45	1450	0	20	1522	0
Lane Group Flow (vph)			V	200	178	U			:0			Ų
Tum Type	Perm	NA 8		Perm	NA 4		Perm	NA		Perm	NA	
Protected Phases	_	*		- 2	4:		_	6			2	
Permitted Phases	8	22.5		4	20.5		6	44.5		2	44.5	
Total Split (s)	33.5	33.5		33.5	33.5		41.5	41.5		41.5	41.5	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	12.4	12.4			12.4		49.9	49.9		49.9	49.9	
Actuated g/C Ratio	0.17	0.17			0.17		0.67	0.67		0.67	0.67	
v/c Ratio	0.51	0.18			0.60		0.30	0.62		0.12	0.66	
Control Delay	37.7	18.8			34.0		13.3	9.3		4.8	5.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	37.7	18.8			34.0		13.3	9.3		4.8	5.9	
LOS	D	В			C		В	A		A	A	
Approach Delay		30.7			34.0			9.4			5.9	
Approach LOS		С			С			Α			Α	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 60 (80%), Reference	ed to phase	2:SBTL	and 6:NB	TL, Start	of Green							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.66												
Intersection Signal Delay: 1	0.0			In	tersection	LOS: A						
Intersection Capacity Utiliza	ation 68.4%			IC	OU Level of	of Service	C					
Analysis Period (min) 15												
ACTION OF BRIDE WAS A SECOND	Langer Annual Control											
Splits and Phases: 29: N	Mills Avenu	ie & E Ma	arks St			1-2-						- A
♥ Ø2 (R)						V Ø	1					100
41.5 s				/g		33.5 s						-
. ≪∱ access						1	5					
Ø6 (R)				70		<b>→</b> Ø8	5					
						July 3						

AM Alden #1 33: Highland Ave & City South Driveway

	•	*	1	<b>†</b>	<b>↓</b>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7		ન	f)		
Traffic Volume (vph)	0	0	0	121	132	0	
Future Volume (vph)	49	14	7	128	155	75	
Satd. Flow (prot)	1770	1583	0	1857	1781	0	
Fit Permitted	0.950			0.997			
Satd. Flow (perm)	1770	1583	0	1857	1781	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	67	19	10	174	211	102	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	67	19	0	184	313	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized	1						
Intersection Capacity Utiliz	ation 12.0%	Į.		10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM Alden #1 Shane

	•	-	7	1	•	•	4	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	12	19	7	26	86	33	28	76	5	29	159	31
Future Volume (vph)	12	19	7	26	86	37	28	86	5	31	189	36
Satd. Flow (prot)	0	1787	0	0	1773	0	0	1827	0	0	1811	0
Flt Permitted		0.875			0.927			0.875			0.951	
Satd. Flow (perm)	0	1585	0	0	1659	0	0	1618	0	0	1732	0
Satd. Flow (RTOR)		10			37			5			20	
Confl. Peds. (#/hr)	5					5	1		3	3		1
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	26	10	35	117	50	38	117	7	42	257	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	202	0	0	162	0	0	348	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		10.9			10.9			24.4			24.4	
Actuated g/C Ratio		0.26			0.26			0.57			0.57	
v/c Ratio		0.13			0.45			0.17			0.35	
Control Delay		11.2			14.5			7.7			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			14.5			7.7			8.5	
LOS		В			В			А			Α	
Approach Delay		11.3			14.5			7.7			8.5	
Approach LOS		В			В			A			A	
Intersection Summary Cycle Length: 50												
Actuated Cycle Length: 42.7												
Control Type: Semi Act-Unc												
Maximum wc Ratio: 0.45	Jora											
Intersection Signal Delay: 10	1			le	tersection	n I n g· B						
Intersection Capacity Utilizat						of Service	Δ					
Analysis Period (min) 15	1011 00.070			- 25	JO ECUCI	or ocraice	10					
Transfer of Street Williams												
Splits and Phases: 34: Hig	ghland Ave	& E Mar	ks St									
					4	_						
<b>♥</b> Ø2						Ø4						
<u>Z6 S</u>					24	S.						-
Tø6					-	<b>→</b> 1Ø8						
26 s			N.		24	s						

AM Alden #1 12/17/2016 37: Ferris Ave & Brookhaven Dr \* \* 4 1 EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR 4 38 **♣** 53 Lane Configurations 4 Traffic Volume (vph) 0 10 8 0 24 2 37 Future Volume (vph) 50 38 59 0 4 10 8 39 24 43 67 37 Satd. Flow (prot) 0 1678 0 0 1718 0 0 1741 0 0 1773 0 Fit Permitted 0.989 0.975 0.982 Satd. Flow (perm) 0 1678 0 0 1718 0 0 1741 0 0 1773 0 Confl. Peds. (#hr) 1 1 Confl. Bikes (#hr) 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 0 5 14 68 33 58 80 50 11 53 52 91 Shared Lane Traffic (%) Lane Group Flow (vph) 0 19 0 0 132 0 0 143 0 0 221 0 Sign Control Stop Stop Free Free Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 22.7% ICU Level of Service A Analysis Period (min) 15

	•	-	*	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2010		4			4	.000.000		43	
Traffic Volume (vph)	5	328	23	75	610	11	20	1	37	8	3	7
Future Volume (vph)	5	383	92	75	727	11	59	1	37	8	3	7
Satd. Flow (prot)	0	1812	0	0	1850	0	0	1713	0	0	1723	0
Flt Permitted		0.999			0.995			0.970			0.978	
Satd. Flow (perm)	0	1812	0	0	1850	0	0	1713	0	0	1723	0
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	520	125	102	988	15	80	1	50	11	4	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	652	0	0	1105	0	0	131	0	0	25	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

	•		*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	,	4		2075	4	-		4			4	
Traffic Volume (vph)	6	320	4	7	586	4	1	0	3	5	0	34
Future Volume (vph)	6	375	4	59	703	4	1	0	60	5	0	34
Satd. Flow (prot)	0	1859	0	0	1853	0	0	1613	0	0	1633	0
Flt Permitted		0.999			0.996			0.999			0.993	
Satd. Flow (perm)	0	1859	0	0	1853	0	0	1613	0	0	1633	0
Confl. Peds. (#/hr)	4		4	4		4			2	2		
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	510	5	80	955	5	1	0	82	7	0	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	1040	0	0	83	0	0	53	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

AM Alden #1 48: Brookhaven Dr & East Mixed Use Driveway

	1	-	•	*	1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	13		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	99	28	11	52	57	85	
Satd. Flow (prot)	0	1792	1656	0	1770	1583	
Flt Permitted		0.962			0.950		
Satd. Flow (perm)	0	1792	1656	0	1770	1583	
Confl. Peds. (#hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	135	38	15	71	77	115	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	173	86	0	77	115	
Sign Control		Free	Free		Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 6.7%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM Alden #1 Shane

AM Alden #1 50: Alden Road & Lake Highlands Drive

	1	*	<b>†</b>	1	1	Į.	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	Y		ĵ.		11.70	4	
Traffic Volume (vph)	158	2	103	18	24	217	
Future Volume (vph)	203	21	148	75	32	316	
Satd. Flow (prot)	1759	0	1779	0	0	1853	
Fit Permitted	0.957					0.995	
Satd. Flow (perm)	1759	0	1779	0	0	1853	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	276	29	201	102	43	429	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	305	0	303	0	0	472	
Sign Control	Stop		Stop			Stop	
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza	ation 45.2%	<u> </u>		10	CU Level	of Service A	
Analysis Period (min) 15							

Description: Alden at Lake Highland

Orlando 06/01/2016 AM Alden #1 Shane

AM Alden #2 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 \* Lane Group EBL EBR NBL NBT SBT SBR **555 ^ ↑**\$ Lane Configurations ٦ ሻሻ Traffic Volume (vph) 99 664 104 99 Future Volume (vph) 640 664 1353 967 119 Satd. Flow (prot) 1770 2787 3433 3539 3467 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1746 2787 3412 3539 3467 0 Satd. Flow (RTOR) 19 11 Confl. Peds. (#/hr) 22 22 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 Ó 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 135 870 902 1838 1314 162 Shared Lane Traffic (%) 870 Lane Group Flow (vph) 135 902 1838 1476 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 36.0 46.4 114.0 67.6 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 73.8 27.4 39.3 106.9 60.6 Actuated g/C Ratio 0.26 0.18 0.49 0.71 0.40 w/c Ratio 0.42 0.63 1.00 0.73 1.05 Control Delay 41.6 23.6 71.3 2.4 80.7 0.0 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 41.6 23.6 71.3 80.7 2.4 LOS D C E Approach Delay 26.0 25.1 80.7 Approach LOS C C F Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 52 (35%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.05 Intersection Signal Delay: 41.0 Intersection LOS: D Intersection Capacity Utilization 83.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **\$** Ø1 ▼ Ø2 (R) Tø6 (R) Orlando 06/01/2016 AM Alden #2 Synchro 9 Report

Shane

278

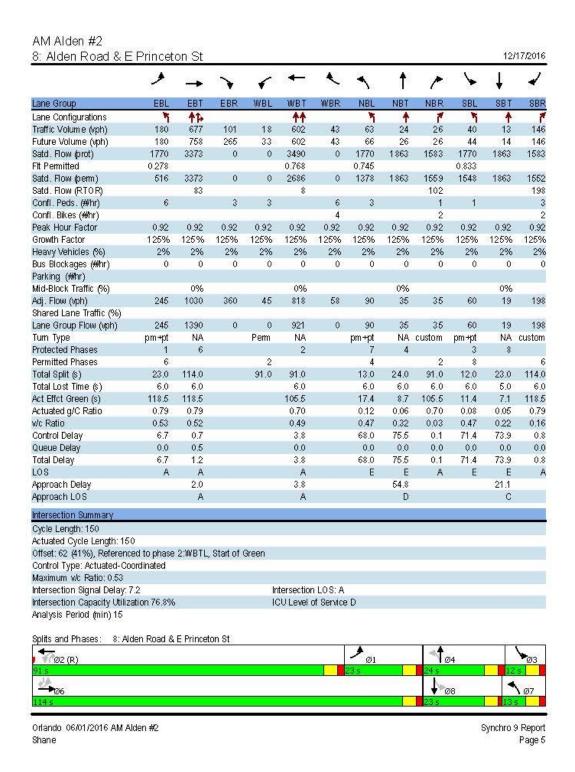
	1	-	7	1	•	*	4	1	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<b>^</b>	7	7	<b>^^</b>		7	<b>1</b>	1000000	7	<b>^</b>	7
Traffic Volume (vph)	352	761	275	42	836	96	121	209	32	95	357	242
Future Volume (vph)	352	979	275	42	839	96	139	239	32	122	357	242
Satd. Flow (prot)	1770	3539	1583	1770	4991	0	1770	3458	0	1770	3539	1583
Fit Permitted	0.087			0.132			0.476			0.206		
Satd. Flow (perm)	162	3539	1556	246	4991	0	877	3458	0	379	3539	1530
Satd. Flow (RTOR)			286		13			9				67
Confl. Peds. (#/hr)	15		3	3		15	15		20	20		15
Confl. Bikes (#hr)						2			2			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	478	1330	374	57	1140	130	189	325	43	166	485	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	478	1330	374	57	1270	0	189	368	0	166	485	329
Tum Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	*		8	4			6			2		2
Total Split (s)	42.6	63.9	19.9	23.7	45.0		19.9	38.3		24.1	42.5	42.6
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.7
Act Effct Green (s)	\$1.9	70.4	84.5	47.3	39.0		34.6	34.3		36.4	36.3	73.7
Actuated g/C Ratio	0.55	0.47	0.56	0.32	0.26		0.23	0.23		0.24	0.24	0.49
wc Ratio	0.99	0.80	0.37	0.36	0.97		0.66	0.46		0.70	0.57	0.41
Control Delay	\$2.6	39.3	3.7	22.9	52.6		55.9	40.3		63.7	53.0	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	82.6	39.3	3.7	22.9	52.6		55.9	40.3		63.7	53.0	12.2
LOS	F	D	A	C	D		E	D		E	D	В
Approach Delay		42.7			51.3			45.6			41.1	
Approach LOS		D			D			D			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15												
Offset: 137 (91%), Referen		e 2:SBT	Land 6:N	BTL, Stan	t of Greei	า						
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.99												
Intersection Signal Delay: 4					tersectio		_					
Intersection Capacity Utiliza	ation 103.94	%		10	CU Level	of Service	e G					
Analysis Period (min) 15												
Outside the Desire Control	O	0.5.04										
Splits and Phases: 2: N	Orange Ave	T	the second second	T JA				1	25'			- 4
<b>₽</b> Ø2 (R)		\$ 0	1	<b>₹</b> Ø3	í.			4	Ø4			
42.5 s		19.9 s		42,6 s		100		45 s				
4	NOVOST					1	Greene Contract					
	Ø6 (R)			₩ Ø7	17	- 4	<b>1</b> Ø8					
Ø5				22.24		2000	11.0					

AM Alden #2 4: N Mills Avenue & Virginia Drive 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **1**%1 **1** 865 Lane Configurations ٦ **1** Traffic Volume (vph) 66 87 237 446 74 63 124 42 860 88 Future Volume (vph) 238 208 90 259 531 88 141 865 63 124 1025 83 Satd. Flow (prot) 1770 3349 0 1770 1863 1583 1770 3498 0 1770 3490 0 Flt Permitted 0.111 0.333 0.950 0.950 Satd. Flow (perm) 207 3349 0 616 1863 1534 1766 3498 0 1766 3490 0 Satd. Flow (RTOR) 41 121 6 6 Confl. Peds. (#/hr) 12 11 11 12 \$ Confl. Bikes (#hr) 2 3 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 Bus Blockages (#hr) Û Û 0 0 Ô 0 Ó Û 0 0 Ô Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 323 283 122 352 721 120 192 1175 168 1393 113 Shared Lane Traffic (%) Lane Group Flow (vph) 323 405 352 721 120 192 1261 168 1506 Tum Type NA pm+pt NA pm+ov Prot NA Prot NA pm+pt Protected Phases 3 8 4 5 6 5 2 Permitted Phases 8 4 4 37.6 52.0 18.0 60.0 58.0 Total Split (s) 22.0 36.4 16.0 16.0 Total Lost Time (s) 6.8 6.7 6.2 6.7 6.0 6.3 6.4 6.0 6.4 Act Effct Green (s) 51.0 35.9 67.0 45.3 56.0 11.7 53.6 10.0 51.6 Actuated g/C Ratio 0.34 0.24 0.45 0.30 0.37 0.08 0.36 0.07 0.34 wc Ratio 1.42 0.49 0.75 1.28 0.18 1.39 1.01 1.42 1.25 Control Delay 248.2 46.9 39.2 182.5 4.9 251.6 64.4 271.1 144.1 Queue Delay 3.9 0.0 0.0 0.0 22.0 0.0 0.4 0.0 0.1 Total Delay 252.2 46.9 39.2 182.5 26.9 251.6 64.8 271.1 144.2 LOS D D C E F Approach Delay 89.5 157.0 138.0 124.6 Approach LOS F F Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 15 (10%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.42 Intersection Signal Delay: 127.2 Intersection LOS: F Intersection Capacity Utilization 96.5% ICU Level of Service F Analysis Period (min) 15 Splits and Phases: 4: N Mills Avenue & Virginia Drive **≯**\_ø₃ ♥ Ø4 **↑** Ø1 Ø2 (R) 1<u>Ø6 (R)</u> **√**Ø7 **7**Ø8 Orlando 06/01/2016 AM Alden #2 Synchro 9 Report Shane Page 3

AM Alden #2 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 481 Lane Configurations ٦ 7 Traffic Volume (vph) 322 230 257 92 259 Future Volume (vph) 322 278 257 92 259 481 Satd. Flow (prot) 1770 1583 1863 1583 0 3479 Fit Permitted 0.950 0.699 Satd. Flow (perm) 1770 1583 1863 1525 2469 Satd. Flow (RTOR) 378 125 Confl. Peds. (#/hr) 7 8 Confl. Bikes (#hr) 2 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 438 378 349 125 352 654 Shared Lane Traffic (%) 378 Lane Group Flow (vph) 438 349 125 0 1006 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 Total Split (s) 30.0 30.0 32.3 32.3 45.0 12.7 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 22.0 22.0 41.4 41.4 41.4 Actuated g/C Ratio 0.29 0.29 0.55 0.55 0.55 w/c Ratio 0.85 0.52 0.34 0.14 0.74 Control Delay 2.5 43.0 8.0 0.2 17.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 43.0 2.5 17.7 8.0 0.2 LOS D Α В Approach Delay 26.8 1.9 17.7 Approach LOS C В Α Intersection Summary Cycle Length: 75 Actuated Cycle Length: 75 Offset: 23 (31%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.85 Intersection Signal Delay: 17.7 Intersection LOS: B Intersection Capacity Utilization \$1.9% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 ₩ Ø2 (R) ¶<u>ø6 (R)</u>

Shane

Synchro 9 Report



AM Alden #2 9: Alden Road & Alden North Driveway

	•	*	1	<b>†</b>	Į.	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ન	f)		
Traffic Volume (vph)	Ô	0	0	146	131	0	
Future Volume (vph)	3	6	32	148	292	19	
Satd. Flow (prot)	1668	0	0	1846	1848	0	
Flt Permitted	0.984			0.991			
Satd. Flow (perm)	1668	0	0	1846	1848	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	4	8	43	201	397	26	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	12	0	0	244	423	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							
Control Type; Unsignalized	1						
Intersection Capacity Utiliz	ation 12.9%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM Alden #2 Shane

	1	-	7	1	-	•	1	<b>†</b>	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	- 17075	4			4			4	(7)		4	
Traffic Volume (vph)	34	306	\$	103	449	28	3	9	11	118	47	66
Future Volume (vph)	34	306	8	158	465	57	35	14	140	162	170	66
Satd. Flow (prot)	0	1848	0	0	1820	0	0	1661	0	0	1785	0
Fit Permitted		0.995			0.988			0.991			0.980	
Satd. Flow (perm)	0	1848	0	0	1820	0	0	1661	0	0	1785	0
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		1
Confl. Bikes (#hr)			3			3			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	416	11	215	632	77	48	19	190	220	231	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	924	0	0	257	0	0	541	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

AM Alden #2 15: Alden Rd & South Alden Driveway/Brookhaven Dr 12/17/2016 \* 1 NBT Lane Group EBL EBT EBR WBL WBT WBR NBL NBR SBL SBT SBR 4 **4** 12 Lane Configurations 4 Traffic Volume (vph) 0 0 49 9 0 11 101 0 Future Volume (vph) 29 0 19 49 0 9 32 149 8 11 237 42 Satd. Flow (prot) 0 1711 0 0 1749 0 0 1837 0 1822 0 0 Fit Permitted 0.971 0.959 0.992 0.998 Satd. Flow (perm) 0 1711 0 0 1749 0 1837 0 1822 Confl. Peds. (#hr) 1 4 Confl. Bikes (#hr) 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 39 26 67 12 43 11 15 57 0 0 202 322 Shared Lane Traffic (%) Lane Group Flow (vph) 0 65 0 0 79 0 0 256 0 0 394 0 Sign Control Stop Stop Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 26.0% ICU Level of Service A

Analysis Period (min) 15

AM Alden #2

16: N Orange Ave & Lake Highland Drive

	_	€.	×	/	6	×	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	1	7	<b>†</b>		7	<b>^</b>	
Traffic Volume (vph)	158	0	323	127	177	740	
Future Volume (vph)	171	0	323	153	177	740	
Satd. Flow (prot)	1770	1863	3340	0	1770	3539	
Fit Permitted	0.950				0.078		
Satd. Flow (perm)	1770	1863	3340	0	145	3539	
Satd. Flow (RTOR)			95				
Confl. Peds. (#/hr)		1		3	3		
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	232	0	439	208	240	1005	
Shared Lane Traffic (%)	202		100				
Lane Group Flow (vph)	232	0	647	0	240	1005	
Tum Type	Prot	Perm	NA		Perm	NA	
Protected Phases	8	1 01111				6	
Permitted Phases		8	4		6		
Total Split (s)	20.0	20.0	20.0		55.0	55.0	
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0	
Act Effct Green (s)	15.4	7.0	15.4		51.6	51.6	
Actuated g/C Ratio	0.21		0.21		0.69	0.69	
v/c Ratio	0.64		0.85		2.42	0.41	
Control Delay	35.9		36.4		678.1	5.2	
Queue Delay	0.0		0.0		0.0	0.0	
Total Delay	35.9		36.4		678.1	5.2	
LOS	D		D		F	A	
Approach Delay	35.9		36.4			134.9	
Approach LOS	D		D			F	
	-						
Intersection Summary Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 10 (13%), Reference	ad to phace	6:910/TL	Start of	Groon			
Control Type: Actuated-Co		V.0001L	, otali oi	Orcon			
Maximum wc Ratio: 2.42	ordinated						
Intersection Signal Delay: 9	M 1			le	ntersectio	n I O St E	
Intersection Capacity Utiliza		3				of Service A	
Analysis Period (min) 15	3001143.070			10	OO LEGE!	or geralce W	
Miarysis i eriod (iiiri) io							
Splits and Phases: 16: N	Orange Av	re & Lake	Highland	Drive			68
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							20 s
<b>≠</b> ø6 (R)							2
							<b>  </b>

Shane

Orlando 06/01/2016 AM Alden #2

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AM Alden #2 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR Lane Configurations ٦ 1 4 ٦ 1 **1** Traffic Volume (vph) 30 10 29 17 12 19 1392 19 241 942 41 384 1147 Future Volume (vph) 30 10 29 18 12 384 19 1563 20 241 41 Satd. Flow (prot) 1770 1636 0 0 1809 1583 1770 3531 0 1770 3519 0 Flt Permitted 0.731 0.826 0.950 0.950 Satd. Flow (perm) 1362 1636 0 0 1539 1583 1770 3531 0 1770 3519 Satd. Flow (RTOR) 39 227 1 4 Confl. Peds. (#/hr) Confl. Bikes (#hr) 7 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô Ó. 0 Bus Blockages (#hr) Û 0 0 Ó 0 Ó Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 41 14 39 24 16 522 26 2124 27 327 1558 56 Shared Lane Traffic (%) Lane Group Flow (vph) 41 53 0 40 522 26 2151 327 1614 Tum Type Perm pm+pt NA NA Perm Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 4 4 44.0 34.5 34.5 34.5 10.9 0.08 26.0 95.1 Total Split (s) 9.5 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 6.1 4.5 6.1 Act Effct Green (s) 38.6 35.6 28.0 28.0 6.2 73.9 23.4 95.3 Actuated g/C Ratio 0.26 0.24 0.19 0.19 0.04 0.49 0.16 0.64 w/c Ratio 0.11 0.13 0.14 1.09 0.36 1.24 1.19 0.72 Control Delay 43.2 18.1 52.6 98.1 69.2 140.8 149.4 16.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.9 Total Delay 52.6 140.8 43.2 18.1 98.1 69.2 149.4 19.5 LOS D В D F E F В Approach Delay 140.0 41.4 29.1 94.8 Approach LOS F D C F Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 136 (91%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.24 Intersection Signal Delay: 92.4 Intersection LOS: F Intersection Capacity Utilization 99.5% ICU Level of Service F Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₹**ø4 ø3\ ø1 ₩ Ø2 (R) Tø6 (R) **→**Ø8 Orlando 06/01/2016 AM Alden #2 Synchro 9 Report Shane Page 10

AM Alden #2 25: N Mills Avenue & Lake Highland Dr 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 4 **ተ**β 1170 7 Lane Configurations **1** Traffic Volume (vph) 30 10 10 241 1065 46 6 Future Volume (vph) 30 12 119 10 8 10 271 1237 3 6 1255 46 Satd. Flow (prot) 0 1630 0 0 1730 0 1770 3539 0 1770 3516 0 Flt Permitted 0.926 0.557 0.105 0.118 Satd. Flow (perm) 1522 0 0 981 196 3539 0 220 3516 0 Satd. Flow (RTOR) 64 14 1 9 Confl. Peds. (#/hr) 5 5 5 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 0 Bus Blockages (#hr) Û Û 0 0 Ô 0 Ó Û Ó 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 41 16 162 14 11 14 368 1681 1705 63 8 Shared Lane Traffic (%) Lane Group Flow (vph) 0 219 0 39 368 1685 \$ 1768 Tum Type Perm NA Pem NA Perm NA Perm NA Protected Phases 4 4 2 2 Permitted Phases 4 2 2 4 22.5 22.5 22.5 22.5 127.5 127.5 127.5 Total Split (s) 127.5 Total Lost Time (s) 6.3 6.3 6.2 6.2 6.2 6.2 Act Effct Green (s) 16.2 16.2 121.3 121.3 121.3 121.3 Actuated g/C Ratio 0.11 0.11 0.81 0.81 0.81 0.81 w/c Ratio 0.99 0.33 2.33 0.59 0.05 0.62 Control Delay 104.3 52.1 633.9 5.2 2.3 5.1 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.9 Total Delay 52.1 633.9 5.2 104.3 2.3 6.0 LOS D Α Α A Approach Delay 104.3 52.1 117.9 6.0 Approach LOS D F F A Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 127 (85%), Referenced to phase 2:NBSB and 6:, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 2.33 Intersection Signal Delay: 67.9 Intersection LOS: E Intersection Capacity Utilization 77.0% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 25: N Mills Avenue & Lake Highland Dr **\$**1004 **↓1** <u>Ø2 (R)</u>

Shane

Synchro 9 Report

AM Alden #2 27: Ferris Ave & Lake Highland Dr 12/17/2016 \* \* 4 1 \* EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR 21 **4** 4 24 Lane Configurations 4 Traffic Volume (vph) 15 5 2 52 10 6 0 5 42 Future Volume (vph) 27 52 20 84 5 2 83 10 6 0 24 52 Satd. Flow (prot) 0 1835 0 0 1833 0 0 1846 0 0 1725 0 Fit Permitted 0.991 0.999 0.991 0.980 Satd. Flow (perm) 0 1835 0 0 1833 0 0 1846 0 0 1725 0 Confl. Peds. (#/hr) 11 5 5 11 27 27 2 2 Confl. Bikes (#hr) 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 27 7 3 8 0 71 71 114 113 14 37 33 Shared Lane Traffic (%) Lane Group Flow (vph) 0 148 0 0 130 0 0 45 0 0 175 0 Sign Control Stop Stop Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 27.6% ICU Level of Service A

Analysis Period (min) 15

	1	7	4	1	<b>↓</b>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		USB	<b>^</b>	<b>^</b>		
Traffic Volume (vph)	21	9	69	20	150	0	
Future Volume (vph)	130	16	287	101	312	0	
Satd. Flow (prot)	1756	0	0	1796	1863	0	
Fit Permitted	0.957			0.964			
Satd. Flow (perm)	1756	0	0	1796	1863	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	177	22	390	137	424	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	199	0	0	527	424	0	
Sign Control	Stop			Free	Free		
Intersection Summary							

	•	<b>→</b>	7	1	•	•	4	<b>†</b>	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	ĵ.	0		4	200.000	ሻ	<b>†</b>		7	<b>1</b>	1,616.0
Traffic Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	105
Future Volume (vph)	66	20	19	9	89	44	38	1067	0	15	998	305
Satd. Flow (prot)	1770	1713	0	0	1769	0	1770	3539	0	1770	3391	(
Fit Permitted	0.545				0.978		0.081			0.135		
Satd. Flow (perm)	1011	1713	0	0	1736	0	151	3539	0	251	3391	(
Satd. Flow (RTOR)		21			16						72	
Confl. Peds. (#/hr)	6		2	2		6	5		1	1		6
Confl. Bikes (#hr)						1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)				-	•		Ť					
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	27	26	12	121	60	52	1450	0	20	1356	414
Shared Lane Traffic (%)							.02				1000	
Lane Group Flow (vph)	90	53	0	0	193	0	52	1450	0	20	1770	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	*			4	- 10		6			2		
Total Split (s)	33.5	33.5		33.5	33.5		41.5	41.5		41.5	41.5	
Total Lost Time (s)	6.5	6.5		00.0	6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	13.0	13.0			13.0		49.3	49.3		49.3	49.3	
Actuated g/C Ratio	0.17	0.17			0.17		0.66	0.66		0.66	0.66	
v/c Ratio	0.51	0.17			0.61		0.53	0.62		0.12	0.79	
Control Delay	37.6	17.9			34.1		34.6	9.7		5.6	9.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	37.6	17.9			34.1		34.6	9.7		5.6	9.2	
LOS	D	В			С		C	A		A	A	
Approach Delay		30.3			34.1			10.6			9.2	
Approach LOS		C			С			В			A	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 59 (79%), Reference	nd to phace	S-COTI-	and G-MD	TI Stort	of Groon							
Control Type: Actuated-Coo	Charles Control Control Control	2.001L	anu olivo	TL, Start	or Oreer							
Maximum v/c Ratio: 0.79	Juliatea											
Intersection Signal Delay: 1	1 0			le	tersection	100 D						
approvide a reconstruction of the reconstruc		3				of Service	C					
Intersection Capacity Utiliza Analysis Period (min) 15	MUH 00.470			10	o reliel	or service						
Anarysis renou (inin) is												
Splits and Phases: 29: N	Mills Aven	ne & E M:	arks St									
A	101110 730011	40 G L 101	arno ot			T-						
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41.5 s				<u>, , , , , , , , , , , , , , , , , , , </u>		33,5 s						<u> </u>
- ≪∱ ac (p)						1	29					
Ø6 (R)					- 5	708 22 F c	3				- 4	

AM Alden #2 33: Highland Ave & South City Site

12/17/2016

	•	*	4	<b>†</b>	Į.	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ન	f)		
Traffic Volume (vph)	O	0	0	121	132	0	
Future Volume (vph)	73	9	18	347	154	147	
Satd. Flow (prot)	1756	0	0	1859	1740	0	
Fit Permitted	0.957			0.998			
Satd. Flow (perm)	1756	0	0	1859	1740	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	99	12	24	471	209	200	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	111	0	0	495	409	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 12.0%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM Alden #2 Shane

AM Alden #2 34: Highland Ave & E Marks St 12/17/2016 \* \* 4 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 19 **4** 76 Lane Configurations 4 4 Traffic Volume (vph) 12 26 86 33 28 29 159 31 5 97 Future Volume (vph) 15 19 26 86 253 28 5 31 183 36 Satd. Flow (prot) 0 1785 0 0 1649 0 0 1831 1811 0 0 0 Fit Permitted 0.801 0.974 0.873 0.943 Satd. Flow (perm) 1455 0 0 1613 0 1616 0 1717 0 Satd. Flow (RTOR) 10 272 5 19 Confl. Peds. (#/hr) 5 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ó Ô 0 0 0 Bus Blockages (#hr) 0 0 Ó 0 Û Ô 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 20 26 10 35 117 344 38 132 42 249 49 Shared Lane Traffic (%) Lane Group Flow (vph) 0 56 0 496 0 0 0 340 Tum Type Perm Perm NA NA Perm NA Perm NA Protected Phases 8 4 6 2 Permitted Phases 8 6 2 4 26.0 26.0 26.0 26.0 24.0 24.0 24.0 24.0 Total Split (s) Total Lost Time (s) 6.0 6.0 6.0 6.0 Act Effct Green (s) 13.9 13.9 18.1 18.1 Actuated g/C Ratio 0.32 0.32 0.41 0.41 w/c Ratio 0.12 0.72 0.27 0.47 Control Delay 9.3 12.2 11.0 12.9 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 9.3 12.2 11.0 12.9 LOS A В В B Approach Delay 9.3 12.2 11.0 12.9 Approach LOS Α В В В Intersection Summary Cycle Length: 50 Actuated Cycle Length: 44.1 Control Type: Semi Act-Uncoord Maximum wc Ratio: 0.72 Intersection LOS: B Intersection Signal Delay: 12.1 Intersection Capacity Utilization 38.8% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St **₩**Ø4 10/8 Orlando 06/01/2016 AM Alden #2 Synchro 9 Report

Shane

AM Alden #2 37: Ferris Ave & Brookhaven Dr 12/17/2016 \* \* 4 1 EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR 4 **4**0 **♣** 53 Lane Configurations 4 Traffic Volume (vph) 0 10 8 0 24 2 37 Future Volume (vph) 61 40 44 0 1 10 8 16 24 53 37 Satd. Flow (prot) 0 1628 0 0 1751 0 0 1805 0 0 1765 0 Fit Permitted 0.983 0.984 0.965 Satd. Flow (perm) 0 1628 0 0 1751 0 0 1805 0 0 1765 0 Confl. Peds. (#hr) 1 1 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 0 14 83 33 10 60 50 1 11 22 54 72 Shared Lane Traffic (%) Lane Group Flow (vph) 0 15 0 0 116 0 0 97 0 0 182 0 Sign Control Stop Stop Free Free Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 22.8% ICU Level of Service A Analysis Period (min) 15

	١	-	7	1	-	•	1	1	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	-31717-	4	2010	200	4	200	-5.000	4			4	
Traffic Volume (vph)	5	328	23	70	615	11	24	4	27	8	3	9
Future Volume (vph)	5	461	63	70	699	11	40	4	27	8	3	9
Satd. Flow (prot)	0	1833	0	0	1852	0	0	1718	0	0	1716	0
Flt Permitted					0.996			0.973			0.980	
Satd. Flow (perm)	0	1833	0	0	1852	0	0	1718	0	0	1716	0
Confl. Peds. (#/hr)	3		2	2		3						
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	626	86	95	950	15	54	- 5	37	11	4	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	719	0	0	1060	0	0	96	0	0	27	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

AM Alden #2 41: Brookhaven Dr & Virginia Drive 12/17/2016 1 \* 4 1 EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR **4** 13 Lane Configurations 4 4 Traffic Volume (vph) 6 586 196 3 361 116 Future Volume (vph) 361 6 494 4 670 196 13 72 7 4 Satd. Flow (prot) 0 1859 0 0 1802 0 0 1652 0 0 1859 0 Fit Permitted 0.999 0.994 0.999 Satd. Flow (perm) 0 1859 0 0 1802 0 0 1652 0 0 1859 Confl. Peds. (#/hr) 4 4 4 4 2 2 Confl. Bikes (#hr) 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 8 158 266 1 10 5 671 5 910 18 98 490 Shared Lane Traffic (%) Lane Group Flow (vph) 0 684 0 0 1334 0 0 117 0 0 505 0 Sign Control Free Free Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 91.7% ICU Level of Service F Analysis Period (min) 15

AM Alden #2 48: Brookhaven Dr & Vir. Dr. East Mixed Use Drive

12/17/2016

	1	-	-	*	1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્લ	7		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	45	28	11	109	69	73	
Satd. Flow (prot)	0	1807	1634	0	1770	1583	
Fit Permitted		0.970			0.950		
Satd. Flow (perm)	0	1807	1634	0	1770	1583	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	61	38	15	148	94	99	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	99	163	0	94	99	
Sign Control		Stop	Stop		Stop		
Intersection Summary							
Control Type: Unsignalized	t e						
Intersection Capacity Utiliz	ation 6.7%			10	OU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 AM Alden #2 Shane

	•		*	1	-	•	1	1	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	100.000		4		0.710	4		(0)	43	11.7.1
Traffic Volume (vph)	21	122	127	40	16	23	12	137	57	57	33	13
Future Volume (vph)	23	134	139	51	16	53	24	274	98	72	172	14
Satd. Flow (prot)	0	1738	0	0	1714	0	0	1796	0	0	1824	0
Fit Permitted		0.996			0.979			0.997			0.986	
Satd. Flow (perm)	0	1738	0	0	1714	0	0	1796	0	0	1824	0
Confl. Peds. (#/hr)												
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	31	182	189	69	22	72	33	372	133	98	234	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	0	0	163	0	0	538	0	0	351	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												

# PM Existing Conditions 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 \* Lane Group EBL EBR NBL NBT SBT SBR 7**77** 781 Lane Configurations ٦ ሻሻ 44 44 Traffic Volume (vph) 164 506 1135 1082 77 Future Volume (vph) 164 781 506 1135 1082 77 Satd. Flow (prot) 1770 2787 3433 3539 3499 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1770 2787 3433 3539 3499 0 Satd. Flow (RTOR) 13 8 Confl. Peds. (#/hr) 11 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 178 849 550 1234 1176 84 Shared Lane Traffic (%) Lane Group Flow (vph) 178 849 550 1234 1260 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 42.0 18.0 58.0 40.0 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 27.4 51.4 16.9 56.9 33.0 Actuated g/C Ratio 0.27 0.51 0.17 0.57 0.33 w/c Ratio 0.37 0.59 0.95 0.61 1.09 Control Delay 31.9 31.9 79.3 16.1 86.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 31.9 79.3 86.0 31.9 16.1 LOS C C E В Approach Delay 31.9 35.6 86.0 Approach LOS C D Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 30 (30%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.09 Intersection Signal Delay: 50.3 Intersection LOS: D Intersection Capacity Utilization 74.9% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **3** Ø1 Ø2 (R) Tø6 (R) Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report Shane Page 1

### PM Existing Conditions 2: N Orange Ave & E Princeton St 12/17/2016 1 \* \* 1 \* NBL Lane Group EBL EBT EBR WBL WBT NBT NBR SBL SBT SBR **^^ ↑↑** 722 **†** Lane Configurations ٦ 7 \* Traffic Volume (vph) 233 308 52 44 250 44 170 503 327 Future Volume (vph) 233 734 308 52 722 44 250 389 44 170 327 503 Satd. Flow (prot) 1770 3539 1583 1770 5034 0 1770 3480 0 1770 3539 1583 Fit Permitted 0.159 0.268 0.490 0.398 Satd. Flow (perm) 296 3539 1583 499 5034 0 913 3480 0 741 3539 1552 Satd. Flow (RTOR) 335 8 12 99 Confl. Peds. (#/hr) 4 5 7 Confl. Bikes (#hr) 2 2 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 Ó Ó Bus Blockages (#hr) Û Û 0 0 Ô 0 Û 0 Ô Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 253 798 335 57 785 272 423 48 185 355 547 Shared Lane Traffic (%) 272 547 Lane Group Flow (vph) 253 798 335 57 833 471 185 Tum Type NA pm+pt NA pm+pt NA pm+pt NA pm+ov pm+pt pm+ov Protected Phases 3 8 4 6 5 2 3 Permitted Phases 2 8 8 4 6 2 25.0 25.0 Total Split (s) 25.0 15.0 25.0 15.0 35.0 15.0 35.0 25.0 Total Lost Time (s) 5.7 6.0 6.0 5.9 6.2 6.1 6.2 5.9 5.7 5.7 Act Effct Green (s) 44.0 32.8 48.1 30.9 22.8 39.0 29.3 37.7 28.9 44.5 Actuated g/C Ratio 0.44 0.33 0.48 0.31 0.23 0.39 0.29 0.38 0.29 0.44 wc Ratio 0.72 0.69 0.36 0.23 0.72 0.63 0.46 0.50 0.35 0.73 Control Delay 31.9 33.8 3.1 19.4 30.6 25.0 27.8 23.3 29.3 21.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 21.2 31.9 33.8 3.1 19.4 30.6 25.0 27.8 23.3 29.3 LOS C C Α В C C C C C C Approach Delay 26.8 24.2 26.1 29.9 Approach LOS C C C C Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 24.5 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.73 Intersection Signal Delay: 26.5 Intersection LOS: C Intersection Capacity Utilization 90.3% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 2: N Orange Ave & E Princeton St 少 **▼** Ø4 **3** Ø1 Ø2 (R) Ø3 Tø6 (R) **√**Ø7 **1**08 Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report

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### PM Existing Conditions 4: N Mills Avenue & Virginia Drive 12/17/2016 1 \* \* 1 \* NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR **↑**7>428 Lane Configurations ٦ 1 **1** Traffic Volume (vph) 98 116 108 243 91 1064 159 326 1319 57 183 98 Future Volume (vph) 428 116 108 243 183 91 1064 159 326 1319 57 Satd. Flow (prot) 1770 3408 0 1770 1863 1583 1770 3462 0 1770 3513 0 Flt Permitted 0.422 0.249 0.950 0.950 Satd. Flow (perm) 786 3408 0 464 1863 1557 1770 3462 0 1770 3513 0 Satd. Flow (RTOR) 34 111 17 4 Confl. Peds. (#/hr) 11 3 5 Confl. Bikes (#hr) 2 3 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 0 Bus Blockages (#hr) Û 0 0 Ô 0 0 Û Ó 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 107 465 126 117 264 199 99 1157 354 1434 62 Shared Lane Traffic (%) Lane Group Flow (vph) 107 591 117 264 199 99 1330 354 1496 Tum Type NA pm+pt NA pm+ov Prot NA Prot NA pm+pt Protected Phases 3 8 4 5 6 5 2 Permitted Phases 8 4 4 35.0 15.0 37.0 37.0 Total Split (s) 13.0 35.0 13.0 15.0 15.0 Total Lost Time (s) 6.8 6.7 6.2 6.7 6.3 6.4 6.0 6.4 6.0 Act Effct Green (s) 30.6 28.7 22.6 29.9 22.6 38.0 9.6 14.7 35.4 Actuated g/C Ratio 0.29 0.23 0.30 0.23 0.38 0.10 0.31 0.15 0.35 wc Ratio 0.37 0.74 0.52 0.63 0.30 0.59 1.24 1.36 1.20 Control Delay 21.2 34.5 29.5 41.2 9.3 63.2 151.0 223.1 118.6 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 21.2 34.5 29.5 41.2 9.3 63.2 151.0 223.1 118.6 LOS C C C D Α E F F Approach Delay 144.9 138.6 32.4 27.9 Approach LOS C C F F Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 15 (15%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.36 Intersection Signal Delay: 110.2 Intersection LOS: F Intersection Capacity Utilization 98.2% ICU Level of Service F Analysis Period (min) 15 Splits and Phases: 4: N Mills Avenue & Virginia Drive **₩**Ø4 Nø1 Ø2 (R) Ø3 Tø6 (R) **√**Ø7 Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report

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## 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 441 Lane Configurations Traffic Volume (vph) 181 249 544 178 340 Future Volume (vph) 181 249 544 178 340 441 Satd. Flow (prot) 1770 1583 1863 1583 0 3465 Fit Permitted 0.591 0.950 Satd. Flow (perm) 1770 1583 1863 1538 2092 Satd. Flow (RTOR) 271 176 Confl. Peds. (#/hr) 2 2 Confl. Bikes (#hr) 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 197 271 591 193 370 479 Shared Lane Traffic (%) 271 849 Lane Group Flow (vph) 197 591 193 0 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 5 2 Permitted Phases 6 2 40.0 40.0 40.0 60.0 Total Split (s) 40.0 20.0 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 16.5 16.5 71.9 71.9 71.9 Actuated g/C Ratio 0.16 0.16 0.72 0.72 0.72 w/c Ratio 0.67 0.56 0.44 0.17 0.56 Control Delay 48.4 10.3 7.1 1.2 8.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 48.4 10.3 8.0 7.1 1.2 LOS D В Α Α Approach Delay 26.3 5.7 8.0 Approach LOS C Α Α Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay: 11.2 Intersection LOS: B Intersection Capacity Utilization 75.1% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 ₩ Ø2 (R) Tø6 (R) Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report

PM Existing Conditions

Shane

### PM Existing Conditions 8: Alden Road & E Princeton St 12/17/2016 \* \* 4 1 Lane Group EBL EBT EBR WBL WBT NBL NBT NBR SBL SBT SBR **1**3 **^^** Lane Configurations ٦ ٦ 4 7 Traffic Volume (vph) 135 34 22 31 24 85 233 2 34 Future Volume (vph) 135 841 8 629 22 31 2 24 85 8 233 Satd. Flow (prot) 1770 3514 0 0 3515 0 1770 1863 1583 1770 1863 1583 Flt Permitted 0.312 0.941 0.833 Satd. Flow (perm) 581 3514 0 0 3311 1863 1863 1562 1552 1863 1557 Satd. Flow (RTOR) 4 4 164 253 Confl. Peds. (#/hr) 2 2 Confl. Bikes (#hr) 2 2 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 0 Bus Blockages (#hr) Û 0 0 Ô 0 Ó Û Ó. 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 147 914 37 9 684 24 34 2 26 92 9 253 Shared Lane Traffic (%) 717 253 Lane Group Flow (vph) 147 951 0 34 26 Tum Type pm+pt NA pm+pt NA pm+pt NA custom pm+pt NA custom Protected Phases 6 5 2 4 Permitted Phases 6 2 6 2 35.0 35.0 25.0 Total Split (s) 15.0 15.0 25.0 35.0 25.0 25.0 35.0 Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0 6.0 5.0 6.0 Act Effct Green (s) 77.8 79.0 63.5 9.9 5.7 63.5 12.4 7.8 79.0 Actuated g/C Ratio 0.78 0.79 0.64 0.10 0.06 0.64 0.12 0.08 0.79 wc Ratio 0.27 0.34 0.34 0.19 0.02 0.02 0.43 0.06 0.20 Control Delay 2.9 1.6 17.3 39.1 51.0 0.0 44.1 42.6 1.2 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 17.3 42.6 1.2 2.9 1.6 39.1 51.0 0.0 44.1 LOS A В D D D D Approach Delay 1.8 17.3 23.1 13.4 Approach LOS Α В C В Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.43 Intersection Signal Delay: 9.2 Intersection LOS: A Intersection Capacity Utilization 68.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 8: Alden Road & E Princeton St ₩ Ø2 (R) **↑**Ø4 **₩**ø3 Ø1 **↑** Ø7 Ø8 ÿ5 Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report Shane Page 5

	•	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2000		4	,,		4	2 2-0.0	WALE	4	18.719
Traffic Volume (vph)	\$	463	20	25	392	6	8	1	69	13	3	14
Future Volume (vph)	8	463	20	25	392	6	8	1	69	13	3	14
Satd. Flow (prot)	0	1850	0	0	1853	0	0	1633	0	0	1709	0
Fit Permitted		0.999			0.997			0.995			0.979	
Satd. Flow (perm)	0	1850	0	0	1853	0	0	1633	0	0	1709	0
Confl. Peds. (#/hr)												
Confl. Bikes (#hr)			3			3			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	503	22	27	426	7	9	1	75	14	3	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	534	0	0	460	0	0	85	0	0	32	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

Orlando 06/01/2016 PM Existing Conditions Shane

# PM Existing Conditions 15: Alden Rd & Brookhaven Dr

	1	•	<b>†</b>	1	1	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W		7>		94.00	र्स	
Traffic Volume (vph)	49	9	12	8	11	101	
Future Volume (vph)	49	9	12	8	11	101	
Satd. Flow (prot)	1751	0	1760	0	0	1853	
Fit Permitted	0.960					0.995	
Satd. Flow (perm)	1751	0	1760	0	0	1853	
Confl. Peds. (#/hr)	1	4					
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	53	10	13	9	12	110	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	63	0	22	0	0	122	
Sign Control	Stop		Free			Free	
ntersection Summary							
Control Type: Unsignalized							

Orlando 06/01/2016 PM Existing Conditions Shane

### 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 42 **↑**₩ 990 Lane Configurations ٦ 4 **1** Traffic Volume (vph) 48 49 18 31 92 14 365 109 236 1338 Future Volume (vph) 48 42 49 18 31 236 92 990 14 365 1338 109 Satd. Flow (prot) 1770 1695 0 0 1829 1583 1770 3531 0 1770 3494 0 Flt Permitted 0.479 0.836 0.950 0.950 Satd. Flow (perm) 892 1695 0 0 1557 1561 1770 3531 0 1770 3494 Satd. Flow (RTOR) 53 194 2 12 Confl. Peds. (#/hr) 3 2 Confl. Bikes (#hr) 7 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 Bus Blockages (#hr) Û 0 0 Ó 0 0 Û Ó 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 52 46 53 20 34 257 100 1076 15 397 1454 118 Shared Lane Traffic (%) Lane Group Flow (vph) 52 99 0 54 257 100 1091 397 1572 Tum Type pm+pt NA Pem NA custom Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 8 4 34.0 22.0 22.0 34.0 12.0 53.0 13.0 54.0 Total Split (s) 12.0 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 4.5 6.1 6.1 Act Effct Green (s) 20.3 18.3 8.9 18.3 10.6 46.9 17.7 54.0 Actuated g/C Ratio 0.20 0.18 0.09 0.18 0.11 0.47 0.18 0.54 0.83 wc Ratio 0.21 0.28 0.39 0.58 0.53 0.66 1.27 Control Delay 32.0 18.6 50.6 15.1 42.1 20.5 165.7 24.5 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.2 0.0 0.0 Total Delay 165.7 32.0 18.6 50.6 15.1 42.1 20.7 24.5 LOS C В D В D C C Approach Delay 23.2 22.5 53.0 21.3 Approach LOS C C C D Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.27 Intersection Signal Delay: 39.0 Intersection LOS: D Intersection Capacity Utilization 73.0% ICU Level of Service D Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₹**Ø4 **√** Ø1 ₩ Ø2 (R) Tø6 (R) Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report

PM Existing Conditions

Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		ሻ	<b>^</b>		7	<b>^</b>	
Traffic Volume (vph)	70	34	15	16	3	6	8	1243	19	15	1407	16
Future Volume (vph)	70	34	15	16	3	6	8	1243	19	15	1407	10
Satd. Flow (prot)	0	1774	0	0	1734	0	1770	3531	.0	1770	3531	ı
Fit Permitted		0.803			0.793		0.131			0.167		
Satd. Flow (perm)	0	1467	0	0	1419	0	244	3531	0	311	3531	Ì
Satd. Flow (RTOR)		7			7			3			2	
Confl. Peds. (#/hr)			5			2			2			
Confl. Bikes (#hr)						2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	76	37	16	17	3	7	9	1351	21	16	1529	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	27	0	9	1372	.0	16	1545	(
Tum Type	Perm	NA		Pem	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Total Split (s)	30.0	30.0		30.0	30.0		70.0	70.0		70.0	70.0	
Total Lost Time (s)		6.3			6.3		6.2	6.2		6.2	6.2	
Act Effct Green (s)		13.7			13.7		73.8	73.8		73.8	73.8	
Actuated g/C Ratio		0.14			0.14		0.74	0.74		0.74	0.74	
v/c Ratio		0.63			0.14		0.05	0.53		0.07	0.59	
Control Delay		51.1			30.1		4.6	5.0		1.5	8.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		51.1			30.1		4.6	5.0		1.5	\$.2	
LOS		D			С		A	A		Α	Α	
Approach Delay		51.1			30.1			5.0			8.1	
Approach LOS		D			С			Α			Α	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 100	)											
Offset: 0 (0%), Referenced:	to phase 2	:NBSB ar	id 6:, Star	t of Greei	n							
Control Type: Actuated-Coo	ordinated											
Maximum Wc Patio: 0.63												
Intersection Signal Delay: \$	.7			In	tersection	n LOS: A						
Intersection Capacity Utiliza	ation 57.4%			10	CU Level	of Service	B					
Analysis Period (min) 15												
	Lann Carlo											
Splits and Phases: 25: N	Mills Aven	ue & Lake	Highlan	d Dr				1 46	XI.			
<b>▼T</b> Ø2 (R)								300	Ø4			
70 s								30 s				

12/17/2016

27: Ferris Ave & Lake Hi	ymanu i	)					
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PM Existing Conditions

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
Future Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
Satd. Flow (prot)	0	1798	0	0	1775	0	0	1818	0	0	1778	0
Flt Permitted		0.980			0.998			0.991			0.993	
Satd. Flow (perm)	0	1798	0	0	1775	0	0	1818	0	0	1778	0
Confl. Peds. (#/hr)	3		3	3		3	15					15
Confl. Bikes (#hr)			2						1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	80	92	22	2	34	18	8	33	5	10	39	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	54	0	0	46	0	0	69	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utiliza	ation 31.4%			10	CU Level	of Service	e A					

Orlando 06/01/2016 PM Existing Conditions Shane

PM Existing Conditions	
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	1	-	7	1	-	*	1	<b>†</b>	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		200.00	4			4			4	
Traffic Volume (vph)	1	0	1	30	2	23	2	52	32	37	160	3
Future Volume (vph)	1	0	1	30	. 2	23	2	52	32	37	160	3
Satd. Flow (prot)	0	1694	0	0	1711	0	0	1768	0	0	1842	0
Fit Permitted		0.976			0.973			0.999			0.991	
Satd. Flow (perm)	0	1694	0	0	1711	0	0	1768	0	0	1842	0
Confl. Peds. (#/hr)	8					8			2	2		
Confl. Bikes (#hr)						16			\$			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	C
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	1	33	2	25	2	57	35	40	174	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	60	0	0	94	0	0	217	C
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Control Type: Unsignalized Intersection Capacity Utiliza												

Orlando 06/01/2016 PM Existing Conditions Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽			4		ሻ	<b>^</b>		1	<b>↑</b> ↑	
Traffic Volume (vph)	183	122	49	9	49	48	45	1004	*	38	1202	60
Future Volume (vph)	183	122	49	9	49	48	45	1004	8	38	1202	60
Satd. Flow (prot)	1770	1775	0	0	1725	0	1770	3534	0	1770	3511	0
Fit Permitted	0.685				0.964		0.151			0.223		
Satd. Flow (perm)	1276	1775	0	0	1670	0	281	3534	0	415	3511	0
Satd. Flow (RTOR)		19			39			2			10	
Confl. Peds. (#/hr)			3			8			7			1
Confl. Bikes (#hr)						1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	199	133	53	10	53	52	49	1091	9	41	1307	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	186	0	0	115	0	49	1100	0	41	1372	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	30.0	30.0		30.0	30.0		70.0	70.0		70.0	70.0	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	20.1	20.1			20.1		67.2	67.2		67.2	67.2	
Actuated g/C Ratio	0.20	0.20			0.20		0.67	0.67		0.67	0.67	
w/c Ratio	0.78	0.50			0.31		0.26	0.46		0.15	0.58	
Control Delay	48.6	27.2			23.8		12.1	9.1		15.1	18.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	48.6	27.2			23.8		12.1	9.1		15.1	18.8	
LOS	D	C			C		В	A		В	В	
Approach Delay		38.3			23.8			9.2			18.7	
Approach LOS		D			С			Α			В	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 100	):											
Offset: 0 (0%), Referenced		SRTI and	H RINB TI	Start of	Green							
Control Type: Actuated-Coo		.obit can	a V.110 1L	, otalt of	Orccii							
Maximum v/c Ratio: 0.78	or an indicate											
Intersection Signal Delay: 1	7.8			lr.	tersection	1 0 S: B						
Intersection Capacity Utiliza						of Service	0.0					
Analysis Period (min) 15	11.011.00.070				DO LOVOI	01 001 0100						
randi yolo i cilica (iliiri) ro												
Splits and Phases: 29: N	Mills Avenu	ue & E Ma	arks St					2.0				
Ø2 (R)								-	Ø4			
70 s								30 s	24			
4									1001			
Ø6 (R)								_	Ø8			
70 s								30 s			-	

# PM Existing Conditions 32: N Orange Ave & Alden Rd

12/17/2016

	~	€.	×	1	6	K	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	7	7	<b>*</b>	7		44	
Traffic Volume (vph)	53	19	662	72	15	681	
Future Volume (vph)	53	19	662	72	15	681	
Satd. Flow (prot)	1770	1583	1863	1583	0	3536	
Fit Permitted	0.950					0.999	
Satd. Flow (perm)	1770	1583	1863	1583	0	3536	
Confl. Peds. (#/hr)		1		3	3		
Confl. Bikes (#hr)		1		8		7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	58	21	720	78	16	740	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	58	21	720	78	0	756	
Sign Control	Stop		Free			Free	
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza	ation 45.2%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Existing Conditions Shane

### PM Existing Conditions 34: Highland Ave & E Marks St 12/17/2016 \* \* 4 1 \* EBT Lane Group EBL EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations 4 4 4 4 Traffic Volume (vph) 30 138 11 21 77 48 48 223 47 68 104 14 223 Future Volume (vph) 30 138 11 21 77 48 48 47 68 104 14 Satd. Flow (prot) 0 1830 0 0 1747 0 0 1807 0 0 1811 0 Flt Permitted 0.892 0.899 0.929 0.783 Satd. Flow (perm) 1644 0 0 1581 0 1690 0 1443 0 Satd. Flow (RTOR) 4 31 11 5 Confl. Peds. (#/hr) Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ó Ô 0 Ó Ô 0 Bus Blockages (#hr) 0 0 Ó 0 Ó 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 33 150 12 23 84 52 52 242 51 74 113 15 Shared Lane Traffic (%) Lane Group Flow (vph) 0 195 0 159 0 0 345 0 202 Tum Type Perm Perm Perm NA NA Perm NA NA Protected Phases 8 4 6 2 Permitted Phases 8 6 2 4 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 Total Split (s) Total Lost Time (s) 6.0 6.0 6.0 6.0 Act Effct Green (s) 17.2 17.2 70.8 70.8 Actuated g/C Ratio 0.17 0.17 0.71 0.71 w/c Ratio 0.68 0.53 0.29 0.20 Control Delay 49.4 22.9 6.6 4.1 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 49.4 22.9 6.6 4.1 LOS D C Α A Approach Delay 49.4 22.9 6.6 4.1 Approach LOS D C Α A Intersection Summary Cycle Length: 100 Actuated Cycle Length: 100 Offset: 45 (45%), Referenced to phase 2:SBTL, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.68 Intersection Signal Delay: 18.2 Intersection LOS: B Intersection Capacity Utilization 44.0% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St **₹**ø4 ₩ Ø2 (R) **₹**Ø6 **≯**Ø8 Orlando 06/01/2016 PM Existing Conditions Synchro 9 Report Shane Page 14

Lane Configurations		1	-	*	1	-	•	1	<b>†</b>	1	1	↓	1
Traffic Volume (vph)         18         13         12         7         10         16         8         88         12         3         42           Future Volume (vph)         18         13         12         7         10         16         8         88         12         3         42           Satd. Flow (port)         0         1756         0         0         1724         0         0         1827         0         0         1833           Flt Pemitted         0.979         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.998         0.996         0.997 <t< th=""><th>Lane Group</th><th>EBL</th><th>EBT</th><th>EBR</th><th>WBL</th><th>WBT</th><th>WBR</th><th>NBL</th><th>NBT</th><th>NBR</th><th>SBL</th><th>SBT</th><th>SBF</th></t<>	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Traffic Volume (vph)         18         13         12         7         10         16         8         88         12         3         42           Future Volume (vph)         18         13         12         7         10         16         8         88         12         3         42           Satd. Flow (port)         0         1756         0         0         1724         0         0         1827         0         0         1833           Flt Pemitted         0.979         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.989         0.996         0.997         0.997         0.998         0.996         0.997 <t< td=""><td>Lane Configurations</td><td>1077</td><td>4</td><td>79111</td><td>2075</td><td>4</td><td></td><td></td><td>4</td><td>1701</td><td></td><td>4</td><td></td></t<>	Lane Configurations	1077	4	79111	2075	4			4	1701		4	
Satd. Flow (prot)         0         1756         0         0         1724         0         0         1827         0         0         1833           Fit Permitted         0.979         0.989         0.996         0.997           Satd. Flow (perm)         0         1756         0         0         1724         0         0         1827         0         0         1833           Confl. Peds. (#/hr)         1         2<	Traffic Volume (vph)	18		12	7		16	\$		12	3		6
Fit Permitted 0.979 0.989 0.996 0.997  Satd. Flow (perm) 0 1756 0 0 1724 0 0 1827 0 0 1833  Confl. Peds. (#hr) 1 1 1 1 1 1  Confl. Bikes (#hr) 2 2  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Future Volume (vph)	18	13	12	7	10	16	8	88	12	3	42	6 6
Satd. Flow (perm)         0         1756         0         0         1724         0         0         1833           Confl. Peds. (#hr)         1 <td>Satd. Flow (prot)</td> <td>0</td> <td>1756</td> <td>0</td> <td>0</td> <td>1724</td> <td>0</td> <td>0</td> <td>1827</td> <td>0</td> <td>0</td> <td>1833</td> <td>Ç</td>	Satd. Flow (prot)	0	1756	0	0	1724	0	0	1827	0	0	1833	Ç
Confil Peds. (#hr) 1 1 1 1 1 1 1 Confil Bikes (#hr) 2 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Fit Permitted		0.979			0.989			0.996			0.997	
Conffl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Satd. Flow (perm)	0	1756	0	0	1724	0	0	1827	0	0	1833	0
Peak Hour Factor         0.92	Confl. Peds. (#hr)			1	1					1	1		
Peak Hour Factor         0.92	Confl. Bikes (#hr)									2			2
Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Parking (#Mr)         Parking (#Mr)         Mid-Block Traffic (%)         0%	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%)         0%         0%         0%           Adj. Flow (vph)         20         14         13         8         11         17         9         96         13         3         46           Shared Lane Traffic (%)         Lane Group Flow (vph)         0         47         0         0         36         0         0         118         0         0         54           Sign Control         Stop         Stop         Free         Free	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	C
Adj. Flow (vph)     20     14     13     8     11     17     9     96     13     3     46       Shared Lane Traffic (%)       Lane Group Flow (vph)     0     47     0     0     36     0     0     118     0     0     54       Sign Control     Stop     Stop     Free     Free	Parking (#hr)												
Shared Lane Traffic (%)         Lane Group Flow (vph)         0         47         0         0         36         0         0         118         0         0         54           Sign Control         Stop         Stop         Free         Free	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)         0         47         0         0         36         0         0         118         0         0         54           Sign Control         Stop         Stop         Free         Free	Adj. Flow (vph)	20	14	13	8	11	17	9	96	13	3	46	6
Sign Control Stop Stop Free Free	Shared Lane Traffic (%)												
A STATE OF THE STA	Lane Group Flow (vph)	0	47	0	0	36	0	0	118	0	0	54	0
Processor Applications and the control of the contr	Sign Control		Stop			Stop			Free			Free	
Intersection Summary	Intersection Summary												

	•	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2010		4	21717		4			4	
Traffic Volume (vph)	4	530	36	28	406	5	34	6	57	6	0	4
Future Volume (vph)	4	530	36	28	406	5	34	6	57	6	0	4
Satd. Flow (prot)	0	1846	0	0	1855	0	0	1686	0	0	1717	0
Fit Permitted					0.997			0.983			0.969	
Satd. Flow (perm)	0	1846	0	0	1855	0	0	1686	0	0	1717	0
Confl. Peds. (#/hr)			5			2			1			
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	4	576	39	30	441	5	37	7	62	7	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	619	0	0	476	0	0	106	0	0	11	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

Orlando 06/01/2016 PM Existing Conditions Shane

	٦	-	7	1	-	•	1	1	<i>&gt;</i>	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	35	549	4	13	424	14	0	1	32	8	0	38
Future Volume (vph)	35	549	4	13	424	14	0	1	32	8	0	38
Satd. Flow (prot)	0	1855	0	0	1853	0	0	1619	0	0	1641	0
Flt Permitted		0.997			0.999						0.991	
Satd. Flow (perm)	0	1855	0	0	1853	0	0	1619	0	0	1641	0
Confl. Peds. (#/hr)			4									2
Confl. Bikes (#hr)			5									

0	1855	0	0	1853	0	0	1619	0	0	1641	0
		4									2
		5									
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
0	0	0	0	0	0	0	0	0	0	0	0
	0%			0%			0%			0%	
38	597	4	14	461	15	0	1	35	9	0	41
0	639	0	0	490	0	0	36	0	0	50	0
	Free			Free			Stop			Stop	
	0.92 100% 2% 0	0.92 0.92 100% 100% 2% 2% 0 0 0 0 38 597 0 639	4 5 0.92 0.92 0.92 100% 100% 100% 2% 2% 2% 0 0 0  0% 38 597 4 0 639 0	4 5 0.92 0.92 0.92 100% 100% 100% 2% 2% 2% 2% 2% 0 0 0 0 0 0 0 0 0 0 0	0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         100%         100%         100%         100%         100%         2%         2%         2%         2%         2%         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         4         461         0         639         0         0         490         0         490         0	0.92         100%         100%         100%         100%         100%         2%         2%         2%         2%         2%         0.0         0	0.92         0.92 <td< td=""><td>0.92         <td< td=""><td>0.92         <td< td=""><td>0.92         2%         2%         2%         2%         2%         2%         2%         2%</td><td>0.92         <th< td=""></th<></td></td<></td></td<></td></td<>	0.92         0.92 <td< td=""><td>0.92         <td< td=""><td>0.92         2%         2%         2%         2%         2%         2%         2%         2%</td><td>0.92         <th< td=""></th<></td></td<></td></td<>	0.92         0.92 <td< td=""><td>0.92         2%         2%         2%         2%         2%         2%         2%         2%</td><td>0.92         <th< td=""></th<></td></td<>	0.92         2%         2%         2%         2%         2%         2%         2%         2%	0.92         0.92 <th< td=""></th<>

Control Type: Unsignalized Intersection Capacity Utilization 61.5% Analysis Period (min) 15

ICU Level of Service B

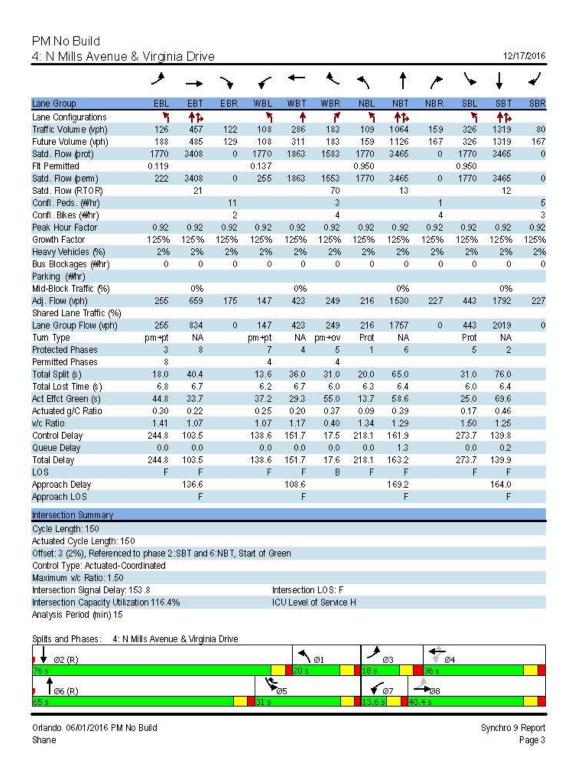
Orlando 06/01/2016 PM Existing Conditions Shane

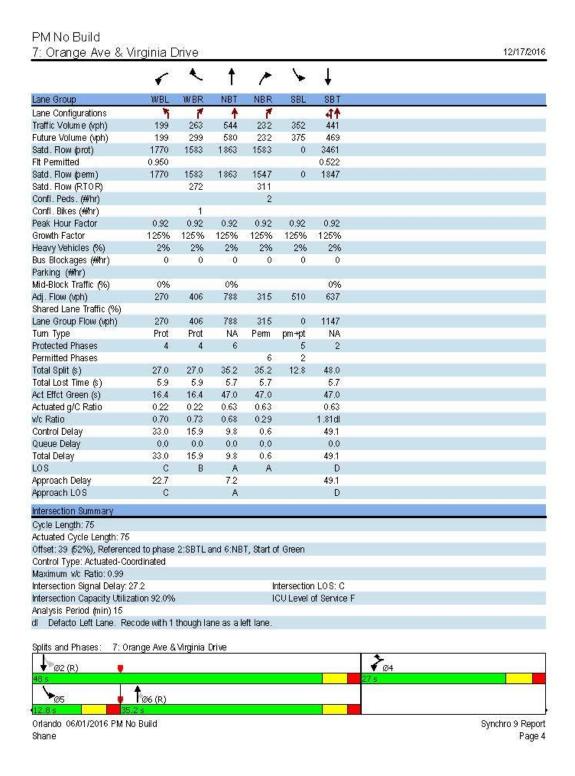
	4	7	*	4	4	K	
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
ane Configurations	W		<b>†</b>			414	
raffic Volume (vph)	54	151	645	58	142	545	
Future Volume (vph)	54	151	645	58	142	545	
Satd. Flow (prot)	1626	0	3489	0	0	3504	
It Permitted	0.987					0.653	
Satd. Flow (perm)	1624	0	3489	0	0	2309	
Satd. Flow (RTOR)	152		15				
Confl. Peds. (#/hr)	3	8		7	7		
Confl. Bikes (#hr)		4		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	59	164	701	63	154	592	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	223	0	764	0	0	746	
Tum Type	Prot		NA		pm+pt	NA	
Protected Phases	4		2!		51	6	
Permitted Phases					6		
Total Split (s)	40.0		60.0		15.0	45.0	
Total Lost Time (s)	5.7		5.7		10.0	5.7	
Act Effct Green (s)	11.1		77.5			77.5	
Actuated g/C Ratio	0.11		0.78			0.78	
w/c Ratio	0.71		0.28			0.42	
Control Delay	23.1		3.9			5.0	
Queue Delay	0.0		0.0			0.0	
Total Delay	23.1		3.9			5.0	
LOS	C		A			A	
Approach Delay	23.1		3.9			5.0	
Approach LOS	C		A			A	
ntersection Summary							
Cycle Length: 100 Actuated Cycle Length: 100	)						
Actualed Cycle Bengin, 100 Offset: 0 (0%), Referenced		NET Sto	rt of Gree	n			
Control Type: Actuated-Coo	THE RESERVE OF THE PARTY OF THE	INC I, OLG	it or orec	11			
Maximum Wc Ratio: 0.71	Julilatea						
Intersection Signal Delay: 6	•			1	ntersectio	1 1 0 Q+ A	
intersection dignal belay, ο Intersection Capacity Utiliza					and the second second	of Service C	
Analysis Period (min) 15	100 OF .470	3		1,	COTERE	or service C	
Phase conflict between I	lon o ground	S.					
i i i iase conillici permeeni	arre groups						
Splits and Phases: 45: N	Orange Av	e & Hight	and Ave				
1 1 2 2	- congress	o our night.	41141111			1 10	APPARCE -
<b>≯</b> Ø2 (R)							04
60.5						40 s	
<b>√</b> Ø5 <b>√</b> Ø	<b>7</b> 6						
T NO T	~~						

PM No Build 1: N Mills Avenue & E Princeton St 12/17/2016 1 \* 1 Lane Group EBL EBR NBL NBT SBT SBR 7**77** 781 Lane Configurations ٦ ሻሻ 44 44 Traffic Volume (vph) 164 506 1135 1082 77 Future Volume (vph) 165 781 506 1259 1169 78 Satd. Flow (prot) 1770 2787 3433 3539 3501 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1770 2787 3433 3539 3501 0 Satd. Flow (RTOR) 16 6 Confl. Peds. (#/hr) 11 Confl. Bikes (#hr) 7 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) Ó Ó 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 224 1061 688 1711 1588 106 Shared Lane Traffic (%) Lane Group Flow (vph) 1061 224 688 1711 1694 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 36.4 37.4 113.6 76.2 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 65.2 27.8 30.3 106.5 69.2 Actuated g/C Ratio 0.20 0.19 0.43 0.71 0.46 w/c Ratio 0.68 0.87 0.99 0.68 1.05 Control Delay 66.2 28.5 101.6 3.8 74.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 66.2 28.5 101.6 74.8 3.8 LOS E C E Approach Delay 35.1 31.8 74.8 Approach LOS E D C Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 54 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.05 Intersection Signal Delay: 46.2 Intersection LOS: D Intersection Capacity Utilization 88.8% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **₹** Ø4 **3** Ø1 Ø2 (R) Tø6 (R) Orlando 06/01/2016 PM No Build Synchro 9 Report

Shane

	1	-	*	1	-	•	1	Ť	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	<b>^</b>	7	ሻ	ተተጉ		7	<b>1</b>		7	<b>^</b>	7
Traffic Volume (vph)	233	819	308	52	765	53	264	389	44	198	327	503
Future Volume (vph)	233	828	333	52	769	53	292	433	44	200	353	503
Satd. Flow (prot)	1770	3539	1583	1770	5028	0	1770	3482	0	1770	3539	1583
Flt Permitted	0.101			0.119			0.268			0.259		
Satd. Flow (perm)	188	3539	1564	222	5028	0	499	3482	0	482	3539	1550
Satd. Flow (RTOR)			243		7			7				66
Confl. Peds. (#/hr)						4			5			7
Confl. Bikes (#hr)			1			3			5			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	317	1125	452	71	1045	72	397	588	60	272	480	683
Shared Lane Traffic (%)												
Lane Group Flow (wph)	317	1125	452	71	1117	0	397	648	0	272	480	683
Tum Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+o\
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	8		8	4			6			2		2
Total Split (s)	36.0	52.0	33.2	23.7	39.7		33.2	44.2		30.1	41.1	36.0
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.7
Act Effct Green (s)	70.0	46.0	72.4	52.0	33.7		67.3	42.0		56.0	35.9	66.7
Actuated g/C Ratio	0.47	0.31	0.48	0.35	0.22		0.45	0.28		0.37	0.24	0.44
v/c Ratio	0.78	1.04	0.51	0.27	0.98		0.89	0.66		0.77	0.57	0.93
Control Delay	65.7	87.3	8.1	32.5	58.2		48.7	52.5		43.2	53.6	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.7	87.3	8.1	32.5	58.2		48.7	52.5		43.2	53.6	41.0
LOS	E	F	A	C	E		D	D		D	D	D
Approach Delay		64.8			56.7			51.1			45.6	
Approach LOS		Е			E			D			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	Ď:											
Offset: 36 (24%), Reference		2:SBTL	and 6:NB	TL. Start	of Green							
Control Type: Actuated-Co					TACED TAU							
Maximum v/c Ratio: 1.04												
Intersection Signal Delay: 6	5.5			In	tersection	LOS: E						
Intersection Capacity Utiliza		6			CU Level (		e G					
Analysis Period (min) 15		(1)										
. Marjoro i oriodi (ililiy ro												
Splits and Phases: 2: N	Orange Ave	& E Prin	nceton St		EIR				Dis NACO			
<b>\$</b> Ø1	4	. (D)			1				1	<b>0</b> 3		
<b>₩</b> Ø1	41.15	2 (R)			20.76	74			36 s	93		
1	1/21/25				32.7 3				00.5	- 1	:23	
<b>™</b> Ø5	₩ Ø6 (F	()			- V	98				1	ø7	
30.1 s	44,2 s				52 s					23.7	s	





	1	<b>→</b>	7	•	-	•	1	†	~	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	<b>†</b> 1>	(1-1-1-)		<b>^</b>		7	<b>^</b>	7	7	<b>↑</b>	7
Traffic Volume (vph)	135	841	148	23	629	22	83	8	29	85	26	233
Future Volume (vph)	135	841	159	24	629	22	87	8	30	85	29	233
Satd. Flow (prot)	1770	3439	0	0	3512	0	1770	1863	1583	1770	1863	1583
Fit Permitted	0.270	0.400			0.827		3117		1000	0.750	1000	1000
Satd. Flow (perm)	503	3439	0	0	2910	0	1863	1863	1583	1397	1863	1557
Satd. Flow (RTOR)	000	25			4		1000	1000	109	1001	1000	317
Confl. Peds. (#/hr)		-20	2		-				100			2
Confl. Bikes (#hr)			2			1						- 2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	0	270	0	0	0	0	0	0	270	270	270	27
Bus Blockages (#hr)	U	v	U	U	U.		U	-0	U	U.	U	·
Parking (#hr)		001			007			001			001	
Mid-Block Traffic (%)	733	0%	240		0%		222	0%			0%	0.47
Adj. Flow (vph)	183	1143	216	33	855	30	118	11	41	115	39	317
Shared Lane Traffic (%)	1705	100000	27	- 10	1000	(6)	2777	22	- 33	1000	201	(2000)
Lane Group Flow (vph)	183	1359	0	0	918	0	118	11	41	115	39	317
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt		custom	pm+pt		custom
Protected Phases	1	6		5	2		7	- 4		3	8	
Permitted Phases	6			2			4		2	\$		6
Total Split (s)	16.0	94.0		11.0	89.0		18.0	24.0	89.0	21.0	27.0	94.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	5.0	6.0
Act Effct Green (s)	113.3	113.3			100.3		16.3	6.5	100.3	23.2	8.5	113.3
Actuated g/C Ratio	0.76	0.76			0.67		0.11	0.04	0.67	0.15	0.06	0.76
wc Ratio	0.42	0.52			0.47		0.61	0.14	0.04	0.44	0.37	0.25
Control Delay	3.9	2.6			7.4		73.6	72.2	0.1	60.9	77.1	1.1
Queue Delay	0.0	0.2			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.9	2.8			7.4		73.6	72.2	0.1	60.9	77.1	1.1
LOS	A	A			A		E	E	A	E	E	A
Approach Delay		3.0			7.4			55.7			22.0	
Approach LOS		A			Α			E			С	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15												
Offset: 42 (28%), Referenc	NO CONTRACTOR OF THE PROPERTY OF	2:WBTL,	Start of	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.61												
Intersection Signal Delay: 1					tersection							
Intersection Capacity Utiliz	ation 85.8%			10	CU Level (	of Service	e E					
Analysis Period (min) 15												
Splits and Phases: \$: Ald	den Road &	E Princet	on St			- 2	-	1 4	87	ř	Ç.	-
Ø2 (R)						-	Ø1	-10/	Ø4		<b>™</b> Ø3	
89 s						16	5	24 s		21	s	-
JA.								- No	2000		4	eay.
<b>√</b> Ø5 → Ø6								**	Ø8		10	,
11 s 94 s								27 s			18 s	

	1	*	4	1	<b>↓</b>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		- 100 MALE:	ન	₽		
Traffic Volume (vph)	0	0	146	0	131	0	
Future Volume (vph)	5	14	172	0	134	12	
Satd. Flow (prot)	1657	0	0	1770	1842	0	
Fit Permitted	0.987			0.950			
Satd. Flow (perm)	1657	0	0	1770	1842	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	7	19	234	0	182	16	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	0	0	234	198	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							

Orlando 06/01/2016 PM No Build Shane

Lane Configurations	888 WBL  33 35 38 113 0 0 0 0 0 2 0.92 0.92 125% 125%	382 405 1815 0.990 1815	WBR 56 70 0	22 35 0	NBT 60 71 1720 0.992 1720	\$0 111 0	29 40 0	\$BT \$\frac{4}{3}\$ 31 37 1758 0.982 1758	32
Traffic Volume (vph)         64         450           Future Volume (vph)         64         468           Satd. Flow (prot)         0         1835           Fit Pemitted         0,994           Satd. Flow (perm)         0         1835           Confl. Peds. (#hr)         Confl. Bikes (#hr)           Peak Hour Factor         0.92         0.92           Growth Factor         125%         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	38 113 0 0 0 0 2 0.92 0.92	382 405 1815 0.990 1815	70 0	35 0	60 71 1720 0.992	111 0	40 0	31 37 1758 0.982	32 0
Traffic Volume (vph)         64         450           Future Volume (vph)         64         468           Satd. Flow (prot)         0         1835           Fit Pemitted         0,994           Satd. Flow (perm)         0         1835           Confl. Peds. (#hr)         Confl. Bikes (#hr)           Peak Hour Factor         0.92         0.92           Growth Factor         125%         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	38 113 0 0 0 0 2 0.92 0.92	382 405 1815 0.990 1815	70 0	35 0	60 71 1720 0.992	111 0	40 0	31 37 1758 0.982	
Satd. Flow (prot)         0         1835           Fit Permitted         0.994           Satd. Flow (perm)         0         1835           Confl. Peds. (#hr)         0         1835           Confl. Bikes (#hr)         0         0           Peak Hour Factor         0.92         0.92           Growth Factor         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	0 0 0 0 2 0.92 0.92	1815 0.990 1815	0	0	1720 0.992	0	0	1758 0.982	0
Fit Permitted 0,994 Satd. Flow (perm) 0 1835 Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor 0,92 0,92 Growth Factor 125% 125% 1 Heavy Vehicles (%) 2% 2% Bus Blockages (#hr) 0 0	0 0 2 0.92 0.92	0.990 1815	0		0.992			0.982	0
Satd. Flow (perm)     0     1835       Confl. Peds. (#hr)	2 0.92 0.92	1815	53	0	and the second second	0	0	-	0
Confl. Peds. (##hr) Confl. Bikes (##hr) Peak Hour Factor 0.92 0.92 Growth Factor 125% 125% 1 Heavy Vehicles (%) 2% 2% Bus Blockages (##hr) 0 0	2 0.92 0.92	N8080	53	0	1720	0	0	1758	0
Conff. Bikes (#hr)         0.92         0.92           Peak Hour Factor         0.92         0.92           Growth Factor         125%         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	0.92 0.92	0.92	4						
Peak Hour Factor         0.92         0.92           Growth Factor         125%         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	0.92 0.92	0.92	4						
Peak Hour Factor         0.92         0.92           Growth Factor         125%         125%         1           Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	Married States	0.92				2			
Heavy Vehicles (%)         2%         2%           Bus Blockages (#hr)         0         0	105% 105%		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#hr) 0 0	12070 12070	125%	125%	125%	125%	125%	125%	125%	125%
	2% 2%	2%	2%	2%	2%	2%	2%	2%	2%
Daulina (Why)	0 0	0	0	0	0	0	0	0	0
Parking (#hr)									
Mid-Block Traffic (%) 0%		0%			0%			0%	
Adj. Flow (vph) 87 636	52 154	550	95	48	96	151	54	50	43
Shared Lane Traffic (%)									
Lane Group Flow (vph) 0 775	0 0	799	0	0	295	0	0	147	0
Sign Control Free		Free			Stop			Stop	
Intersection Summary									

Orlando 06/01/2016 PM No Build Shane

Lane Group		-	*	1	-	•	1	<b>†</b>	-	1	Ţ	1
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7-11	4	20.00		4	190		4	
Traffic Volume (vph)	0	0	0	13	0	5	0	97	40	8	20	0
Future Volume (vph)	44	26	14	34	. 0	5	8	108	61	8	86	23
Satd. Flow (prot)	0	1773	0	0	1752	0	0	1774	0	0	1809	0
Fit Permitted		0.974			0.958			0.998			0.997	
Satd. Flow (perm)	0	1773	0	0	1752	0	0	1774	0	0	1809	0
Confl. Peds. (#/hr)									1			
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	60	35	19	46	0	7	11	147	83	11	117	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	53	0	0	241	.0	0	159	0
Sign Control		Stop			Stop			Stop			Stop	
ntersection Summary												

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## PM No Build 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR 42 Lane Configurations ٦ 4 1 **1** Traffic Volume (vph) 48 49 18 31 92 1018 14 365 1361 109 236 Future Volume (vph) 48 42 49 18 31 236 92 1142 14 365 1448 109 Satd. Flow (prot) 1770 1697 0 0 1829 1583 1770 3531 0 1770 3499 0 Flt Permitted 0.714 0.608 0.950 0.950 Satd. Flow (perm) 1330 1697 0 0 1133 1558 1770 3531 0 1770 3499 Satd. Flow (RTOR) 38 321 1 8 Confl. Peds. (#/hr) 3 2 Confl. Bikes (#hr) 1 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô 0 Bus Blockages (#hr) Û 0 0 Ó 0 Ó Û Ó 0 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 65 57 67 24 42 321 125 1552 19 496 1967 148 Shared Lane Traffic (%) Lane Group Flow (vph) 65 124 0 66 321 125 1571 496 2115 Tum Type Perm pm+pt NA NA custom Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 8 4 44.0 34.5 34.5 44.0 15.5 64.0 42.0 90.5 Total Split (s) 9.5 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 6.1 4.5 6.1 Act Effct Green (s) 21.6 19.6 11.6 19.6 18.2 58.6 54.7 95.1 Actuated g/C Ratio 0.14 0.13 0.08 0.13 0.12 0.39 0.36 0.63 wc Ratio 0.31 0.49 0.76 0.67 0.58 1.14 0.77 0.95 Control Delay 59.6 46.6 113.4 12.7 62.6 88.1 38.6 28.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.4 0.0 44.3 Total Delay 113.4 88.5 59.6 46.6 12.7 62.6 38.6 72.7 LOS E D В E F D E Approach Delay 29.8 86.6 66.3 51.1 Approach LOS D C F E Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 8 (5%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.14 Intersection Signal Delay: 69.9 Intersection LOS: E Intersection Capacity Utilization 86.6% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₹**ø4 ø3\ ø1 ₩ Ø2 (R) **↑**Ø6 (R) **→**Ø8 Orlando 06/01/2016 PM No Build Synchro 9 Report Shane Page 9

	•	-	7	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		7	<b>^</b>		7	<b>\$</b> \$	
Traffic Volume (vph)	70	34	29	16	3	6	18	1261	19	15	1413	10
Future Volume (vph)	140	38	132	16	3	6	41	1311	19	15	1420	16
Satd. Flow (prot)	0	1705	0	0	1741	0	1770	3531	0	1770	3531	į
Flt Permitted		0.839			0.689		0.043			0.063		
Satd. Flow (perm)	0	1463	0	0	1238	0	80	3531	0	117	3531	į
Satd. Flow (RTOR)		21			8			2			2	
Confl. Peds. (#/hr)			5			2			2			
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	1259
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	29
Bus Blockages (#hr)	0	0	0	0	0.1	0	0	0	0	0.	0	(
Parking (#hr)												
Mid-Block Traffic (%)	17/2/2	0%	70/200	0.002	0%	(6)	-29	0%	tratte.	245	0%	-
Adj. Flow (vph)	190	52	179	22	4	\$	56	1781	26	20	1929	22
Shared Lane Traffic (%)	(4					(6)	-25		- 4		112	
Lane Group Flow (vph)	0	421	0	0	34	0	56	1807	0	20	1951	1
Tum Type	Perm	NA		Pem	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2	4000		2	4000	
Total Split (s)	44.0	44.0		44.0	44.0		106.0	106.0		106.0	106.0	
Total Lost Time (s)		6.3 37.7			6.3 37.7		6.2 99.8	6.2 99.8		6.2 99.8	6.2 99.8	
Act Effct Green (s) Actuated g/C Ratio		0.25			0.25		0.67	0.67		0.67	0.67	
v/c Ratio		1.10			0.11		1.06	0.77		0.26	0.83	
Control Delay		123.8			36.3		154.6	19.1		8.3	12.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.6	
Total Delay		123.8			36.3		154.6	19.1		8.3	12.9	
LOS		F			D		F	В		A	В	
Approach Delay		123.8			36.3			23.1			12.8	
Approach LOS		F			D			С			В	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 128 (85%), Referen	ced to phas	e 2:NBSE	3 and 6:,	Start of G	reen							
Control Type: Actuated-Co.	ordinated											
Maximum wc Ratio: 1.10												
Intersection Signal Delay: 2	8.4			In	tersection	n LOS: C						
Intersection Capacity Utiliza	ation 70.3%			10	CU Level	of Service	C					
Analysis Period (min) 15												
Onlike and Disease: OS: N	Milla Arrana	na O Lake	. Hiadala sa	d Du								
14	Mills Aven	ue & Lake	Highlan	u Dr				4.6	20			
<b>∮ ∳ </b> Ø2 (R)								-	1014			
1106 S							, de	44 s				

	•	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4	2000		4	190710		4			4	
raffic Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
uture Volume (vph)	81	191	20	2	54	17	7	30	5	80	36	22
atd. Flow (prot)	0	1820	0	0	1801	0	0	1816	0	0	1771	0
lt Permitted		0.986			0.998			0.991			0.972	
atd. Flow (perm)	0	1820	0	0	1801	0	0	1816	0	0	1771	0
onfl. Peds. (#hr)	3		3	3		3	15					15
onfl. Bikes (#hr)			2			1			1			
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
rowth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
eavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
us Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
arking (#hr)												
lid-Block Traffic (%)		0%			0%			0%			0%	
dj. Flow (vph)	110	260	27	3	73	23	10	41	7	109	49	30
hared Lane Traffic (%)												
ane Group Flow (vph)	0	397	0	0	99	0	0	58	0	0	188	0
ign Control		Stop			Stop			Stop			Stop	
tersection Summary												

	1	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		200.00	4			4	wien = a		4	
Traffic Volume (vph)	1	0	1	30	2	23	2	170	117	37	160	3
Future Volume (vph)	20	70	4	34	25	23	8	194	160	37	209	49
Satd. Flow (prot)	0	1833	0	0	1756	0	0	1749	0	0	1809	0
Fit Permitted		0.989			0.980			0.999			0.994	
Satd. Flow (perm)	0	1833	0	0	1756	0	0	1749	0	0	1809	0
Confl. Peds. (#/hr)	8					8			2	2		
Confl. Bikes (#hr)						6			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	27	95	5	46	34	31	11	264	217	50	284	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	111	0	0	492	0	0	401	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

	1	-	*	1	•	•	1	<b>†</b>	1	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	ħ			4		7	<b>^</b>		7	<b>↑</b> ₽	
Traffic Volume (vph)	183	122	49	9	49	48	45	1004	8	38	1202	60
Future Volume (vph)	183	125	50	9	50	51	46	1074	8	41	1309	60
Satd. Flow (prot)	1770	1775	0	0	1723	0	1770	3535	0	1770	3511	0
Fit Permitted	0.697				0.963		0.094			0.102		
Satd. Flow (perm)	1298	1775	0	0	1665	0	175	3535	0	190	3511	0
Satd. Flow (RTOR)	1200	6			15			1			8	
Confl. Peds. (#hr)			3			8			7			1
Confl. Bikes (#hr)			2			2			5			3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)										V.	7.00	·
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	249	170	68	12	68	69	63	1459	11	56	1779	82
	243	170	00	12	.00	03	.00	1409	ाश	00	1773	- 02
Shared Lane Traffic (%) Lane Group Flow (vph)	249	238	0	0	149	0	63	1470	0	56	1861	0
	Perm	NA	- 0	Perm	NA	V	Perm	NA	.0	Perm	NA	V
Turn Type Protected Phases	remi	NA 8		remi	4		renn	6 6		remi	2	
Permitted Phases	8	<b>*</b>		4	4		6	. 0		2	2	
		22.5		33.5	22.5		41.5	41.5		41.5	41.5	
Total Split (s)	33.5 6.5	33.5 6.5		33.5	33.5 6.5		6.2	6.2		6.2	6.2	
Total Lost Time (s)								42.6		42.6	42.6	
Act Effet Green (s)	19.7	19.7			19.7 0.26		42.6	0.57		0.57	0.57	
Actuated g/C Ratio	0.26	0.26			0.20		0.57 0.64	0.73		0.52	0.93	
Wc Ratio	37.1	0.51						16.6		24.6	23.9	
Control Delay	0.0	25.5 0.0			20.3		50.5 0.0	0.0		0.0	0.0	
Queue Delay	37.1	25.5			20.3		50.5	16.6		24.6	23.9	
Total Delay LOS	37.1 D	20.0 C			20.3 C		50.5 D	10.0 B		24.0 C	23.9 C	
	U	31.4			20.3		U	18.0		- 6	23.9	
Approach Delay		31.4 C			20.3 C			18.0 B			23.9 C	
Approach LOS		C			- 6			ь			U	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 71 (95%), Reference	ed to phase	2:SBTL a	and 6:NB	TL, Start	of Green							
Control Type: Actuated-Coo	ordinated											
Maximum v/c Ratio: 0.93												
Intersection Signal Delay: 2	2.4			In	tersection	LOS: C						
Intersection Capacity Utiliza	ation 87.7%			10	U Level o	of Service	E					
Analysis Period (min) 15												
Splits and Phases: 29: N	Mills Avenu	ie & E Ma	arks St			545						130
1						<b>★</b> Ø	2					
∮ Ø2 (R)							1					
41.5 s				A CONTRACTOR OF THE PROPERTY O		33.5 s						
<b>√</b> Tø6 (R)						<b>→</b> Ø8	3					
41.5 s				3		33.5 s						
				_								

PM No Build 32: N Orange Ave & Alden Rd

	~	€.	×	1	6	×	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	1	7	<b>^</b>	7	99.00	44	
Traffic Volume (vph)	100	19	716	135	15	699	
Future Volume (vph)	201	19	752	175	15	727	
Satd. Flow (prot)	1770	1583	1863	1583	0	3536	
Fit Permitted	0.950					0.999	
Satd. Flow (perm)	1770	1583	1863	1583	0	3536	
Confl. Peds. (#/hr)		1		3	3		
Confl. Bikes (#hr)				1		3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	273	26	1022	238	20	988	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	273	26	1022	238	0	1008	
Sign Control	Stop		Free			Free	
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 60.9%			10	CU Level	of Service B	
Analysis Period (min) 15							

Orlando 06/01/2016 PM No Build Shane

PM No Build 33: Highland Ave & City Site South Drive

	•	*	1	<b>†</b>	Į.	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			ન	f)		
Traffic Volume (vph)	Ô	0	0	121	132	0	
Future Volume (vph)	55	7	8	139	142	46	
Satd. Flow (prot)	1756	0	0	1857	1801	0	
Fit Permitted	0.958			0.997			
Satd. Flow (perm)	1756	0	0	1857	1801	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	75	10	11	189	193	63	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	85	0	0	200	256	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 12.0%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM No Build Shane

	1	-	*	1	-	•	1	<b>†</b>	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	30	138	11	21	77	48	48	223	47	68	104	14
Future Volume (vph)	33	138	11	21	77	50	48	244	47	72	117	14
Satd. Flow (prot)	0	1829	0	0	1749	0	0	1809	0	0	1815	0
Flt Permitted		0.902			0.923			0.913			0.754	
Satd. Flow (perm)	0	1663	0	0	1625	0	0	1663	0	0	1392	0
Satd. Flow (RTOR)		7			57			19			9	
Confl. Peds. (#/hr)	6		- 1	1		6			1	1		
Confl. Bikes (#hr)			1			1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)		~		~	V.		Ť		~	V.		·
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	45	188	15	29	105	68	65	332	64	98	159	19
Shared Lane Traffic (%)	940	100	10	20	100		- 00	002	-04	30	100	10
Lane Group Flow (vph)	0	248	0	0	202	0	0	461	0	0	276	0
Turn Type	Perm	NA		Perm	NA	0	Perm	NA.		Perm	NA.	
Protected Phases	I CIIII	8		I CIIII	4		i ciiii	6		i ciii	2	
Permitted Phases	8	<b>*</b>		4	4		6			2	2	
Total Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)	24.0	6.0		24.0	6.0		20.0	6.0		20.0	6.0	
Act Effct Green (s)		12.2			12.2			20.4			20.4	
Actuated g/C Ratio		0.27			0.27			0.46			0.46	
v/c Ratio		0.54			0.42			0.60			0.43	
		17.9			12.2						11.4	
Control Delay					0.0			13.6			0.0	
Queue Delay		0.0						13.6			11.4	
Total Delay		17.9 B			12.2			13.6 B			11.4 B	
LOS					B							
Approach Delay		17.9			12.2			13.6			11.4	
Approach LOS		В			В			В			В	
Intersection Summary												
Cycle Length: 50												
Actuated Cycle Length: 44.9	S											
Control Type: Semi Act-Und	oord											
Maximum v/c Ratio; 0.60												
Intersection Signal Delay: 1	3.7			In	tersection	LOS: B						
Intersection Capacity Utiliza	tion 52.5%			10	U Level (	of Service	A					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ghland Ave	& E Mar	ks St									
\	***************************************				4	_						
<b>♥</b> Ø2						Ø4						
<u>Z6 s</u>			, de		24	S						-
<b>™</b> ø6					100	<b>₽</b> Ø8						
26 s					24	s				- 3		

	•	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	202	4	2810	2075	4			4	1701	17.	4	
Traffic Volume (vph)	18	13	12	7	10	16	\$	88	12	3	42	5
Future Volume (vph)	18	34	38	56	31	39	8	88	19	22	42	5 5
Satd. Flow (prot)	0	1737	0	0	1745	0	0	1816	0	0	1815	0
Fit Permitted		0.990			0.978			0.997			0.984	
Satd. Flow (perm)	0	1737	0	0	1745	0	0	1816	0	0	1815	0
Confl. Peds. (#/hr)			1	1					1	1		
Confl. Bikes (#hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	46	52	76	42	53	11	120	26	30	57	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	171	0	0	157	0	0	94	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

	•	-	*	-	-	•	4	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	-	4	2010		4	20.00		4	,-,-		4	
Traffic Volume (vph)	4	546	36	48	455	5	34	6	84	6	0	4
Future Volume (vph)	4	587	55	48	548	5	57	6	84	6	0	4
Satd. Flow (prot)	0	1840	0	0	1853	0	0	1687	0	0	1713	0
Flt Permitted					0.996			0.981			0.970	
Satd. Flow (perm)	0	1840	0	0	1853	0	0	1687	0	0	1713	0
Confl. Peds. (#/hr)			5			2			1			
Confl. Bikes (#hr)			5			3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	798	75	65	745	7	77	8	114	8	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	878	0	0	817	0	0	199	0	0	13	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Intersection Summary Control Type: Unsignalized												
Intersection Capacity Utiliza	ation 88,8%			10	CU Level	of Service	Ε					
Analysis Period (min) 15												

	•	-	*	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	0.010	4		00000	4	2171		4	20.50		43	
Traffic Volume (vph)	35	576	4	28	444	14	0	1	52	8	0	38
Future Volume (vph)	35	617	4	97	537	14	0	1	108	8	0	38
Satd. Flow (prot)	0	1855	0	0	1844	0	0	1613	0	0	1641	0
Fit Permitted		0.997			0.993						0.991	
Satd. Flow (perm)	0	1855	0	0	1844	0	0	1613	0	0	1641	0
Confl. Peds. (#/hr)			4									2
Confl. Bikes (#hr)			3			2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	48	838	- 5	132	730	19	0	1	147	11	0	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	891	0	0	881	0	0	148	0	0	63	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

PM No Build 45: N Orange Ave & Highland Ave

	4	7	×	4	4	×	
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
Lane Configurations	Y	20035	♠₽	, and a	ggaraev.	414	
Traffic Volume (vph)	54	169	744	58	154	598	
Future Volume (vph)	56	210	779	60	247	634	
Satd. Flow (prot)	1620	0	3494	0	0	3490	
Flt Permitted	0.990					0.527	
Satd. Flow (perm)	1619	0	3494	0	0	1864	
Satd. Flow (RTOR)	83		17				
Confl. Peds. (#/hr)	3	8		7	7		
Confl. Bikes (#hr)		1		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)					-		
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	76	285	1058	82	336	861	
Shared Lane Traffic (%)	1.40	200	1000	V2	000	VV1	
Lane Group Flow (vph)	361	0	1140	0	0	1197	
Tum Type	Prot	~	NA		pm+pt	NA:	
Protected Phases	4		2!		51	6	
Permitted Phases			۷:		6	- V	
Total Split (s)	27.7		47.3		12.7	34.6	
Total Lost Time (s)	5.7		5.7		14.6	5.7	
Act Effct Green (s)	17.7		45.9			45.9	
PARTY OF THE PROPERTY OF THE PARTY OF THE PA	0.24		0.61			0.61	
Actuated g/C Ratio v/c Ratio	0.24		0.53			1.47dl	
Control Delay	34.9		10.1			56.8	
Queue Delay	0.0		0.0			0.0	
Total Delay	34.9		10.1			56.8	
LOS	C		В			E	
Approach Delay	34.9		10.1			56.8	
Approach LOS	С		В			Е	
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 74 (99%), Reference		2:NET, 8	Start of G	reen			
Control Type: Actuated-Coo	ordinated						
Maximum wc Ratio: 1.05							
Intersection Signal Delay: 3	4.1			ıl	ntersectio	n LOS: C	
Intersection Capacity Utiliza		)		10	CU Level	of Service E	
Analysis Period (min) 15							
Annual Control of the	ode with 1						

Splits and Phases: 45: N Orange Ave & Highland Ave



PM No Build 50: Brookhaven Dr & Vir. Dr. East Mixed Use

	1	-	•	*	1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	7		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	47	28	11	69	56	93	
Satd. Flow (prot)	0	1807	1647	0	1770	1583	
Flt Permitted		0.970			0.950		
Satd. Flow (perm)	0	1807	1647	0	1770	1583	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	64	38	15	94	76	126	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	102	109	0	76	126	
Sign Control		Free	Free		Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 6.7%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM No Build Shane

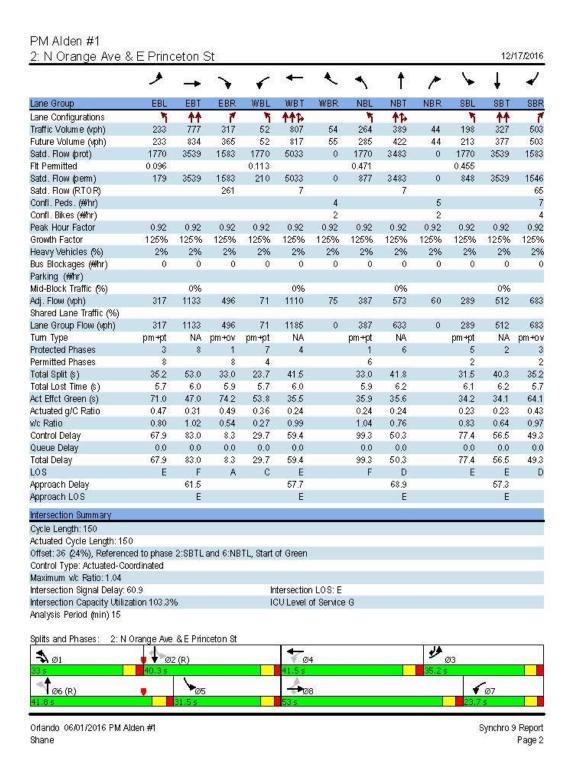
## PM Alden #1 1: N Mills Avenue 12/17/2016 1 1 \* \* 1 NBL Lane Group EBL EBR NBT SBT SBR 7**77** 781 Lane Configurations ሻሻ 44 Traffic Volume (vph) 164 506 1135 1082 77 Future Volume (vph) 166 781 506 1231 1111 92 Satd. Flow (prot) 1770 2787 3433 3539 3493 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1770 2787 3433 3539 3493 0 Satd. Flow (RTOR) 7 18 Confl. Peds. (#/hr) 11 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) Ó Ó 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 226 1061 688 1673 1510 125 Shared Lane Traffic (%) 1061 Lane Group Flow (vph) 226 688 1673 1635 0 Tum Type Prot pt+ov Prot NA. NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 36.4 38.6 113.6 75.0 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 66.4 27.8 31.5 106.5 68.0 Actuated g/C Ratio 0.19 0.44 0.21 0.71 0.45 w/c Ratio 0.69 0.85 0.96 0.67 1.03 Control Delay 74.8 21.5 84.5 3.5 70.6 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 74.8 21.5 84.5 70.6 3.5 LOS E C F E Approach Delay 30.9 27.1 70.6 Approach LOS C E C Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.03 Intersection Signal Delay: 41.5 Intersection LOS: D Intersection Capacity Utilization \$8.8% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue **₹** Ø4 **3** Ø1 ₩ Ø2 (R) Tø6 (R)

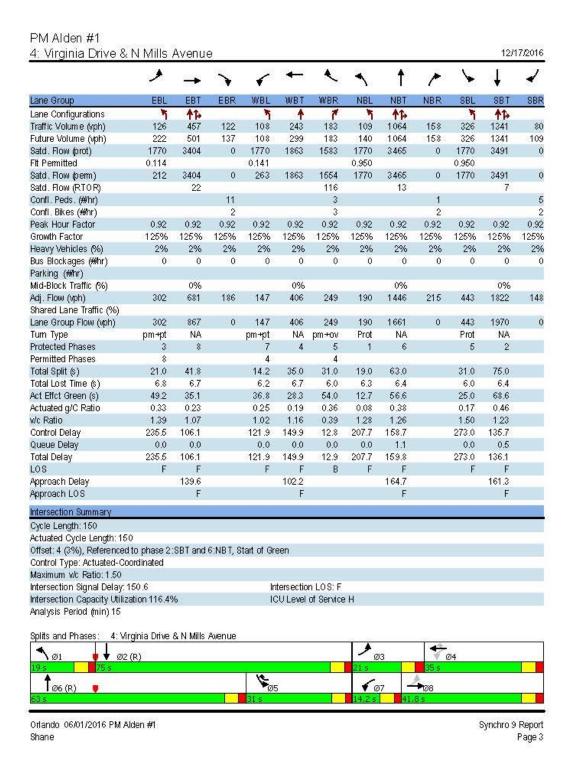
Orlando 06/01/2016 PM Alden #1

Shane

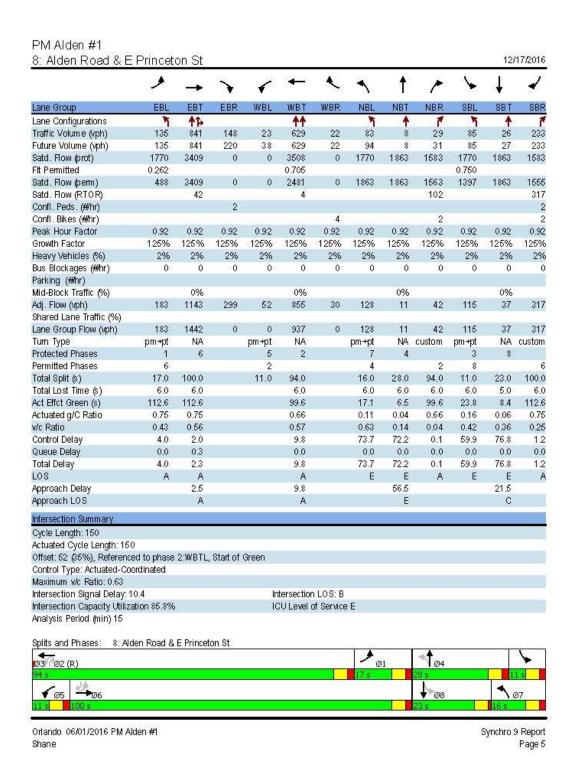
Synchro 9 Report

Page 1





PM Alden #1 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 461 Lane Configurations ٦ Traffic Volume (vph) 180 249 544 232 358 Future Volume (vph) 208 277 570 254 358 559 Satd. Flow (prot) 1770 1583 1863 1583 0 3472 Fit Permitted 0.545 0.950 Satd. Flow (perm) 1770 1583 1863 1538 0 1929 Satd. Flow (RTOR) 284 295 Confl. Peds. (#/hr) 2 2 Confl. Bikes (#hr) 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% Adj. Flow (vph) 283 376 774 345 486 760 Shared Lane Traffic (%) Lane Group Flow (vph) 283 376 774 345 0 1246 Tum Type Prot Prot NA Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 35.0 35.0 102.2 Total Split (s) 102.2 12.8 115.0 Total Lost Time (s) 5.9 5.9 5.7 5.7 5.7 Act Effct Green (s) 27.0 27.0 111.4 111.4 111.4 Actuated g/C Ratio 0.18 0.18 0.74 0.74 0.74 w/c Ratio 0.89 0.73 0.56 0.28 1.19dl Control Delay 57.2 7.4 10.0 1.8 18.4 Queue Delay 0.0 0.0 0.4 0.0 0.0 Total Delay 57.2 10.5 18.4 7.4 1.8 LOS E В В Approach Delay 28.8 7.8 18.4 Approach LOS C В Α Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 65 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.89 Intersection Signal Delay: 16.7 Intersection LOS: B Intersection Capacity Utilization 91.6% ICU Level of Service F Analysis Period (min) 15 dl Defacto Left Lane. Recode with 1 though lane as a left lane. Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 Ø2 (R) 1 Ø6 (R) Orlando 06/01/2016 PM Alden #1 Synchro 9 Report Shane Page 4



	•	7	4	<b>†</b>	Į.	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	1	7		લ	f)		
Traffic Volume (vph)	0	0	0	146	131	0	
Future Volume (vph)	13	29	7	146	216	3	
Satd. Flow (prot)	1770	1583	0	1859	1859	0	
Fit Permitted	0.950			0.998			
Satd. Flow (perm)	1770	1583	0	1859	1859	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	18	39	10	198	293	4	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	18	39	0	208	297	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							

	1	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	12.71	4	F-0-10		4	,,	-510	4	(7)	11.78	4	
Traffic Volume (vph)	64	429	33	25	392	6	22	76	80	24	31	32
Future Volume (vph)	66	449	33	74	436	10	27	77	158	71	91	39
Satd. Flow (prot)	0	1837	0	0	1844	0	0	1703	0	0	1783	0
Fit Permitted		0.994			0.993			0.995			0.983	
Satd. Flow (perm)	0	1837	0	0	1844	0	0	1703	0	0	1783	0
Confl. Peds. (#/hr)												
Confl. Bikes (#hr)			3			3			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	610	45	101	592	14	37	105	215	96	124	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	745	0	0	707	0	0	357	0	0	273	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary								77				
Lane Group Flow (vph) Sign Control	0	600	0	0		0	ō			0	0 0	(egg)

PM Alden #1 15: Alden Road/Alden Rd & Brookhaven Dr

	1	<b>→</b>	7	1	•	•	1	1	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	0	0	0	49	0	9	0	102	60	8	30	0
Future Volume (vph)	19	0	11	49	0	9	60	167	60	8	81	58
Satd. Flow (prot)	0	1717	0	0	1749	0	0	1792	0	0	1759	0
Fit Permitted		0.969			0.959			0.990			0.997	
Satd. Flow (perm)	0	1717	0	0	1749	0	0	1792	0	0	1759	0
Confl. Peds. (#/hr)				1		4						
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	26	0	15	67	0	12	82	227	82	11	110	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	79	0	0	391	0	0	200	0
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized Intersection Capacity Utiliza Analysis Period (min) 15				10	CU Level	of Service	eΑ					

Orlando 06/01/2016 PM Alden #1 Shane

PM Alden #1 16: N Orange Ave & Highlands Ave 12/17/2016 4 K 4 Lane Group NBL **NBR** NET NER SWL SWIT **1**744 **4↑** 598 Lane Configurations Y Traffic Volume (vph) 54 151 58 154 Future Volume (vph) 56 177 766 69 252 626 Satd. Flow (prot) 1651 0 3497 0 0 3490 Fit Permitted 0.988 0.526 Satd. Flow (perm) 1651 0 3497 0 0 1862 Satd. Flow (RTOR) 124 24 Confl. Peds. (#/hr) Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) Ó 0 Û 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 76 240 1041 94 342 851 Shared Lane Traffic (%) Lane Group Flow (vph) 316 1135 0 1193 Tum Type Prot NA Perm NA Protected Phases 2 4 8 Permitted Phases 8 Total Split (s) 23.0 52.0 52.0 52.0 Total Lost Time (s) 4.5 4.5 4.5 Act Effct Green (s) 47.5 18.5 47.5 Actuated g/C Ratio 0.25 0.63 0.63 w/c Ratio 0.63 0.51 1.44dl Control Delay 21.5 8.3 38.7 Queue Delay 0.0 0.0 0.0 Total Delay 21.5 8.3 38.7 LOS C Α D Approach Delay 21.5 8.3 38.7 Approach LOS C D Α Intersection Summary Cycle Length: 75 Actuated Cycle Length: 75 Offset: 36 (48%), Referenced to phase 2:NBL and 6:, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.01 Intersection Signal Delay: 23.6 Intersection LOS: C Intersection Capacity Utilization 80.9% ICU Level of Service D Analysis Period (min) 15 dl Defacto Left Lane. Recode with 1 though lane as a left lane. Splits and Phases: 16: N Orange Ave & Highlands Ave **△** Ø2 (R) 104 **⋠** ø8 Orlando 06/01/2016 PM Alden #1 Synchro 9 Report Shane Page 9

PM Alden #1 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR 42 Lane Configurations ٦ 4 ٦ 1 **1** Traffic Volume (vph) 48 49 18 31 92 1018 14 365 1361 109 236 Future Volume (vph) 48 42 49 18 31 236 92 1114 14 365 1390 109 Satd. Flow (prot) 1770 1691 0 0 1829 1583 1770 3531 0 1770 3495 0 Flt Permitted 0.714 0.608 0.950 0.950 Satd. Flow (perm) 1330 1691 0 0 1133 1560 1770 3531 0 1770 3495 Satd. Flow (RTOR) 38 321 1 9 Confl. Peds. (#/hr) 3 2 Confl. Bikes (#hr) 7 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ô Ó. Bus Blockages (#hr) Û 0 0 Ó 0 Ó Û Ó 0 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 65 57 67 24 42 321 125 1514 19 496 1889 148 Shared Lane Traffic (%) 321 Lane Group Flow (vph) 65 124 0 66 125 1533 496 2037 Tum Type pm+pt NA Pem NA custom Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 8 4 44.0 34.5 34.5 44.0 15.5 64.0 42.0 90.5 Total Split (s) 9.5 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 6.1 4.5 6.1 Act Effct Green (s) 21.6 19.6 11.6 19.6 18.2 58.6 54.7 95.1 Actuated g/C Ratio 0.14 0.13 0.08 0.13 0.12 0.39 0.36 0.63 w/c Ratio 0.31 0.49 0.76 0.67 0.58 1.11 0.77 0.92 Control Delay 59.6 46.7 113.4 12.6 65.2 70.5 40.7 25.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.4 0.0 46.3 Total Delay 113.4 70.9 59.6 46.7 12.6 65.2 40.7 71.9 LOS E D В E E D E Approach Delay 29.8 70.5 65.8 51.1 Approach LOS D C E E Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 144 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.11 Intersection Signal Delay: 63.9 Intersection LOS: E Intersection Capacity Utilization 86.6% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₹**ø4 ø3\ ø1 ₩ Ø2 (R) **↑**Ø6 (R) **→**Ø8 Orlando 06/01/2016 PM Alden #1 Synchro 9 Report Shane Page 10

PM Alden #1 25: N Mills Avenue & Lake Highland Dr. 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR 34 Lane Configurations 4 ٦ **1 1** Traffic Volume (vph) 70 29 16 3 18 1261 18 15 1413 3 37 Future Volume (vph) 70 108 16 3 6 145 1292 18 15 1428 3 Satd. Flow (prot) 0 1689 0 0 1739 0 1770 3531 0 1770 3539 0 Flt Permitted 0.878 0.516 0.075 0.097 Satd. Flow (perm) 1507 0 0 926 140 3531 0 181 3539 0 Satd. Flow (RTOR) 28 8 3 Confl. Peds. (#/hr) 5 2 2 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 Bus Blockages (#hr) Û Û Ó 0 Ó. Ô 0 Ó 0 Ó 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 95 50 147 22 4 197 1755 24 20 1940 Shared Lane Traffic (%) 34 Lane Group Flow (vph) 0 292 0 197 1779 20 1944 Tum Type Perm Perm NA NA Perm NA Perm NA Protected Phases 4 4 2 2 Permitted Phases 4 2 2 4 27.0 27.0 27.0 27.0 123.0 123.0 123.0 123.0 Total Split (s) Total Lost Time (s) 6.3 6.3 6.2 6.2 6.2 6.2 Act Effct Green (s) 20.7 20.7 116.8 116.8 116.8 116.8 Actuated g/C Ratio 0.14 0.14 0.78 0.78 0.78 0.78 w/c Ratio 1.26 0.25 1.81 0.65 0.14 0.71 Control Delay 191.7 52.3 410.7 6.9 1.4 3.4 0.0 Queue Delay 0.0 0.0 0.0 0.0 0.6 Total Delay 52.3 410.7 191.7 6.9 1.4 4.0 LOS D Α Α A Approach Delay 191.7 52.3 47.1 4.0 Approach LOS D D F A Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 138 (92%), Referenced to phase 2:NBSB and 6:, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.81 Intersection Signal Delay: 37.2 Intersection LOS: D Intersection Capacity Utilization 69.8% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 25: N Mills Avenue & Lake Highland Dr **\$**1004 **∤**↑ Ø2 (R)

Shane

Synchro 9 Report

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PM Alden #1 27: Ferris Ave & Lake Highland Dr 12/17/2016 \* \* 4 1 \* EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR **4 ♣** 32 30 Lane Configurations 4 Traffic Volume (vph) 74 20 22 17 5 9 36 18 Future Volume (vph) 81 159 7 30 54 143 20 22 17 5 36 22 Satd. Flow (prot) 0 1813 0 0 1829 0 0 1816 0 0 1771 0 Fit Permitted 0.984 0.994 0.991 0.977 Satd. Flow (perm) 0 1813 0 0 1829 0 0 1816 0 1771 0 Confl. Peds. (#hr) 3 3 15 15 3 3 Confl. Bikes (#hr) 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 25% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 110 27 30 10 7 73 30 194 216 23 41 49 Shared Lane Traffic (%) Lane Group Flow (vph) 0 331 0 0 269 0 0 58 0 0 152 0 Sign Control Stop Stop Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 34.9% ICU Level of Service A Analysis Period (min) 15

PM Alden #1 28: Highland Ave/Highlands Ave & Driveway/Alden Road 12/17/2016 1 1 WBL Lane Group EBL EBT EBR WBT WBR NBL NBT NBR SBL SBT SBR 4 0 **4** 137 Lane Configurations 4 Traffic Volume (vph) 0 9 44 20 0 96 14 11 0 58 Future Volume (vph) 14 11 75 106 20 19 151 148 17 64 53 Satd. Flow (prot) 0 1815 0 1770 1818 0 0 1740 0 0 1753 0 Fit Permitted 0.992 0.950 0.997 0.994 Satd. Flow (perm) 0 1815 0 1770 1818 0 1740 0 1753 Confl. Peds. (#/hr) Confl. Bikes (#hr) 0.92 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 19 102 26 205 79 15 144 27 201 23 87 72 Shared Lane Traffic (%) Lane Group Flow (vph) 0 113 0 102 171 0 0 432 0 0 182 0 Sign Control Stop Stop Free Free Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 32.7% ICU Level of Service A

Analysis Period (min) 15

Future Volume (oph) 183 124 50 9 53 55 48 1155 8 40 1224 66 8 8 8 10 1224 66 8 8 8 10 170 3514 0 1770		1	-	7	1	•	•	1	<b>†</b>	~	1	Į.	1
Lisne Configurations	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Traffic Volume (pyh)	400 Halland (200 All)	7			ALIA MARKALINI	43-					7		
Future Volume (pth)  183	Lead and the control of the control			49	9		48			8			60
Satid. Flow (prior)	CONTRACTOR OF THE PROPERTY OF												
Fit Permitted    0.565	AND AND A PRINTED TO THE PARTY OF THE PARTY												
Satd. Flow (ptn) 1034 1774 0 0 1665 0 114 3534 0 192 3511 0 0 0 0 0 0 0 1665 0 114 3534 0 192 3511 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	NO. 00 10 10 10 10 10 10 10 10 10 10 10 10												
Satd. Flow (RTOR)  3			1774	0	0	1665	0		3534	0		3511	(
Corff. Peds. (#hr)	MANAGER STATE TO SERVICE STATE OF THE SERVICE STATE												
Corff. Bikes (#thr)  Peak Hour Factor  0.92  0.93  0.93  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.9				3			8			7			1
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	to the second second												
Growth Factor	Martin and Continued to the Continued Continued to the Continued C	0.92	0.92	0.92	0.92	0.92		0.92	0.92		0.92	0.92	
Heavy Vehicles (%)				- N. W. T. T. C.									
Bus Blockages (#Mrr)													
Parking (##hr)  Mid-Block Traffic (%)  June Group Flow (pph)  Alg. Flow (p													- 9
Mid-Block Traffic (%)	365 PS NOSSESSON NO							Ť			•		·
Acti, Flow (vph) 249 168 68 12 72 75 65 1569 11 54 1758 82 Shared Lane Traffic (%) Lane Group Flow (vph) 249 236 0 0 159 0 65 1580 0 54 1840 0 Turn Type Perm NA Perm	Annual contract of the Contrac		0%			0%			0%			0%	
Shared Lane Traffic (%)  Lane Group Flow (ph)	a Keral Ni salah salah salah Keri salah	249		62	12		75	65		11	54		22
Lane Group Flow (wph) 249 236 0 0 159 0 65 1580 0 54 1840 0 Turn Type Perm NA Perm NA Perm NA Perm NA Perm NA Trotacted Phases 8 4 6 6 2 Total Split (s) 44.0 44.0 44.0 106.0 106.0 106.0 106.0 106.0 Total Lost Time (s) 6.5 6.5 6.5 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 Act Effet Green (s) 36.3 36.3 36.3 101.0 101.0 101.0 101.0 Act Lated g/C Ratio 0.24 0.24 0.24 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67		240	100	~~	12	12	10.	~~	1000		04	1100	
Tum Type	Market Strategy Strat	249	236	0	٥	159	0	65	1520	0	54	1840	C
Protected Phases	G			~~	200		~						- ~
Permitted Phases \$ 4 6 2 Total Split (\$) 44.0 44.0 44.0 44.0 106.0 106.0 106.0 106.0 106.0 Total Lost Time (\$) 6.5 6.5 6.5 6.5 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2	NO. TO A SUPPLY OF STREET	1.01111			r ciiii			r om			T CIIII		
Total Split (s)		*	~		4	- 7		6	~		2		
Total Lost Time (s) 6.5 6.5 6.5 6.2 6.2 6.2 6.2 Act Effet Green (s) 36.3 36.3 36.3 101.0 101.0 101.0 101.0 101.0 Actuated g/C Ratio 0.24 0.24 0.24 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67	International Control		44.0			44 0			1060			106.0	
Act Effet Green (s) 36.3 36.3 36.3 36.3 101.0 101.0 101.0 101.0 Actuated g/C Ratio 0.24 0.24 0.24 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67	MINOR DESCRIPTION OF THE PROPERTY OF THE PROPE				77.0								
Actuated g/C Ratio 0.24 0.24 0.24 0.67 0.67 0.67 0.67 0.67	a Kartika di Kartika da Kartika di Kartika d												
wc Ratio       1.00       0.54       0.37       0.86       0.66       0.42       0.78         Control Delay       111.8       51.5       40.9       95.3       16.4       11.5       6.8         Queue Delay       0.0       0	BARRAGO DE COMPANSA DE CAMPANSA DE CAMPANS												
Control Delay 111.8 51.5 40.9 95.3 16.4 11.5 6.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 111.8 51.5 40.9 95.3 16.4 11.5 6.8 LOS F D D F B B A Approach Delay \$2.5 40.9 19.5 7.0 Approach LOS F D B A  Intersection Summary  Cycle Length: 150 Actuated Cycle Length: 150 Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00 Intersection Signal Delay: 21.9 Intersection LOS: C Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (inin) 15  Splits and Phases: 29: N Mills Avenue & E Marks St	ER VIOLENCIA CONTRACTOR CONTRACTO												
Queue Delay													
Total Delay 111.8 51.5 40.9 95.3 16.4 11.5 6.8  LOS F D D F B B A  Approach Delay 82.5 40.9 19.5 7.0  Approach LOS F D B B A  Intersection Summary  Cycle Length: 150  Actuated Cycle Length: 150  Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00  Intersection Signal Delay: 21.9 Intersection LOS: C  Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St	NAC SUMMERS SON SON SON SON SON SON SON SON SON SO												
LOS	No. 10 April 1991 Control of the Con												
Approach Delay \$2.5													
Approach LOS F D B A  Intersection Summary  Cycle Length: 150  Actuated Cycle Length: 150  Actuated Cycle Length: 150  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00  Intersection Signal Delay: 21.9  Intersection LOS: C  Intersection Capacity Utilization \$7.7%  ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St													
Cycle Length: 150  Actuated Cycle Length: 150  Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00  Intersection Signal Delay: 21.9 Intersection LOS: C  Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St	SEASON NO. NO. NO. NO. NO. NO. NO. NO. NO. N												
Cycle Length: 150  Actuated Cycle Length: 150  Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00  Intersection Signal Delay: 21.9 Intersection LOS: C  Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St													
Actuated Cycle Length: 150  Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00  Intersection Signal Delay: 21.9  Intersection Capacity Utilization \$7.7%  ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St													
Offset: 32 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  Control Type: Actuated-Coordinated  Maximum wic Ratio: 1.00 Intersection Signal Delay: 21.9 Intersection LOS: C Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St		`											
Control Type: Actuated-Coordinated  Maximum with Ratio: 1.00 Intersection Signal Delay: 21.9 Intersection LOS: C Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St  ### Ø2 (R)  106.5  44.5			o-edti-	and G-MD	TI Ctort	of Groon							
Maximum wic Ratio: 1.00 Intersection Signal Delay: 21.9 Intersection LOS: C Intersection Capacity Utilization \$7.7% ICU Level of Service E Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St  ### Ø2 (R)  106.5  44.5			2.0011	311U O.14D	r L, otari	or oreer							
Intersection Signal Delay: 21.9 Intersection LOS: C Intersection Capacity Utilization \$7.7% ICU Level of Service E Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St  ### Ø2 (R)  106.5  44.5  ### Ø6 (R)		Juliacea											
Intersection Capacity Utilization \$7.7% ICU Level of Service E  Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St  ### Ø2 (R)  106 5  44 5  ### Ø6 (R)		4.0			le	torcoction	100.0						
Analysis Period (min) 15  Splits and Phases: 29: N Mills Avenue & E Marks St  ### Ø2 (R)  106 5  44 5  ### Ø6 (R)													
Splits and Phases: 29: N Mills Avenue & E Marks St	property is a contract of the contract of the property of the contract of the	1110H OT .7 70			10	O Level	or oer wice	_					
	Midiyala Feriou (IIIII) 10												
Ø2 (R)  106 s  44 s  Ø6 (R)	Splits and Phases: 29: N	Mills Avenu	ie & E Ma	arks St									
106 s 44 s 44 s 49 € (R)									4-	31			
	▼ Ø2 (R)								7	Ø4			
	IU6.5							- 22	44.5				
	Tø6 (R)								12	10/8			
	106 s							3	- CONTRACTOR				

PM Alden #1 33: Highland Ave & City South Driveway

	1	*	1	<b>†</b>	<b>↓</b>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	7		લ	1		
Traffic Volume (vph)	0	0	0	121	132	0	
Future Volume (vph)	47	5	26	159	140	78	
Satd. Flow (prot)	1770	1583	0	1850	1773	0	
Flt Permitted	0.950			0.993			
Satd. Flow (perm)	1770	1583	0	1850	1773	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	64	7	35	216	190	106	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	64	7	0	251	296	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized	t						
Intersection Capacity Utiliz	ation 12,0%			10	OU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Alden #1 Shane

Future Volume (oph) 36 138 11 21 77 55 48 274 47 71 114 14 14 38dd   Flow (prot)		1	-	*	1	-	•	4	<b>†</b>	-	1	Ţ	1
Traffic Volume (pth)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Tierfile Volume (pyh) 30 138 11 21 77 48 48 223 47 68 104 14 14 34	Lane Configurations		4	2V-2		4		200	4			4	
Future Volume (pth)  36	Traffic Volume (vph)	30		11	21		48	48		47	68		14
Satd. How (proft)  0 1827 0 0 1743 0 0 1815 0 0 1813 0  Fit Pemittad  0.898 0.924 0.920 0.740  Satd. How (pem)  0 1655 0 0 1621 0 0 1680 0 0 1364 0  Satd. How (FTOR)  7 63 18 18 9  OCTOTI. Peds. (pem)  6 1 1 6 1 1  Corff. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92		36	138	11	21	77	55	48	274	47	71	114	14
Fit Permitted  0.938  0.924  0.920  0.740  Satd. Flow (perm)  0.1655  0.01621  0.01680  0.01364  0.01364  0.01364  0.020  0.0741  Satd. Flow (perm)  0.1655  0.01621  0.01680  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.01800  0.020  0.030	The state of the s	0	1827	0	0	1743	0	0	1815	0	0	1813	0
Satcl. Flow (perm)  Satcl. Flow (perm)  Satcl. Flow (perm)  7  63  18  9  Corrfl. Peds. (#thr)  6  1  1  6  1  1  1  Corrfl. Spites (#thr)  Peak Hour Factor  0.92  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.93  0.92  0.93  0.93  0.93  0.92  0.93  0.93  0.93  0.93  0.93  0.9			0.898			0.924			0.920			0.740	
Satd. Flow (RTO R)		0		0	0		0	0		0	0		0
Confl. Bikes (#hr)  Peak Hour Factor  0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92			7			63			18			9	
Corff. Bikes (#thr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	The state of the s	6		- 1	1		6			1	1		
Peak Hour Factor													
Growth Factor	State of the Control	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)													
Bus Blockages (#Mrr)													
Parking (#hr)  Mid-Block Traffic (%)  Add, Flow (pph)  49 188 15 29 105 75 65 372 64 96 155 19  Shared Lane Traffic (%)  Lane Group Flow (pph)  0 252 0 0 209 0 0 501 0 0 270 0  Turn Type Perm NA Perm NA Perm NA Perm NA  Protected Phases 8 4 6 6 2  Permitted Phases 8 4 6 6 2  Formitted Phases 8 4 6 6 2  Total Split (s) 24.0 24.0 24.0 24.0 26.0 26.0 26.0 26.0  Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0 6.0  Act Effic Green (s) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.45 0.45  Control Delay 18.0 12.0 15.5 11.6  Queue Delay 0.0 0.0 0.0 0.0 0.0  Cotal Delay 18.0 12.0 15.5 11.6  LOS B B B B B B B B B B B B B B B B B B B													
Mid-Block Traffic (%)						•							Ť
Adj. Flow (high)			0%			0%			0%			0%	
Shared Lane Traffic (%) Lane Group Flow (wph) 0 252 0 0 209 0 0 501 0 0 270 0 Turn Type Perm NA Perm NA Perm NA Perm NA Protected Phases 8 4 6 2  Fermitted Phases 8 4 6 2  Total Split (\$) 24.0 24.0 24.0 26.0 26.0 26.0 26.0 Total Lost Time (\$) 6.0 6.0 6.0 6.0 Act Effet Green (\$) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.45 0.45 Wic Ratio 0.55 0.42 0.66 0.43 Control Delay 18.0 12.0 15.5 11.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 18.0 12.0 15.5 11.6 LOS B B B B B B B B B B B B B B B B B B B		49		15	29		75	65		64	96		19
Lane Group Flow (vph) 0 252 0 0 209 0 0 501 0 0 270 0 Turn Type Perm NA Perm NA Perm NA Perm NA Perm NA  Protected Phases 8 4 6 2  Fromitted Phases 8 4 6 2  Total Split (s) 24.0 24.0 24.0 26.0 26.0 26.0 26.0 26.0  Total Lost Time (s) 6.0 6.0 6.0 6.0  Act Effet Green (s) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.45 0.45  w/c Ratio 0.55 0.42 0.55 0.42  Control Delay 18.0 12.0 15.5 11.6  Queue Delay 0.0 0.0 0.0 0.0  Total Delay 18.0 12.0 15.5 11.6  LOS B B B B B B B B B B B B B B B B B B B		- 10	100	10		100	10.		012		-	100	
Tum Type	Marine Marine Indiana American Marine	٥	252	0	0	209	0	0	501	0	0	270	0
Protected Phases 8 4 6 2  Permitted Phases 8 4 6 2  Total Split (s) 24.0 24.0 24.0 26.0 26.0 26.0 26.0  Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0  Act Effect Green (s) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.45 0.45 0.45  Wc Ratio 0.55 0.42 0.66 0.43  Control Delay 18.0 12.0 15.5 11.6  Queue Delay 0.0 0.0 0.0 0.0  Total Delay 18.0 12.0 15.5 11.6  LOS BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB								A1000			10000		
Permitted Phases	to the section of the	1.01111			I OIIII			r.om			Cili		
Total Split (s) 24.0 24.0 24.0 24.0 26.0 26.0 26.0 26.0 70 26.		Ŕ	~		Δ	-		6			2		
Total Lost Time (s) 6.0 6.0 6.0 6.0 6.0  Act Effct Green (s) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.46 0.45  Wc Ratio 0.55 0.42 0.65 0.43  Control Delay 18.0 12.0 15.5 11.6  Queue Delay 0.0 0.0 0.0 0.0 0.0  Total Delay 18.0 12.0 15.5 11.6  LOS BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB			24.0			24.0			26.0			26.0	
Act Effect Green (s) 12.3 12.3 20.2 20.2  Actuated g/C Ratio 0.28 0.28 0.45 0.45  We Ratio 0.55 0.42 0.65 0.43  Control Delay 18.0 12.0 15.5 11.6  Queue Delay 0.0 0.0 0.0 0.0  Total Delay 18.0 12.0 15.5 11.6  LOS BBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB	MINOR THE PROPERTY OF THE PROP	24.0			27.0			20.0			20.0		
Actuated g/C Ratio 0.2\$ 0.2\$ 0.45 0.45  \( \text{Vc Ratio} \ 0.55 \ 0.42 \ 0.65 \ 0.43  \( \text{Control Delay} \ 18.0 \ 12.0 \ 15.5 \ 11.6  \( \text{Queue Delay} \ 0.0 \ 0.0 \ 0.0 \ 0.0  \( \text{Total Delay} \ 18.0 \ 12.0 \ 15.5 \ 11.6  \( \text{LOS} \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	a Kelfacerotish of lighter												
w/c Ratio       0.55       0.42       0.65       0.43         Control Delay       18.0       12.0       15.5       11.6         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       18.0       12.0       15.5       11.6         LOS       B       B       B       B       B         Approach Delay       18.0       12.0       15.5       11.6         Approach LOS       B       B       B       B       B         Intersection Summary       Cycle Length: 50         Actuated Cycle Length: 44.5       Control Type: Semi Act-Uncoord         Maximum w/c Patio: 0.65       Intersection LOS: B         Intersection Capacity Utilization 52.5%       Intersection LOS: B         Intersection Capacity Utilization 52.5%       ICU Level of Service A         Analysis Period (min) 15       Splits and Phases: 34: Highland Ave & E Marks St													
Control Delay 18.0 12.0 15.5 11.6 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 18.0 12.0 15.5 11.6 LOS B B B B B B B Approach Delay 18.0 12.0 15.5 11.6 Approach Delay 18.0 12.0 15.5 11.6 Approach LoS B B B B B B B B B B B B B B B B B B B	TEA WATERWAY												
Queue Delay         0.0         0.0         0.0         0.0           Total Delay         18.0         12.0         15.5         11.6           LOS         B         B         B         B         B           Approach Delay         18.0         12.0         15.5         11.6         Approach LOS         B         Intersection Summary         Inters													
Total Delay 18.0 12.0 15.5 11.6  LOS B B B B B B  Approach Delay 18.0 12.0 15.5 11.6  Approach LOS B B B B B B  Intersection Summary  Cycle Length: 50  Actuated Cycle Length: 44.5  Control Type: Semi Act-Uncoord  Maximum wtc Ratio: 0.65  Intersection Signal Delay: 14.6 Intersection LOS: B  Intersection Capacity Utilization 52.5% ICU Level of Service A  Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St	NAT BUILDINGS												
B   B   B   B   B   B   B   B   B   B	The state of the s												
Approach Delay 18.0 12.0 15.5 11.6 Approach LOS B B B B B  Intersection Summary  Cycle Length: 50 Actuated Cycle Length: 44.5 Control Type: Semi Act-Uncoord Maximum wt Ratio: 0.65 Intersection Signal Delay: 14.6 Intersection LOS: B Intersection Capacity Utilization 52.5% ICU Level of Service A  Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St	Mark Resident												
Approach LOS B B B B B  Intersection Summary  Cycle Length: 50  Actuated Cycle Length: 44.5  Control Type: Semi Act-Uncoord  Maximum wc Ratio: 0.65  Intersection Signal Delay: 14.6  Intersection LOS: B  Intersection Capacity Utilization 52.5%  Analysis Period (min) 15  Splits and Phases: 34: Highland Awe & E Marks St													
Intersection Summary  Cycle Length: 50  Actuated Cycle Length: 44.5  Control Type: Semi Act-Uncoord  Maximum wc Ratio: 0.65  Intersection Signal Delay: 14.6  Intersection LOS: B  Intersection Capacity Utilization 52.5%  Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St													
Cycle Length: 50  Actuated Cycle Length: 44.5  Control Type: Semi Act-Uncoord  Maximum wic Ratio: 0.65  Intersection Signal Delay: 14.6  Intersection Lo S: B  Intersection Capacity Utilization 52.5%  ICU Level of Service A  Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St	77.1		В			В			В			- D	
Actuated Cycle Length: 44.5 Control Type: Semi Act-Uncoord Maximum with Ratio: 0.65 Intersection Signal Delay: 14.6 Intersection Capacity Utilization 52.5% Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St  ###################################													
Control Type: Semi Act-Uncoord  Maximum with Ratio: 0.65 Intersection Signal Delay: 14.6 Intersection Capacity Utilization 52.5% ICU Level of Service A  Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St  ###################################													
Maximum wit Ratio; 0.65 Intersection Signal Delay: 14.6 Intersection LOS: B Intersection Capacity Utilization 52.5% ICU Level of Service A Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St  ### ### ### ### ### ### ### ### ### #													
Intersection Signal Delay: 14.6 Intersection LOS: B Intersection Capacity Utilization 52.5% ICU Level of Service A Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St	Control Type: Semi Act-Uncoo	ord											
Intersection Capacity Utilization 52.5%  Analysis Period (min) 15  Splits and Phases: 34: Highland Awe & E Marks St  ###################################													
Analysis Period (min) 15  Splits and Phases: 34: Highland Ave & E Marks St  ###################################	Intersection Signal Delay: 14.6	6			In	tersection	LOS: B						
Splits and Phases: 34: Highland Ave & E Marks St	Intersection Capacity Utilization	on 52.5%			10	OU Level (	of Service	· A					
<b>1</b>	Analysis Period (min) 15												
<b>1</b>													
265	Splits and Phases: 34: High	nland Ave	& E Mar	ks St		58							- 2
265	1					4	- m						
4	▼ 104 26 s					24							
	_ A						A						_
26 s 24 s	<b>7</b> Ø6						<b>→</b> 1Ø8						
	26 s			N.		24	s						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	007	4	2810	2075	4			4	1701	17.	4	
Traffic Volume (vph)	18	13	12	7	10	16	8	87	12	3	42	5
Future Volume (vph)	18	13	12	56	10	60	8	87	19	49	42	5 5
Satd. Flow (prot)	0	1758	0	0	1705	0	0	1813	0	0	1803	0
Fit Permitted		0.980			0.978			0.996			0.975	
Satd. Flow (perm)	0	1758	0	0	1705	0	0	1813	0	0	1803	0
Confl. Peds. (#hr)			1	1					1	1		
Confl. Bikes (#hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	18	16	76	14	82	11	118	26	67	57	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	172	0	0	155	0	0	131	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

	•	-	*	1	-	•	1	1	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2010-	00000	4	20.70	.0.799	4	,-,-		4	
Traffic Volume (vph)	4	546	36	28	406	5	18	5	84	6	0	1
Future Volume (vph)	4	645	82	28	459	5	62	5	84	6	0	1
Satd. Flow (prot)	0	1835	0	0	1855	0	0	1689	0	0	1756	0
Fit Permitted					0.997			0.980			0.957	
Satd. Flow (perm)	0	1835	0	0	1855	0	0	1689	0	0	1756	0
Confl. Peds. (#/hr)			5			2			1			
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	876	111	38	624	7	84	7	114	8	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	992	0	0	669	0	0	205	0	0	9	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

	1	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	0.000	4			4	2171		4	00.20		4	
Traffic Volume (vph)	35	576	4	13	424	14	0	1	51	7	0	17
Future Volume (vph)	35	675	4	76	477	14	0	1	107	7	0	17
Satd. Flow (prot)	0	1857	0	0	1844	0	0	1613	0	0	1662	0
Fit Permitted		0.998			0.993						0.985	
Satd. Flow (perm)	0	1857	0	0	1844	0	0	1613	0	0	1662	0
Confl. Peds. (#hr)			4									2
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	48	917	5	103	648	19	0	- 1	145	10	0	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	970	0	0	770	0	0	146	.0	0	33	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

PM Alden #1 48: Brookhaven Dr & East Mixed Use Driveway

	1	-	-	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્ન	7		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	53	28	11	63	56	93	
Satd. Flow (prot)	0	1803	1649	0	1770	1583	
Flt Permitted		0.968			0.950		
Satd. Flow (perm)	0	1803	1649	0	1770	1583	
Confl. Peds. (#hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	72	38	15	86	76	126	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	110	101	0	76	126	
Sign Control		Free	Free		Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 6.7%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Alden #1 Shane

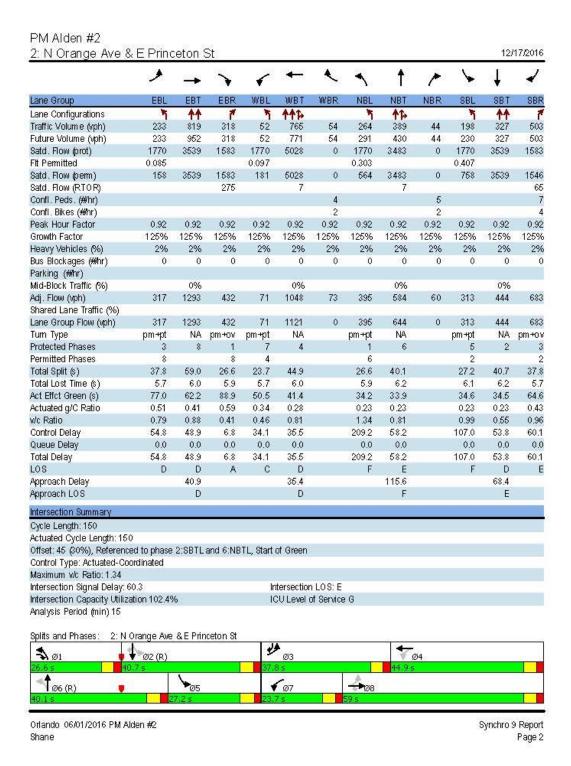
PM Alden #1 50: Alden Road & Lake Highlands Drive

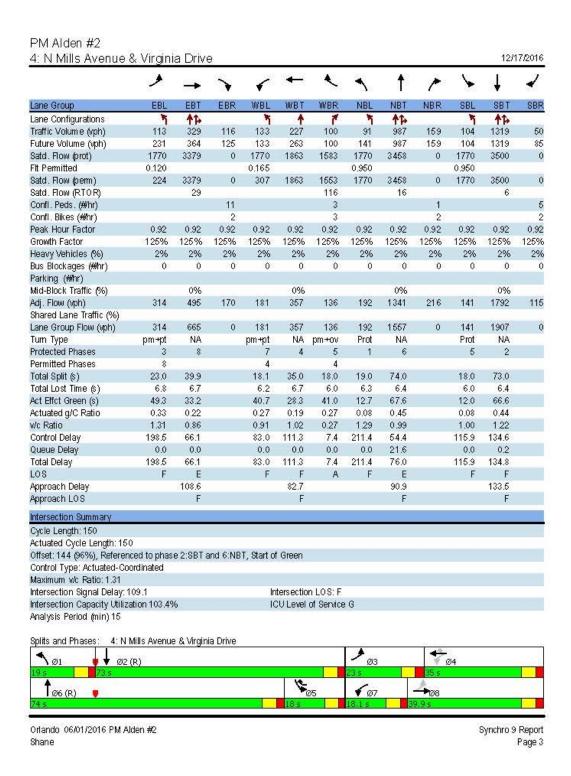
	1	*	1	1	1	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	W		13		10.00	ન	
Traffic Volume (vph)	65	27	178	123	41	159	
Future Volume (vph)	150	73	257	157	51	211	
Satd. Flow (prot)	1722	0	1768	0	0	1844	
Flt Permitted	0.967					0.990	
Satd. Flow (perm)	1722	0	1768	0	0	1844	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	204	99	349	213	69	287	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	303	0	562	0	0	356	
Sign Control	Stop		Stop			Stop	
Intersection Summary							
Control Type: Unsignalized Intersection Capacity Utiliza Analysis Period (min) 15				10	CU Level	of Service A	3

Description: Alden at Lake Highland

Orlando 06/01/2016 PM Alden #1 Shane

PM Alden #2 1: N Mills Avenue & E Princeton St 12/17/2016 \* 1 1 \* Lane Group EBL EBR NBL NBT SBT SBR 7**77** 781 Lane Configurations ٦ ሻሻ 44 44 Traffic Volume (vph) 164 506 1135 1082 77 Future Volume (vph) 165 781 506 1252 1116 87 Satd. Flow (prot) 1770 2787 3433 3539 3494 0 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1770 2787 3433 3539 3494 0 Satd. Flow (RTOR) 7 18 Confl. Peds. (#/hr) 11 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) Û 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 224 1061 688 1701 1516 118 Shared Lane Traffic (%) 1061 Lane Group Flow (vph) 224 688 1701 1634 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 6 2 Permitted Phases Total Split (s) 36.4 38.6 113.6 75.0 Total Lost Time (s) 8.6 7.1 7.1 7.0 Act Effct Green (s) 65.3 26.7 31.5 107.6 69.1 Actuated g/C Ratio 0.18 0.44 0.21 0.72 0.46 w/c Ratio 0.71 0.87 0.96 0.67 1.01 Control Delay 70.5 46.8 62.4 3.7 65.4 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 70.5 46.8 62.4 65.4 3.7 LOS E D E E Approach Delay 50.9 20.6 65.4 Approach LOS D E C Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 132 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.01 Intersection Signal Delay: 41.7 Intersection LOS: D Intersection Capacity Utilization \$8.8% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St **3** Ø1 **₹** Ø4 ♥ Ø2(R) Tø6 (R) Orlando 06/01/2016 PM Alden #2 Synchro 9 Report Shane Page 1





PM Alden #2 7: Orange Ave & Virginia Drive 12/17/2016 † 1 Lane Group WBL WBR NBT NBR SBL SBT 441 Lane Configurations ٦ 7 Traffic Volume (vph) 199 263 544 232 352 Future Volume (vph) 199 331 544 232 352 441 Satd. Flow (prot) 1770 1583 1863 1583 0 3461 Fit Permitted 0.543 0.950 Satd. Flow (perm) 1770 1583 1863 1538 0 1922 Satd. Flow (RTOR) 281 254 Confl. Peds. (#/hr) 2 Confl. Bikes (#hr) 2 4 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Ó 0 Bus Blockages (#hr) 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 270 450 739 315 478 599 Shared Lane Traffic (%) Lane Group Flow (vph) 270 450 739 315 0 1077 Tum Type Prot Prot NA. Perm pm+pt NA Protected Phases 4 4 6 5 2 Permitted Phases 6 2 41.0 41.0 96.3 Total Split (s) 96.3 12.7 109.0 Total Lost Time (s) 5.9 5.7 5.7 5.7 5.9 Act Effct Green (s) 28.1 28.1 110.3 110.3 110.3 Actuated g/C Ratio 0.19 0.19 0.74 0.74 0.74 w/c Ratio 0.82 0.86 0.54 0.26 1.13dl Control Delay 64.9 27.8 11.3 2.2 14.4 Queue Delay 0.0 0.0 0.7 0.0 0.0 Total Delay 27.8 14.4 64.9 11.9 2.2 LOS E C В В Approach Delay 41.7 9.0 14.4 Approach LOS D В Α Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 78 (52%), Referenced to phase 2:SBTL and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.86 Intersection Signal Delay: 19.3 Intersection LOS: B Intersection Capacity Utilization 92.0% ICU Level of Service F Analysis Period (min) 15 dl Defacto Left Lane. Recode with 1 though lane as a left lane. Splits and Phases: 7: Orange Ave & Virginia Drive **≯**Ø4 Ø2 (R) **↑**Ø6 (R) Orlando 06/01/2016 PM Alden #2 Synchro 9 Report Shane Page 4

	1	<b>→</b>	7	1	-	•	1	t	~	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	<b>†</b> 1>	(1-1-1-)	***************************************	<b>^</b>		7	<b>^</b>	7	7	<b>↑</b>	7
Traffic Volume (vph)	135	841	148	23	629	22	83	8	29	85	26	233
Future Volume (vph)	135	841	313	33	629	22	89	8	30	85	29	233
Satd. Flow (prot)	1770	3368	0	0	3512	0	1770	1863	1583	1770	1863	1583
Fit Permitted	0.273	0000			0.732		0.784		1000	0.453	1000	1000
Satd. Flow (perm)	509	3368	0	0	2576	0	1460	1863	1563	844	1863	1556
Satd. Flow (RTOR)	000	71			5		1700		109		1000	317
Confl. Peds. (#/hr)		SISI	2						100			2
Confl. Bikes (#hr)			_			4			2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	27
Michigan Park March Marc	.0	v	- 0	.0	Ų.	.0		- 0	.0	, U.	.0	
Parking (#hr)		007			007			007			00/	
Mid-Block Traffic (%)	400	0%	105		0%	20	404	0%	- 44	445	0%	247
Adj. Flow (vph)	183	1143	425	45	855	30	121	11	41	115	39	317
Shared Lane Traffic (%)	400	4500			000		404		- 44	445	~~	045
Lane Group Flow (vph)	183	1568	0	0	930	0	121	11	41	115	39	317
Tum Type	pm+pt	NA		pm+pt	NA:		pm+pt		custom	pm+pt		custom
Protected Phases	1	6		5	2		7	4		3	\$	
Permitted Phases	6	440.4		2			4		2	8	00.0	6
Total Split (s)	13.0	102.0		11.0	100.0		14.0	26.0	100.0	11.0	23.0	102.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	5.0	6.0
Act Effct Green (s)	118.6	118.6			105.6		13.1	8.6	105.6	15.8	8.5	118.6
Actuated g/C Ratio	0.79	0.79			0.70		0.09	0.06	0.70	0.11	0.06	0.79
wc Ratio	0.40	0.59			0.51		0,85	0.10	0.04	0.71	0.37	0.24
Control Delay	2.5	1.6			8.5		106.6	66.6	0.1	83.9	77.1	0.9
Queue Delay	0.0	0.2			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	1.8			8.5		106.6	66.6	0.1	83.9	77.1	0.9
LOS	Α	A			Α		F	E	A	F	E	P
Approach Delay		1.8			8.5			78.8			27.5	
Approach LOS		Α			Α			E			С	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	)											
Offset: 75 (50%), Reference	ed to phase	2:WBTL,	Start of	Green								
Control Type: Actuated-Co												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay: 1	1.3			In	tersection	LOS: B						
Intersection Capacity Utiliza				10	CU Level o	of Service	E					
Analysis Period (min) 15												
Splits and Phases: 8: Ald	den Road &	E Princet	on St				351	300	66 70	181 60		
₹								<b>*</b>	-	3 1 g		
Ø2 (R)								Ø1	Ø	3 19	94	
100 s							E.	28	HIS	20.5	1	
₩06								<b>√</b> Ø!	5 Nø	7	Ø8	
102 s								11 s	145	23 5		

PM Alden #2 9: Alden Road & Alden North Driveway

12/17/2016

	•	*	1	<b>†</b>	<b>↓</b>	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W			ર્ન	13		
Traffic Volume (vph)	Ô	0	0	146	131	0	
Future Volume (vph)	7	12	22	146	293	16	
Satd. Flow (prot)	1676	0	0	1850	1850	0	
Fit Permitted	0.981			0.993			
Satd. Flow (perm)	1676	0	0	1850	1850	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	10	16	30	198	398	22	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	0	0	228	420	0	
Sign Control	Stop			Stop	Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 12.9%	Į.		10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Alden #2 Shane

	١	-	7	1	-	•	1	1	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	F-0-10	200.00	4	200	-510	4	(7)		4	
Traffic Volume (vph)	61	450	33	31	382	55	22	60	80	165	31	32
Future Volume (vph)	61	450	33	57	410	73	62	64	167	208	162	32
Satd. Flow (prot)	0	1837	0	0	1820	0	0	1702	0	0	1796	0
Fit Permitted		0.994			0.995			0.990			0.975	
Satd. Flow (perm)	0	1837	0	0	1820	0	0	1702	0	0	1796	0
Confl. Peds. (#/hr)												
Confl. Bikes (#hr)			3			3			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	83	611	45	77	557	99	84	87	227	283	220	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	739	0	0	733	0	0	398	0	0	546	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

PM Alden #2 15: Alden Rd & South Alden Driveway/Brookhaven Dr 12/17/2016 \* 1 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR **4 4** 97 Lane Configurations 4 Traffic Volume (vph) 0 0 13 5 0 40 8 20 0 Future Volume (vph) 19 209 0 12 13 0 5 57 40 8 118 59 Satd. Flow (prot) 0 1715 0 0 1729 0 0 1813 0 0 1779 0 Fit Permitted 0.970 0.965 0.991 0.998 Satd. Flow (perm) 0 1715 0 0 1729 0 0 1813 0 1779 Confl. Peds. (#/hr) 1 4 Confl. Bikes (#hr) 0.92 0.92 0.92 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 26 16 18 7 77 284 11 80 0 0 54 160 Shared Lane Traffic (%) Lane Group Flow (vph) 0 42 0 0 25 0 0 415 0 0 251 0 Sign Control Stop Stop Stop Stop Intersection Summary

ICU Level of Service A

Orlando 06/01/2016 PM Alden #2 Shane

Control Type: Unsignalized Intersection Capacity Utilization 21.4%

Analysis Period (min) 15

PM Alden #2 16: N Orange Ave & Lake Highland Drive 12/17/2016 2 K 6 Lane Group WBL WBR NET NER SWL SWIT **↑**₽ 722 **^** Lane Configurations ٦ Traffic Volume (vph) 65 0 74 177 Future Volume (vph) 69 0 722 80 177 622 Satd. Flow (prot) 1770 1863 3478 0 1770 3539 Fit Permitted 0.950 0.245 Satd. Flow (perm) 1770 1863 3478 0 456 3539 Satd. Flow (RTOR) 35 Confl. Peds. (#/hr) 3 3 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) Ó 0 0 0 0 Ó Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 94 0 981 109 240 845 Shared Lane Traffic (%) 240 845 Lane Group Flow (vph) 94 0 1090 Tum Type Prot Perm NA Perm NA Protected Phases 8 6 Permitted Phases 8 6 4 Total Split (s) 20.0 20.0 20.0 20.0 20.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 Act Effct Green (s) 15.7 15.7 16.3 16.3 Actuated g/C Ratio 0.39 0.39 0.41 0.41 w/c Ratio 0.14 0.79 1.29 0.59 Control Delay 188.5 8.3 15.8 11.4 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 8.3 15.8 188.5 11.4 LOS A В В Approach Delay 8.3 15.8 50.6 Approach LOS A В D Intersection Summary Cycle Length: 40 Actuated Cycle Length: 40 Offset: 0 (0%), Referenced to phase 6:SWTL, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.29 Intersection Signal Delay: 32.1 Intersection LOS: C Intersection Capacity Utilization 55.0% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 16: N Orange Ave & Lake Highland Drive Ø4 ✓ <u>Ø6 (R)</u> Ø8

Shane

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Synchro 9 Report

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PM Alden #2 22: N Mills Avenue & Nebraska St 12/17/2016 1 \* \* 1 NBL Lane Group EBL EBT EBR WBL WBT WBR NBT NBR SBL SBT SBR 42 Lane Configurations ٦ 4 1 **1** Traffic Volume (vph) 48 49 18 31 92 1018 14 365 109 236 1361 Future Volume (vph) 48 42 49 19 31 236 92 1135 15 365 1395 109 Satd. Flow (prot) 1770 1691 0 0 1827 1583 1770 3531 0 1770 3495 0 Flt Permitted 0.516 0.821 0.950 0.950 Satd. Flow (perm) 961 1691 0 0 1529 1560 1770 3531 0 1770 3495 Satd. Flow (RTOR) 38 321 1 9 Confl. Peds. (#/hr) 3 2 Confl. Bikes (#hr) 7 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Ó. Bus Blockages (#hr) Û Û 0 0 Ó 0 Ó Û Ó 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 65 57 67 26 42 321 125 1542 20 496 1895 148 Shared Lane Traffic (%) Lane Group Flow (vph) 65 124 0 68 321 125 1562 496 2043 Tum Type pm+pt NA Pem NA custom Prot NA Prot NA Protected Phases 3 8 4 6 5 2 Permitted Phases 8 8 4 44.0 34.5 34.5 44.0 15.5 64.0 42.0 90.5 Total Split (s) 9.5 Total Lost Time (s) 4.5 6.5 6.5 6.5 4.5 6.1 4.5 6.1 Act Effct Green (s) 21.4 19.4 11.8 19.4 11.0 76.0 37.5 102.5 Actuated g/C Ratio 0.14 0.13 0.08 0.13 0.07 0.51 0.25 0.68 wc Ratio 0.40 0.49 0.57 0.67 0.97 0.87 1.12 0.85 Control Delay 62.4 47.0 84.1 12.8 96.6 14.8 115.0 15.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 5.9 0.0 46.9 Total Delay 62.4 47.0 84.1 12.8 96.6 20.6 115.0 62.8 LOS E D F В C E Approach Delay 73.0 52.3 25.2 26.3 Approach LOS D C C E Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 144 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 1.12 Intersection Signal Delay: 51.9 Intersection LOS: D Intersection Capacity Utilization 86.6% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 22: N Mills Avenue & Nebraska St **₩**Ø4 **↑** Ø1 **♦** Ø2 (R) Ø5 Tø6 (R) Orlando 06/01/2016 PM Alden #2 Synchro 9 Report Shane Page 10

PM Alden #2 25: N Mills Avenue & Lake Highland Dr 12/17/2016 1 \* \* 1 Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations 4 4 **1 1** Traffic Volume (vph) 70 40 29 16 3 22 115 1261 19 1413 25 15 Future Volume (vph) 70 44 125 16 3 23 161 1310 19 15 1422 25 Satd. Flow (prot) 0 1687 0 0 1677 0 1770 3531 0 1770 3526 0 Flt Permitted 0.893 0.608 0.069 0.090 Satd. Flow (perm) 1528 0 0 1039 0 129 3531 0 168 3526 0 Satd. Flow (RTOR) 31 31 3 3 Confl. Peds. (#/hr) 2 2 Confl. Bikes (#hr) 2 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 0 Bus Blockages (#hr) Û Û 0 0 0 Ô 0 Ó 0 Ó 0 Parking (#hr) 0% Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 95 60 170 22 4 31 219 1780 26 20 1932 34 Shared Lane Traffic (%) 57 Lane Group Flow (vph) 0 325 0 219 1806 20 1966 Tum Type NA Perm NA Pem Perm NA Perm NA Protected Phases 4 4 2 2 Permitted Phases 4 2 2 4 29.0 29.0 29.0 121.0 121.0 Total Split (s) 29.0 121.0 121.0 Total Lost Time (s) 6.3 6.3 6.2 6.2 6.2 6.2 Act Effct Green (s) 22.7 22.7 114.8 114.8 114.8 114.8 Actuated g/C Ratio 0.15 0.15 0.77 0.77 0.77 0.77 w/c Ratio 1.26 0.31 2.23 0.67 0.16 0.73 Control Delay 190.9 34.6 600.4 7.2 2.3 4.8 Queue Delay 0.0 0.0 0.0 0.0 0.0 1.4 Total Delay 190.9 34.6 600.4 7.2 2.3 6.2 LOS C Α Α A Approach Delay 190.9 71.4 6.2 34.6 Approach LOS C E F A Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 136 (91%), Referenced to phase 2:NBSB and 6:, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 2.23 Intersection Signal Delay: 50.3 Intersection LOS: D Intersection Capacity Utilization \$7.4% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 25: N Mills Avenue & Lake Highland Dr **\***Ø4 **↓1** <u>Ø2 (R)</u>

Shane

Synchro 9 Report

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PM Alden #2 12/17/2016 27: Ferris Ave & Lake Highland Dr \* \* 4 1 \* EBT NBT Lane Group EBL EBR WBL WBT WBR NBL NBR SBL SBT SBR **♣** 85 30 Lane Configurations 4 4 Traffic Volume (vph) 74 20 2 31 17 5 9 36 18 Future Volume (vph) 130 7 30 64 82 20 2 77 17 5 36 23 Satd. Flow (prot) 0 1809 0 0 1816 0 0 1816 0 0 1771 0 Fit Permitted 0.983 0.999 0.991 0.975 Satd. Flow (perm) 0 1809 0 0 1816 0 0 1816 0 1771 0 Confl. Peds. (#hr) 3 15 15 3 3 3 Confl. Bikes (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 125% 25% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 111 27 3 10 7 87 31 177 105 23 41 49 Shared Lane Traffic (%) Lane Group Flow (vph) 0 315 0 0 131 0 0 58 0 0 167 0 Sign Control Stop Stop Stop Stop Intersection Summary Control Type: Unsignalized Intersection Capacity Utilization 34.5% ICU Level of Service A

Analysis Period (min) 15

Lane Group EBL EBR NBL NBT SBT SBR  Lane Configurations  Traffic Volume (vph) 1 1 0 0 0 0 0  Future Volume (vph) 90 4 0 79 109 0  Satd. Flow (prot) 1768 0 0 1863 1863 0  Fit Permitted 0.954  Satd. Flow (perm) 1768 0 0 1863 1863 0  Confl. Peds. (#hr)  Confl. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Growth Factor 125% 125% 125% 125% 125% 125% 125%  Heavy Vehicles (%) 2% 2% 2% 2% 2% 2%  Bus Blockages (#hr) 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (vph) 122 5 0 107 148 0  Sign Control Stop Free Free		1	*	1	<b>†</b>	Į.	4	
Traffic Volume (vph) 1 1 0 0 0 0 0 0 Future Volume (vph) 90 4 0 79 109 0 Satd. Flow (prot) 1768 0 0 1863 1863 0 Flt Permitted 0.954 Satd. Flow (perm) 1768 0 0 1863 1863 0 Confl. Peds. (#hr) Confl. Peds. (#hr) Confl. Peds. (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Traffic Volume (vph) 1 1 0 0 0 0 0 Future Volume (vph) 90 4 0 79 109 0 Satd. Flow (prot) 1768 0 0 1863 1863 0 Fit Permitted 0.954 Satd. Flow (perm) 1768 0 0 1863 1863 0 COnfl. Peds. (#hr) COnfl. Peds. (#hr) Confl. Peds. (#hr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Lane Configurations	Y			<b>^</b>	<b>^</b>		
Satd. Flow (prort) 1768 0 0 1863 1863 0  Fit Permitted 0.954  Satd. Flow (perm) 1768 0 0 1863 1863 0  Confl. Peds. (#hr)  Confl. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Growth Factor 125% 125% 125% 125% 125% 125% 125%  Heavy Vehicles (%) 2% 2% 2% 2% 2% 2%  Bus Blockages (#hr) 0 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (vph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (vph) 127 0 0 107 148 0  Sign Control Stop Free Free	Traffic Volume (vph)		1	0		0	0	
Fit Permitted 0.954  Batd. Flow (perm) 1768 0 0 1863 1863 0  Confl. Peds. (#hr)  Confl. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Growth Factor 126% 126% 126% 126% 126% 126%  Heavy Vehicles (%) 2% 2% 2% 2% 2%  Bus Blockages (#hr) 0 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (vph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (vph) 127 0 0 107 148 0  Sign Control Stop Free Free	Future Volume (vph)	90	4	0	79	109	0	
Satd. Flow (perm) 1768 0 0 1863 1863 0  Confl. Peds. (#hr)  Confl. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Growth Factor 125% 125% 125% 125% 125% 125% 125%  Heavy Vehicles (%) 2% 2% 2% 2% 2% 2%  Bus Blockages (#hr) 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (vph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (vph) 127 0 0 107 148 0  Sign Control Stop Free Free	Satd. Flow (prot)	1768	0	0	1863	1863	0	
Confl. Peds. (#hr)  Confl. Bikes (#hr)  Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92  Growth Factor 126% 126% 126% 126% 126% 126%  Heavy Vehicles (%) 2% 2% 2% 2% 2% 2%  Bus Blockages (#hr) 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (yph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (yph) 127 0 0 107 148 0  Sign Control Stop Free Free	Fit Permitted	0.954						
Confl. Bikes (#hrr) Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Growth Factor 125% 125% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% Adj. Flow (yph) 122 5 0 107 148 0 Shared Lane Traffic (%) Lane Group Flow (yph) 127 0 0 107 148 0 Sign Control Stop Free Free	Satd. Flow (perm)	1768	0	0	1863	1863	0	
Peak Hour Factor         0.92	Confl. Peds. (#/hr)							
Growth Factor 125% 125% 125% 125% 125% 125% 125% 125%	Confl. Bikes (#hr)							
Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Bus Blockages (#hr) 0 0 0 0 0 0  Parking (#hr)  Mid-Block Traffic (%) 0% 0% 0%  Adj. Flow (vph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (vph) 127 0 0 107 148 0  Sign Control Stop Free Free	Growth Factor	125%	125%	125%	125%	125%	125%	
Parking (#hrr)  Mid-Block Traffic (%) 0% 0%  Adj. Flow (yph) 122 5 0 107 148 0  Shared Lane Traffic (%)  Lane Group Flow (yph) 127 0 0 107 148 0  Sign Control Stop Free Free	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Mid-Block Traffic (%) 0% 0% Adj. Flow (vph) 122 5 0 107 148 0 Shared Lane Traffic (%) Lane Group Flow (vph) 127 0 0 107 148 0 Sign Control Stop Free Free	Bus Blockages (#hr)	0	0	0	0	0	0	
Adj. Flow (vph) 122 5 0 107 148 0 Shared Lane Traffic (%) Lane Group Flow (vph) 127 0 0 107 148 0 Sign Control Stop Free Free	Parking (#hr)							
Shared Lane Traffic (%) Lane Group Flow (vph) 127 0 0 107 148 0 Sign Control Stop Free Free	Mid-Block Traffic (%)	0%			0%	0%		
Lane Group Flow (vph) 127 0 0 107 148 0 Sign Control Stop Free Free	Adj. Flow (vph)	122	5	0	107	148	0	
Sign Control Stop Free Free	Shared Lane Traffic (%)							
<u>*</u>	Lane Group Flow (vph)	127	0	0	107	148	0	
ntersection Summary		Stop			Free	Free		
	ntersection Summary							
	Intersection Capacity Utiliza Analysis Period (min) 15	ation 6.7%			10	CU Level	of Service A	

	J	<b>→</b>	7	•	-	•	4	†	<i>&gt;</i>	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	1>	1 - 1 - 1		4		*	<b>†</b>		7	<b>†</b> 1>	18080
Traffic Volume (vph)	183	122	49	9	49	48	45	1004	8	38	1202	60
Future Volume (vph)	183	125	50	9	53	53	48	1094	8	41	1304	60
Satd. Flow (prot)	1770	1774	0	0	1719	0	1770	3534	ŏ	1770	3511	Ĭ
Fit Permitted	0.563	3117	~		0.966	~	0.058	0004	~	0.118	0011	
Satd. Flow (perm)	1049	1774	0	0	1668	0	108	3534	0	220	3511	(
Satd. Flow (RTOR)	1043	13			27		100	1		220	7	^
Confl. Peds. (#/hr)		- 10	3		21	8		.551.0	7		- Free	4
Confl. Bikes (#hr)						1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	0	270	0	270	270	270	270	0	270	270	0	27r
Bus Blockages (#hr)	100	v	V	V	Ü.	30%	v	U	U	Ų.	U	,
Parking (#hr)		001			001			001			001	
Mid-Block Traffic (%)	0.40	0%			0%	70	0.5	0%	17010		0%	
Adj. Flow (vph)	249	170	68	12	72	72	65	1486	11	56	1772	82
Shared Lane Traffic (%)		(02:00)	27	14		(72		10000	- 1		0020	- 1
Lane Group Flow (vph)	249	238	0	0	156	0	65	1497	0	56	1854	C
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		\$		- 22	4		- 12	6		- 2	2	
Permitted Phases	8	1000		4	Wante		6	10000000		2	0.000	
Total Split (s)	43.2	43.2		43.2	43.2		106.8	106.8		106.8	106.8	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	36.7	36.7			36.7		100.6	100.6		100.6	100.6	
Actuated g/C Ratio	0.24	0.24			0.24		0.67	0.67		0.67	0.67	
wc Ratio	0.97	0.54			0.36		0.90	0.63		0.38	0.79	
Control Delay	105.1	51.6			41.4		109.1	15.6		7.9	5.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	105.1	51.6			41.4		109.1	15.6		7.9	5.3	
LOS	F	D			D		F	В		A	Α	
Approach Delay		79.0			41.4			19.5			5.4	
Approach LOS		Е			D			В			Α	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 24 (16%), Reference	ed to phase	2:SBTL	and 6:NB	TL, Start	of Green							
Control Type: Actuated-Co.	ordinated											
Maximum v/c Ratio: 0.97												
Intersection Signal Delay: 2	8.0			in	tersection	LOS: C						
Intersection Capacity Utiliza	ation 87.7%			10	U Level o	of Service	E					
Analysis Period (min) 15												
Splits and Phases: 29: N	Mills Avenu	ue & E Ma	arks St									
Ø2 (R)								4	Ø4			
106.8 s								43.2	S			
4								. 4				
Ø6 (R)									<b>1</b> Ø8			
106.8 s								43.2	s			

PM Alden #2 33: Highland Ave & South City Site

12/17/2016

	•	*	1	<b>†</b>	<b>↓</b>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		5.0	લ	ĵ.		
Traffic Volume (vph)	0	0	0	121	132	0	
Future Volume (vph)	57	7	25	143	142	102	
Satd. Flow (prot)	1756	0	0	1850	1757	0	
Fit Permitted	0.958			0.993			
Satd. Flow (perm)	1756	0	0	1850	1757	0	
Confl. Peds. (#/hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	77	10	34	194	193	139	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	87	0	0	228	332	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 12.0%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Alden #2 Shane

	1		7	1	•	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4	2000		4	211	2-00	4			4	
Traffic Volume (vph)	30	138	11	21	77	48	48	223	47	68	104	14
Future Volume (vph)	34	138	11	21	77	55	48	259	47	72	116	15
Satd. Flow (prot)	0	1829	0	0	1743	0	0	1811	0	0	1813	0
Flt Permitted		0.902			0.924			0.916			0.746	
Satd. Flow (perm)	0	1663	0	0	1621	0	0	1671	0	0	1375	0
Satd. Flow (RTOR)		7			63			18			9	
Confl. Peds. (#/hr)	6		- 1	1		6			1	1		
Confl. Bikes (#hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	188	15	29	105	75	65	352	64	98	158	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	0	209	0	0	481	0	0	276	0
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8	Ť		4			6			2		
Total Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Act Effct Green (s)		12.2			12.2			20.2			20.2	
Actuated g/C Ratio		0.27			0.27			0.45			0.45	
v/c Ratio		0.54			0.43			0.63			0.44	
Control Delay		17.9			12.0			14.5			11.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.9			12.0			14.5			11.5	
LOS		В			В			В			В	
Approach Delay		17.9			12.0			14.5			11.5	
Approach LOS		В			В			В			В	
Intersection Summary Cycle Length: 50												
Actuated Cycle Length: 44.5												
Control Type: Semi Act-Unco	ord											
Maximum v/c Ratio: 0.63	iora											
Intersection Signal Delay: 14	1			le	tersection	109 B						
Intersection Capacity Utilizati						of Service	Δ					
Analysis Period (min) 15	01102.070	S.			JO E0401	01 001 0100						
Splits and Phases: 34: Hig	hland Ave	& E Mar	ks St		88							- 0
<b>∆</b> <sub>∞</sub>					4	Ø4						
<b>♥</b> Ø2					24	104						
_ ▲					-	A						-
Tø6					-	<b>₽</b> Ø8						
26.s.					24	s						

	*	-	7	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	007	4	2810	2075	4			4	1701	17.	4	
Traffic Volume (vph)	18	13	12	7	10	16	8	88	12	3	42	5
Future Volume (vph)	18	13	12	67	10	44	8	88	20	35	42	5 5
Satd. Flow (prot)	0	1758	0	0	1724	0	0	1814	0	0	1809	0
Fit Permitted		0.980			0.973			0.997			0.979	
Satd. Flow (perm)	0	1758	0	0	1724	0	0	1814	0	0	1809	0
Confl. Peds. (#hr)			1	1					1	1		
Confl. Bikes (#hr)									2			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	24	18	16	91	14	60	11	120	27	48	57	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	165	0	0	158	0	0	112	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

	1	-	7	1	-	•	1	1	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2010	57	4			4	,-,-		4	
Traffic Volume (vph)	4	546	36	46	457	5	24	6	84	6	0	4
Future Volume (vph)	4	644	68	46	501	5	52	6	84	6	0	4
Satd. Flow (prot)	0	1839	0	0	1853	0	0	1683	0	0	1713	0
Fit Permitted					0.996			0.982			0.970	
Satd. Flow (perm)	0	1839	0	0	1853	0	0	1683	0	0	1713	0
Confl. Peds. (#hr)			- 5			2			1			
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	875	92	63	681	7	71	8	114	8	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	972	0	0	751	0	0	193	0	0	13	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

	1	-	*	1	-	•	1	<b>†</b>	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4		1010	4			4	20.54	47000	4	
Traffic Volume (vph)	30	670	4	18	444	96	0	1	52	127	0	62
Future Volume (vph)	30	768	4	95	488	96	0	1	116	127	0	62
Satd. Flow (prot)	0	1857	0	0	1815	0	0	1613	0	0	1722	0
Flt Permitted		0.998			0.993						0.967	
Satd. Flow (perm)	0	1857	0	0	1815	0	0	1613	0	0	1722	0
Confl. Peds. (#/hr)			4									2
Confl. Bikes (#hr)			5									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	1043	5	129	663	130	0	1	158	173	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	0	922	0	0	159	0	0	257	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

PM Alden #2 48: Brookhaven Dr & Vir. Dr. East Mixed Use Drive

12/17/2016

	•	-	•	*	1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	1	ર્ન	7		7	7	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	40	28	11	77	64	88	
Satd. Flow (prot)	0	1809	1643	0	1770	1583	
Fit Permitted		0.971			0.950		
Satd. Flow (perm)	0	1809	1643	0	1770	1583	
Confl. Peds. (#hr)							
Confl. Bikes (#hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	54	38	15	105	87	120	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	92	120	0	87	120	
Sign Control		Stop	Stop		Stop		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliz	ation 6.7%			10	CU Level	of Service A	
Analysis Period (min) 15							

Orlando 06/01/2016 PM Alden #2 Shane

Lane Group         EBL           Lane Configurations         Traffic Volume (vph)         21           Future Volume (vph)         22           Satd. Flow (prot)         0           Fit Permitted         Satd. Flow (perm)         0           Confl. Peds. (#hr)         Confl. Bikes (#hr)           Peak Hour Factor         0.92	122 122 122 1737 0.996 1737	127 132 0	WBL 40 45 0	₩BT 4 16 16 1699	23 69	12 16	NBT ♣ 137 259	NBR	SBL 67	\$BT ♣ 33	SBF
Traffic Volume (vph)         21           Future Volume (vph)         22           Satd. Flow (prot)         0           Fit Permitted         0           Satd. Flow (perm)         0           Confl. Peds. (#hr)           Confl. Bikes (#hr)	122 122 1737 0.996	132 0	45	16 16	69	75.77	137		67		-
Future Volume (vph) 22 Satd. Flow (prot) 0 Fit Permitted Satd. Flow (perm) 0 Confl. Peds. (#hr) Confl. Bikes (#hr)	122 122 1737 0.996	132 0	45	16 16	69	75.77	137		57		1000
Satd. Flow (prot) 0 Fit Permitted Satd. Flow (perm) 0 Confl. Peds. (#hr) Confl. Bikes (#hr)	1737 0.996	0	-	Total Control		16	259	4.4			13
Fit Permitted Satd. Flow (perm) 0 Confl. Peds. (#/hr) Confl. Bikes (#/hr)	0.996		0	1699	Α.		200	99	68	132	13
Satd. Flow (perm) 0 Confl. Peds. (#hr) Confl. Bikes (#hr)	The state of the s	٥			U	0	1792	0	0	1818	0
Confl. Peds. (#hr) Confl. Bikes (#hr)	1737	0		0.983			0.998			0.984	
Confl. Bikes (#hr)			0	1699	0	0	1792	0	0	1818	0
The control of the co											
Pook Hour Factor 0.92											
real riour ractor 0.32	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor 125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Heavy Vehicles (%) 2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr) 0	0	0	0	0	0	0	0	0	0	0	0
Parking (#hr)											
Mid-Block Traffic (%)	0%			0%			0%			0%	
Adj. Flow (vph) 30	166	179	61	22	94	22	352	135	92	179	18
Shared Lane Traffic (%)											
Lane Group Flow (vph) 0	375	0	0	177	0	0	509	0	0	289	0
Sign Control	Stop			Stop			Stop			Stop	
Intersection Summary											