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

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٦	11	ኘካ	<b>^</b>	<b>≜</b> ₽		
Traffic Volume (vph)	99	555	664	1182	847	104	
Future Volume (vph)	99	555	664	1182	847	104	
Satd. Flow (prot)	1770	2787	3433	353.9	3468	0	
Fit Permitted	0.950	27.01	0.950			*	
Satd. Flow (perm)	1751	2787	3407	353.9	3468	0	
Satd. Flow (RTOR)		50			12		
Confl. Peds. (#/hr)	8		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	0	0	0	0	0	
Parking (#hr)		Ť				2. <b>.</b> .	
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	108	603	722	1285	921	113	
Shared Lane Traffic (%)						110	
Lane Group Flow (vph)	108	603	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	70.0	50.0		
Total Lost Time (s)	8.6		7.1	7.1	7.0		
Act Effct Green (s)	20.9	61.4	33.4	83.4	43.0		
Actuated g/C Ratio	0.17	0.51	0.28	0.70	0.36		
v/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	13.0	41.5		
LOS	D	В	D	В	D		
Approach Delay	21.8			27.8	41.5		
Approach LOS	С			C	D		
Intersection Summary							
Cycle Length: 120							
Actuated Cycle Length: 12	Ċ.						
Offset: 30 (25%), Referenc		2:SBT a	nd 6:NBT	Start of	Green		
Control Type: Actuated-Co							
Maximum w/c Ratio: 0.83							
Intersection Signal Delay: 3	0.5			In	tersection	hLOS: C	
Intersection Capacity Utilization		č				of Service C	
Analysis Period (min) 15							
Splits and Phases: 1: N	Mills Avenu	e & E Prir	nceton St	§			
🗙 ø1 🛛 🖡	Ø2 (R)					<b>₹</b> Ø4	
20 s	02(R)					♦ Ø4 50 s	
1ø6 (R)							

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>†</b> †	1	7	<b>*††</b>		٦	<b>†</b> 1 <sub>2</sub>		٦	<b>^</b>	1
Traffic Volume (vph)	352	719	269	42	684	63	121	209	32	81	357	242
Future Volume (vph)	352	719	269	42	684	63	121	209	32	\$1	357	242
Satd. Flow (prot)	1770	3539	1583	1770	5007	0	1770	3454	0	1770	3539	1583
Fit Permitted	0.174			0.197			0.467			0.590		
Satd. Flow (perm)	323	3539	1558	367	5007	0	\$64	3454	0	1086	3539	1546
Satd. Flow (RTOR)			292		15			21				196
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	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)	~	Ť	*	~	*		•	~	*		~	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	383	782	292	46	743	68	132	227	35	88	388	263
Shared Lane Traffic (%)	~~~~	1.45	202	- <b>T</b> V	1.40	~~~	102			~~	0000	270
Lane Group Flow (wph)	383	782	292	46	\$11	0	132	262	0	88	388	263
Tum Type	pm+pt	NA	pm+ov	pm+pt	NA	~	pm+pt	NA	~	pm+pt	NA	pm+01
Protected Phases	9m.pr	8	1	7	4		pm -pt 1	6		5	2	pin of
Permitted Phases	*	~	8	4	7		6	~		2	2	2
Total Split (s)	14.0	24.0	15.0	14.0	24.0		15.0	37.0		15.0	37.0	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
v/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	4.2	28.5	42.7		13.3	17.1		12.5	22.4	4.9
LOS	F	-2.0 D	A.F	20.0 C	D		B	В		12.0 B	C	4.0 A
Approach Delay	100	107.1			42.0		0	15.9		0	15.0	
Approach LOS		F			42.0 D			10.9 B			B	
Approach EOS		1.			U			U			0	
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 24.5 (27%), Referen		se 2:SB	FL and 6:1	VBTL, Sta	rt of Gree	n						
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 1.61												
Intersection Signal Delay: 6	SO.7			Ir	tersection	n LOS: E						
Intersection Capacity Utiliz	ation 92.3%	)		10	CU Level	of Service	e F					
Analysis Period (min) 15												
Splits and Phases: 2: N	Orange Ave	& E Prin	nceton St									
	\					14		12	+			
<b>\$</b> Ø1	Ø2 (R)					1	Ø3	-	🦸 Ø4		_	_
37	s					14 s		2	9 S			-
05	¶ø6 (R)						Ø7					
	s					14 5	~ (		4 s			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	5	<b>≜</b> î,		7	1	1	7	<b>†</b> ‡	_	7	<b>≜</b> t≽	
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	(
Fit Permitted	0.241			0.412			0.950			0.950		
Satd. Flow (perm)	449	3365	0	761	1863	1538	1764	3502	0	1766	3495	(
Satd. Flow (RTOR)		46				249		6			6	
Confl. Peds. (#/hr)	12		11	11		12	6		\$	\$		(
Confl. Bikes (#hr)			2			4			4			0
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)	55	241	95	245	487	310	80	1037	68	135	935	67
Shared Lane Traffic (%)				240	141	010	~~	1001		100		
Lane Group Flow (wph)	55	336	0	245	487	310	80	1105	0	135	1002	(
Tum Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA	*	Prot	NA	
Protected Phases	3	\$		pin -pt 7	4	5	1	6		5	2	
Permitted Phases	*	*		4	т	4		*		0	2	
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	C	C		C	D	A	E	E		F	C	
Approach Delay		32.1			31.3		-	61.0			36.8	
Approach LOS		C			C			E			D	
								-				
Intersection Summary												_
Cycle Length: 120 Actuated Cycle Length: 12	0											
Offset: 15 (13%), Referenc		2.9BT or	nd 6 MB T	for the trait	Groon							
Control Type: Actuated-Co	and the second se	2.001 a		, otari or	oreen							
Maximum v/c Ratio: 0.99	orumateu											
Intersection Signal Delay: 4	10.4			le	torcoctio	n LOS: D						
Intersection Capacity Utiliz						of Service	E					
Analysis Period (min) 15	ali 011 04.070			IC.	O Level		Ē					
Analysis Ferioù ((initi) 15												
Splits and Phases: 4: N	Mills Avenue	e & Virgin	ia Drive		1001 30			65				
<b>1</b> Ø1	Ø2 (R)				1	Ø3		1	ia			
19 s 41 s	22 (K)				23 s	×/J		37 s	а.			
¥ø5 🕴	Ø6 (R)				1	Ø7		40	0			

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AM Existing Condition	
7: Orange Ave & Virginia Drive	

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ane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	5	1	1	7		41	
raffic Volume (vph)	259	177	257	66	253	481	
uture Volume (vph)	259	177	257	66	253	481	
Satd. Flow (prot)	1770	1583	1863	1583	0	3479	
It Permitted	0.950					0.739	
Satd. Flow (perm)	1770	1583	1863	1527	0	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	
Browth Factor	100%	100%	100%	100%	100%	100%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)		~	~	~	~		
Mid-Block Traffic (%)	0%		0%			0%	
vdj. Flow (vph)	282	192	279	72	275	523	
Shared Lane Traffic (%)	292	172	210	14	210	020	
ane Group Flow (vph)	282	192	279	72	0	798	
fum Type	Prot	Prot	NA	Perm	pm+pt	NA NA	
Protected Phases	4	4	6	reilli	թու-թւ 5	2	
Permitted Phases	4	4	0	6	2	2	
	30.0	30.0	40.0	40.0	20.0	60.0	
fotal Split (s) Fotal Last Time (s)			40.0	40.0	20.0	5.7	
fotal Lost Time (s)	5.9	5.9					
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	
/c Ratio	0.75	0.40	0.23	0.07		0.46	
Control Delay	45.9	6.7	6.3	1.2		6.6	
)ueue Delay	0.0	0.0	0.0	0.0		0.0	
fotal Delay	45.9	6.7	6.3	1.2		6.6	
.05	D	A	A	A		A	
pproach Delay	30.0		5.2			6.6	
Approach LOS	С		A			A	
ntersection Summary							
Cycle Length: 90							
Ctuated Cycle Length: 90							
Offset: 0 (0%), Referenced f	to phase 2	:SBTL and	d 6:NBT,	Start of (	Green		
Control Type: Actuated-Coo	ordinated						
Maximum wc Ratio: 0.75							
ntersection Signal Delay: 13	3.2			I	ntersection	n LOS: B	
ntersection Capacity Utiliza	tion 69.2%	,		10	CU Level	of Service C	
nalysis Period (min) 15							



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	<b>≜</b> †}			<b>^</b>		٦	1	1	1	1	1
Traffic 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
Fit Permitted	0.315			*	0.939				1010			
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	2,0	0	0	0	0	0	27
Parking (#hr)		Ŷ	v	~	~	~	Ŷ	v	Ŷ	<b>v</b> .		
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 (%)	190	100	012	12	004	97	21	4	10	40	4	103
Lane Group Flow (vph)	196	787	0	0	713	0	27	4	10	43	4	159
Tum Type	pm+pt	NA	0	Perm	NA	Ų	pm+pt		custom			custom
Protected Phases	րու-թւ 1	6		reim	2		рш-рг 7	4	custom	pm+pt 3	8	custom
Permitted Phases	6	Ŷ		2	2		4	4	2	8	\$	6
Total Split (s)	15.0	37.0		37.0	37.0		4	25.0	37.0	13.0	25.0	37.0
Total Lost Time (s)	15.0 6.0	6.0		37.0	6.0		6.0	25.0	6.0	6.0	25.0	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
v/c Ratio	0.82	0.85			0.00		0.09	0.08	0.00	0.03	0.07	0.80
	8.1				9.4		40.5	45.2		39.5	39.0	
Control Delay	×.1 0.0	1.3 0.0			9.4		40.5	45.2	0.0	0.0	0.0	1.0
Queue Delay								45.2	0.0			0.0
Total Delay	\$.1	1.3			9.4		40.5		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			A	
Intersection Summary												
Cycle Length: 90 Actuated Cycle Length: 90 Offset: 0 (0%), Referenced Control Type: Actuated-Co Maximum wc Ratio: 0.33		:WBTL, S	tart of Gro	een								
Intersection Signal Delay: 6					tersection							
Intersection Capacity Utiliza Analysis Period (min) 15	ation 62.2%	)		10	CU Level (	of Service	e B					
Splits and Phases: \$: Alc	den Road &	. E Princel	on St			1.5						
• Ø1	Ø2 (R)						Ø3		Tø4			
uo > 07 3	2					155						-
						100	Ø7		🕈 Ø8			

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		4		100 L 10	4.	~ 1		4.	(21)		\$	
raffic Volume (vph)	9	306	8	110	449	4	3	0	11	5	1	9
uture Volume (vph)	9	306	8	110	449	4	3	0	11	5	1	9
atd. Flow (prot)	0	1855	0	0	1842	0	0	1645	0	0	1681	0
It Permitted		0.999			0.990			0.990			0.985	
atd. 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			
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
Browth 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
Parking (#hr)												
/lid-Block Traffic (%)		0%			0%			0%			0%	
vdj. Flow (vph)	10	333	9	120	488	4	3	0	12	5	1	10
hared Lane Traffic (%)												
ane Group Flow (vph)	0	352	0	0	612	0	0	15	0	0	16	0
ign Control		Free			Free			Stop			Stop	

Analysis Period (min) 15

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Lane Group         WBL         WBR         NBT         NBR         SBL         SBT           Lane Configurations         Y         Image: Second Se		1	*	1	1	1	ŧ	
Traffic Volume (vph)       49       9       12       8       11       101         Future Volume (vph)       49       9       12       8       11       101         Satd. Row (prot)       1751       0       1760       0       0       1853         FIt Permitted       0.960       0.995       0.995       0.925       0.925         Satd. Row (perm)       1751       0       1760       0       0       1853         Confl. Peds. (#hr)       1       1       1       0       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         Growth Factor       100%       100%       100%       100%       100%       100%         Bus Blockages (#hr)       0       0       0       0       0       0         Parking (#hr)       0       0       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%       0%       0%         Adj. Flow (vph)       53       10       13       9       12       110         Shared Lan	Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Traffic Volume (vph)       49       9       12       8       11       101         Future Volume (vph)       49       9       12       8       11       101         Satd. Row (prot)       1751       0       1760       0       0       1853         Fit Permitted       0.960       0.995       0.995       0.925       0.925         Satd. Row (perm)       1751       0       1760       0       0       1853         Confl. Peds. (#hr)       1       1       1       0       0.92       0.92       0.92       0.92         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%       2%         Bus Block ages (#hr)       0       0       0       0       0       0       0         Parking (#hr)       13       9       12       110       110       110       110         Shared Lane Traffic (%)       13       9       12       110       110       111	Lane Configurations	Y		f)		Million	स	
Satol. Row (prot)         1751         0         1760         0         0         1853           Fit Permitted         0.960         0.995         0.995         0.995         0.901         1853           Confl. Peds. (#hrr)         1         1         1         0         1853         0.995         0.92<	Traffic Volume (vph)	49	9		8	11		
Satol. Row (prot)         1751         0         1760         0         0         1853           Fit Permitted         0.960         0.995         0.995         0.995         0.901         1853           Confl. Peds. (#hrr)         1         1         1         0         1853         0.995         0.92<	Future Volume (vph)	49	9	12	8	11	101	
Fit Permitted         0.960         0.995           Satd. Row (perm)         1751         0         1760         0         1 \$\$53           Confl. Peds. (#/hr)         1         1         1         1         1           Confl. Bikes (#/hr)         1         0         1092         0.92         92         92         92         92         92         92         92         92		1751	0	1760	0	0	1853	
Confl. Peds. (#hr)         1           Confl. Bikes (#hr)         1           Peak Hour Factor         0.92         0.92         0.92         0.92           Growth Factor         100%         100%         100%         100%         100%           Heavy Vehicles (%)         2%         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0         0           Parking (#hr)         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%         0%           Adj. Flow (vph)         53         10         13         9         12         110           Shared Lane Traffic (%)         13         0         22         0         122         12		0.960					0.995	
Confl. Bikes (#hr)           Peak Hour Factor         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%           Bus Blockages (#hr)         0         0         0         0         0           Parking (#hr)         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%           Adj. Flow (vph)         53         10         13         9         12         110           Shared Lane Traffic (%)         U         0         0         0         12         12	Satd. Flow (perm)	1751	0	1760	0	0	1853	
Peak Hour Factor         0.92	Confl. Peds. (#hr)				1			
Growth Factor         100%	Confl. Bikes (#hr)							
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	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Bus Blockages (#Mr) 0 0 0 0 0 0 Parking (#Mr) 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	Growth Factor	100%	100%	100%	100%	100%	100%	
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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
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	Bus Blockages (#hr)	0	0	0	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	Parking (#hr)							
Shared Lane Traffic (%) Lane Group Flow (vph) 63 0 22 0 0 122	Mid-Block Traffic (%)	0%		0%			0%	
Lane Group Flow (vph) 63 0 22 0 0 122	Adj. Flow (vph)	53	10	13	9	12	110	
	Shared Lane Traffic (%) 👘							
Sign Control Stop Free Free	Lane Group Flow (vph)	63	0	22	0	0	122	
	Sign Control	Stop		Free			Free	

Analysis Period (min) 15

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Lane Group Lane Configurations Fraffic Volume (vph) Future Volume (vph) Satd. Row (prot) Satd. Row (prot) Satd. Row (perm) Satd. Row (perm) Satd. Row (prOR) Confl. Peds. (#hr)	EBL 30 30 1770 0.604 1125	EBT 10 10 1654 1654 32	EBR 29 29 0	WBL 17 17 0	<b>WBT</b> 4 12 12	WBR 7 384	NBL	NBT	NBR	SBL	SBT <b>≜1</b> ≱	SBF
Lane Configurations Fraffic Volume (vph) Future Volume (vph) Satd. Row (prot) Satd. Row (perm) Satd. Row (perm) Satd. Row (RTOR) Confl. Peds. (#/hr)	30 30 1770 0.604	10 10 1654 1654	29 0	17 17	12 12		٦	<b>†</b> ‡		*		
Fraffic Volume (vph) Future Volume (vph) Satd. Row (prot) Fit Permitted Satd. Row (perm) Satd. Row (RTOR) Confl. Peds. (#/hr)	30 30 1770 0.604	10 10 1654 1654	29 0	17	12 12						THE	
Future Volume (vph) Satd. Row (prot) Sit Permitted Satd. Row (perm) Satd. Row (RTOR) Confl. Peds. (#/hr)	1770 0.604	10 1654 1654	29 0	17	12		19	1364	19	241	919	4
Satd. Row (prot) Fit Permitted Satd. Row (perm) Satd. Row (RTOR) Confl. Peds. (#hr)	1770 0.604	1654 1654	0			384	19	1364	19	241	919	4
Fit Permitted Satd. Flow (perm) Satd. Flow (RTOR) Confl. Peds. (#hr)	0.604	1654	0		1811	1583	1770	3531	0	1770	3515	3
Satd. Flow (perm) Satd. Flow (RTOR) Confl. Peds. (#hr)					0.841		0.950			0.950		
Satd. Flow (RTOR) Confl. Peds. (#/hr)			U	0	1567	1562	1770	3531	0	1770	3515	ì
Confl. Peds. (#/hr)						203		2			6	
						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	0.9
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%	29
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#hr)	~	~	~	~	~		~	~	~	×.	~	
vlid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	33	11	32	18	13	417	21	1483	21	262	999	4:
Shared Lane Traffic (%)	00	211	02	10	10	417	21	1400	21	202	333	-44
ane Group Flow (wph)	33	43	0	0	31	417	21	1504	0	262	1044	j
Fum Type		40 NA	0	Perm	NA	Perm	Prot	NA	0	Prot	NA	
Protected Phases	pm+-pt 3	NA 8		remi	4	renn	1	NA 6		5	2	
	8	\$		4	4	4	ar.	¢		Ð	2	
Permitted Phases		24.0			00.0		10.0	740		10.0	74.0	
Fotal Split (\$) Fatal Last Times (\$)	12.0	34.0		22.0	22.0	22.0	12.0	74.0		12.0	74.0	
Fotal 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	
//c 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	
Fotal Delay	35.8	17.0			46.9	61.5	62.2	12.1		664.7	24.5	
_OS	D	В			D	E	E	В		F	С	
Approach Delay		25.2			60.5			12.8			152.9	
Approach LOS		С			E			В			F	
ntersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to	phase 2:	SBT and	6:NBT, S	tart of Gr	een							
Control Type: Actuated-Coor	dinated											
Maximum wc Ratio: 2.38												
ntersection Signal Delay: 74	.0			In	tersectio	h LOS: E						
ntersection Capacity Utilizati	ion 83.0%			10	CU Level	of Service	E					
Analysis Period (min) 15												

 Spins and Phases:
 22. N Mills Avenue & Nebraska St

 Ø1
 Ø2 (R)

 12s
 74s

 12s
 Ø6 (R)

 12s
 74s

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4		20.8.C.	4		٦	<b>†</b> ‡		٦	<b>≜t</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	40
Satd. Flow (prot)	0	1746	Ő	ő	1739	ŏ	1770	3535	Ő	1770	3512	
Fit Permitted	*	0.788			0.889		0.223		×	0.209	0012	
Satd. Flow (perm)	0	1417	0	0	1565	0	415	3535	0	389	3512	j
Satd. Flow (RTOR)	~	11	~~	×	9	~	-410	1	~	000	7	
Confl. Peds. (#hr)	1	20101	5	5	~	1	5	199	4	4		Ì
Confl. Bikes (#hr)			~			100	, v		-	7		
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	0.9
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%	29
Bus Blockages (#hr)	270	270	270	270	270	270	270	270	270	270	270	27
Parking (#hr)	0	v	v	v	V.	v	v	V	v	V.	V	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	33	7	11	10	\$	9	26	1252	5	7	1151	50
Shared Lane Traffic (%)	00	1	412	10	\$	3	20	1202	0	e.	1101	୍ବର୍ଷ
National Analysis and a second second	0	51	0	0	27	0	26	1257	0	7	1201	(
Lane Group Flow (vph)	Perm	NA	0	Perm	Z/ NA	V	Perm	1207 NA	0	Perm	NA	1
Tum Type Protostad Phases	renn	4		remi	4		Ferm	2		rem	2	
Protected Phases Permitted Phases	4	4		4	4		2	2		2	2	
	40.0	40.0		40.0	40.0		\$0.0	\$0.0		80.0	80.0	
Total Split (s) Total Lost Time (s)	40.0	6.3		40.0	6.3		6.2	6.2		6.2	6.2	
Total Lost Time (s)		8.8			8.8		102.3	102.3		102.3	102.3	
Act Effct Green (s)		0.07			0.07		0.85	0.85		0.85	0.85	
Actuated g/C Ratio												
v/c Ratio		0.45 55.4			0.22 42.2		0.07 2.8	0.42		0.02	0.40	
Control Delay		0.0			42.2		2.8	0.0		2.5		
Queue Delay		55.4			42.2			2.8			0.0	
Total Delay LOS		55.4 E			42.2 D		2.8 A	2.8 A		2.5 A	2.6	
		55.4			42.2		A	2.8		A	A 2.6	
Approach Delay		55.4 E			42.2 D							
Approach LOS		E			U			A			A	
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced	and a subscription of	NBSBar	id 61, Star	t of Greei	า							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.45												
Intersection Signal Delay: 4					tersection							
Intersection Capacity Utiliza	ation 46.9%	)		10	O Level	of Service	e A					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highlanı	d Dr								
₩ Ø2 (R)								<b>\$</b> _04				
V 1 Ø2 (R)								<b>1</b> Ø4				
							4	2.111				

#### AM Existing Condition 25: N Mills Avenue & Lake Highland D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			\$	1711
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												
Control Type: Unsignalized		1			CULevel							

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	10	1212	\$			\$			\$	
Traffic 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	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)	2	0	2	88	0	30	1	86	30	18	222	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	118	0	0	117	0	0	243	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												

Analysis Period (min) 15

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EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
5	1.			£.		5	<b>*</b> 1,		5	<b>*</b> 1,	
66		18	9	75	40			0		900	105
66	19		9	75	40	32		0	13	900	105
1770	1713	0	0	1763	0	1770	3539	0	1770	3469	C
0.476				0.974							
	1713	0	0		0		3539	0		3469	C
				19						19	
6		2	2		6	5		1	1		6
			_			-					3
0.92	0.92	0.0-	0.92	0.92		0.92	0.92		0.92	0.92	0.92
			1.007/14			10000 ( 1000 AND					100%
											2%
											0
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	096			094			096			094	
70		20	10		12	25		0	14		114
12	21	20	10	\$∠	- 40	00	1009	.0	14	310	114
70	44		0	105	0	25	1.050	0	44	1000	0
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Perm			Perm			Perm			Perm		
6	\$			4		0	¢		0	2	
	10.0			10.0			AA A			00.0	
			40.0								
F						A			A		
	E			E			A			A	
o phase 2	SBTLan	d 6:NB TL,	, Start of	Green							
rdinated											
2.1			In	tersection	h LOS: B						
ion 54.2%	)		10	CU Level (	of Service	A					
Mille Avon	00 & F M	arke St									
INITIIS AVELL		ans or				T	<b>*</b> ø4				2
							¥ Ø4				
						4	Ø4 0 s				
	66 66 1770 0.476 881 6 0.92 100% 2% 0 72 72 Perm 8 40.0 6.5 13.5 0.11 0.73 88.8 0.0 88.8 F 0.0 88.8 F 0.0 92 72 Perm	h           66         19           66         19           1770         1713           0.476         \$\$\$\$1           \$\$\$\$1         1713           0.476         \$\$\$\$\$1           \$\$\$\$\$\$\$\$\$1         1713           0.476         \$	Image: book state           66         19         18           66         19         18           1770         1713         0           0.476         20         2           881         1713         0           20         6         2           0.92         0.92         0.92           100%         100%         100%           2%         2%         2%           0         0         0           72         21         20           72         21         20           72         21         20           72         21         20           72         41         0           Perm         NA         8           40.0         40.0         6.5           6.5         13.5         13.5           13.5         13.5         0.20           \$8.8         30.2         0.0           \$8.8         30.2         F           C         67.5         E           0         phase 2:SBTL and 6:NB TL           rdinated         2:1	66         19         18         9           66         19         18         9           1770         1713         0         0           0.476         20         6         2         2           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           72         21         20         10           72         21         20         10           72         21         20         10           72         41         0         0           Perm< NA	66         19         18         9         75           66         19         18         9         75           1770         1713         0         0         1763           0.476         0.974         881         1713         0         0         1724           20         19         6         2         2         2         2           0.92         0.92         0.92         0.92         0.92         0.92         0.92           100%         100%         100%         100%         100%         100%         2           0.92         0.92         0.92         0.92         0.92         0.92         0.92           100%         100%         100%         100%         100%         100%           2%         2%         2%         2%         2%         2%           0         0         0         0         0         0           0%         0%         0%         0%         10%         10%           72         21         20         10         82         7           72         41         0         0         135           13.5 </td <td>Image: height of the sector of the</td> <td>66         19         18         9         75         40         32           66         19         18         9         75         40         32           1770         1713         0         0         1763         0         1770           0.476         0.974         0.245         881         1771         0         40         456           20         19         6         2         2         6         5           2         2         6         5         2         2         0.92<!--</td--><td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT           66         19         18         9         75         40         32         974           66         19         18         9         75         40         32         974           1770         1713         0         0         1763         0         1770         3539           0.476         0.974         0.245         331         1713         0         0         1724         0         456         3539           0.476         2         2         6         5         -         2         0.92</td><td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR           66         19         18         9         75         40         32         974         0           66         19         18         9         75         40         32         974         0           1770         1713         0         0         1763         0         1770         3539         0           0.476         0.974         0.245         3539         0         0         176           20         13         0         0         1724         0         456         3539         0           20         13         -         2         2         6         5         1           20         29         0.92         0.96</td><td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           66         19         18         9         75         40         32         974         0         13           66         19         18         9         75         40         32         974         0         13           1770         1713         0         0         1763         0         1770         3639         0         1770           0.476         0.974         0         456         3539         0         473           20         19         -         6         5         1         1           6         2         2         6         5         1         1           20         0.92</td><td>EBL         EBR         WBL         WBR         NBR         NBR         SBL         SBL</td></td>	Image: height of the sector of the	66         19         18         9         75         40         32           66         19         18         9         75         40         32           1770         1713         0         0         1763         0         1770           0.476         0.974         0.245         881         1771         0         40         456           20         19         6         2         2         6         5           2         2         6         5         2         2         0.92 </td <td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT           66         19         18         9         75         40         32         974           66         19         18         9         75         40         32         974           1770         1713         0         0         1763         0         1770         3539           0.476         0.974         0.245         331         1713         0         0         1724         0         456         3539           0.476         2         2         6         5         -         2         0.92</td> <td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR           66         19         18         9         75         40         32         974         0           66         19         18         9         75         40         32         974         0           1770         1713         0         0         1763         0         1770         3539         0           0.476         0.974         0.245         3539         0         0         176           20         13         0         0         1724         0         456         3539         0           20         13         -         2         2         6         5         1           20         29         0.92         0.96</td> <td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           66         19         18         9         75         40         32         974         0         13           66         19         18         9         75         40         32         974         0         13           1770         1713         0         0         1763         0         1770         3639         0         1770           0.476         0.974         0         456         3539         0         473           20         19         -         6         5         1         1           6         2         2         6         5         1         1           20         0.92</td> <td>EBL         EBR         WBL         WBR         NBR         NBR         SBL         SBL</td>	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT           66         19         18         9         75         40         32         974           66         19         18         9         75         40         32         974           1770         1713         0         0         1763         0         1770         3539           0.476         0.974         0.245         331         1713         0         0         1724         0         456         3539           0.476         2         2         6         5         -         2         0.92	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR           66         19         18         9         75         40         32         974         0           66         19         18         9         75         40         32         974         0           1770         1713         0         0         1763         0         1770         3539         0           0.476         0.974         0.245         3539         0         0         176           20         13         0         0         1724         0         456         3539         0           20         13         -         2         2         6         5         1           20         29         0.92         0.96	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           66         19         18         9         75         40         32         974         0         13           66         19         18         9         75         40         32         974         0         13           1770         1713         0         0         1763         0         1770         3639         0         1770           0.476         0.974         0         456         3539         0         473           20         19         -         6         5         1         1           6         2         2         6         5         1         1           20         0.92	EBL         EBR         WBL         WBR         NBR         NBR         SBL         SBL

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Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	5	1	1	1		<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	
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	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	\$16	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	58	2	452	25	0	\$16	
Sign Control	Stop		Free			Free	
Intersection Summary							

Analysis Period (min) 15

AM Existing Condition

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Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBL <th< th=""><th></th><th>٠</th><th>-+</th><th>~</th><th>1</th><th>-</th><th>•</th><th>1</th><th>†</th><th>1</th><th>1</th><th>Ļ</th><th>~</th></th<>		٠	-+	~	1	-	•	1	†	1	1	Ļ	~
Lane Configurations           Lane Configurations         4         4         4         4         4         4         4         5         7         7         7         26         86         33         28         76         5         29         159         Future Volume (pth)         12         19         7         26         86         33         28         76         5         29         159           Satd. Row (pth)         0         1780         0         0         1775         0         0         1825         0         0         199         7         26         86         33         28         76         5         29         159         1         3         3         13         0         1775         0         0         1663         0         0         1774         3         3         13         0         0         1744         5         1         3         3         0         13         0         0         10         1         1         2         2         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	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL		NBR	SBL	SBT	SBF
Terfit: Volume (vph) 12 19 7 26 86 33 28 76 5 29 159 Future Volume (vph) 12 19 7 26 86 33 28 76 5 29 159 Future Volume (vph) 12 19 7 26 86 33 28 76 5 29 159 Satul Row (prot) 0 1780 0 0 1775 0 0 1825 0 0 1909 FI Permitted 0.833 0.931 0.933 0.968 Satul Row (prot) 8 2.3 3 13 Confl. Reds. (#fm) 5 5 1 3 3 Confl. Reds. (#fm) 5 5 1 3 3 Confl. Reds. (#fm) 5 5 1 3 3 Confl. Reds. (#fm) 6 10 96 100% 100% 100% 100% 100% 100% 100% 100													
Future (vptn)       12       19       7       26       86       33       28       76       5       29       159         Sald, Row (pord)       0       1775       0       0       1825       0       0       1809         Sald, Row (pord)       0       1699       0       0       1668       0       0       1669       0       0       1669       0       0       144       Sald, Row (PtoP)       8       23       3       13       13       Confl. Bikes (Whr)       1       1       2       Peak Hour Factor       0.92		12		7	26		33	28		5	29		31
Satel. How (prot)       0       1780       0       0       1775       0       0       1825       0       0       1899         FI Permitted       0.933       0.931       0.903       0.968       Satel. How (perm)       0       1669       0       0       1669       0       1744         Satel. Flow (perm)       5       1       3       3       13       Confl. Bikes (with)       1       2       0.92       0.	CLASS CONTRACTOR CONTRACTOR												31
FIP Permitted       0.933       0.931       0.968       0.01663       0.01744         Satd. Row (prom)       0.1609       0.01668       0.01669       0.01744       3.01744         Confl. Beks (#hr)       5       1       3.3       3.0174       3.01744       3.01744         Deak Hour Factor       0.92 <td>Watter and a standard and a standard and a standard and a standard a standard a standard a standard a standard</td> <td></td> <td>(</td>	Watter and a standard and a standard and a standard and a standard a standard a standard a standard a standard												(
Satel. Row (ptore)       0       1609       0       0       1668       0       0       1669       0       0       1744         Satel. Row (ptore)       8       23       3       13       3       13         Confl. Reds. (whn)       1       1       2       3       13         Confl. Reds. (whn)       1       1       2       2       0.9													
Confl. Peds. (#Mm)       5       1       3       3         Confl. Bites (#Mm)       1       1       2       2         Peak Hour Factor       10.92       0.92 <td< td=""><td></td><td>0</td><td></td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td></td><td>0</td><td>0</td><td></td><td>(</td></td<>		0		0	0		0	0		0	0		(
Confl. Bikes (#hr)       5       5       1       3       3         Confl. Bikes (#hr)       1       1       2       2       0.92	2545 (5475) (557)												
Confl. Bikes (#hr)       1       1       2         Preak 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       0.93       <		5					5	1		3	3		3
Peak Hour Factor       0.92       0.93       0.93       0.93       0.	AN TOO PLANT ACCOUNT			1									
Growth Factor       100%<	det available all all and an	0.92	0.92		0.92	0.92		0.92	0.92		0.92	0.92	0.92
Heavy Vehicles (%)       2% <th2%< th="">       2%       2%       2</th2%<>		100%				100%							100%
Bus Blockages (#m)       0													29
Parking (₩hr)       Md-Block Traffic (%)       0% <td></td>													
Mid-Block Traffic (%)       0% <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>•</td><td></td><td></td></t<>											•		
Adj. Flow (vph)       13       21       8       28       93       36       30       \$3       5       32       173         Shared Lane Traffic (%6)       Lane Group Flow (vph)       0       42       0       0       157       0       0       118       0       0       239         Turn Type       Perm       NA       Perm       NA       Perm       NA       Perm       NA         Protected Phases       \$       4       6       2       2       Total Split (%)       40.0			0%			0%			0%			0%	
Shared Lane Traffic (%)       Lane Group Flow (wph)       0       42       0       0       157       0       0       118       0       0       239         Tum Type       Perm       NA       Perm       NA       Perm       NA       Perm       NA         Protected Phases       8       4       6       2         Total Split (\$)       40.0		13		8	28		36	30		5	32		34
Lane Group Flow (wph) 0 42 0 0 157 0 0 118 0 0 239 Tum Type Perm NA Perm NA Perm NA Perm NA Perm NA Protected Phases 8 4 6 2 Total Split (s) 40.0 40.0 40.0 40.0 40.0 40.0 40.0 40.													
Turn Type         Perm         NA         Perm	Value and the second second second second	0	42	0	0	157	0	0	118	0	0	239	C
Protected Phases            8         4         6         2           Permitted Phases         8         4         6         2           Total Split (s)         40.0											1000		
Permitted Phases       \$       4       6       2         Total Split (s)       40.0<	02 104 5045020104	r onn			1 0111			1.0111					
Total Split (s)       40.0       40.		8	×		4			6			2	_	
Total Lost Time (s)       6.0       6.0       6.0       6.0         Act Effet 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         Queue Delay       0.0       0.0       0.0       0.0         LOS       C       C       A       A         Approach Delay       25.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       25.1       34.0       4.8       5.0         Approach LOS       C       C       A       A         Intersection Summary       C       C       A       A         Oxford Type: Actuated-Coordinated       Maximum w/c Ratio: 0.56       Intersection LOS: B       Intersection LOS: B       Intersection Capacity Utilization 34.1%       ICU Level of Service A         Analysis Period (min) 15<	ana		40.0			40.0			40.0			40.0	
Act Effect Green (s)       12.5       12.5       55.5       55.5         Actuated g/C Ratio       0.16       0.16       0.69       0.69         Wic 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         LOS       C       C       A       A         Approach Delay       25.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       25.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach LOS       C       C       A       A         Intersection Summary       Cycle Length: 80       Actuated Cycle Length: 80       Actuated Cycle Length: 80         Actuated Cycle Length: 80       Actuated Cycle Coordinated Maximum wic Ratio: 0.56       Intersection LOS: B       Intersection Signal Delay: 14.7       Intersection LOS: B       Intersection LOS: B       Intersection LOS: B       Intersection Signal Delay: 14.7       Intersection LOS: B       Intersection A       Analysis Period (min) 15       Applies       Aus       Aus													
Actuated g/C Ratio       0.16       0.16       0.69       0.69         wic 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         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       25.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       25.1       34.0       4.8       5.0         Approach LOS       C       C       A       A         Approach LOS       C       C       A       A         Actuated Cycle Length: 80       Offset: 45 (66%), Referenced to phase 2:SBTL, Start of Green       Courtrol Type: Actuated-Coordinated       Maximum wic Ratio: 0.56       Intersection LOS: B       Intersection LOS: B       Intersection Capacity Utilization 34.1%       ICU Level of Service A         Analysis Period (min) 15       Splits and Phases:       34: Highland Ave & E Marks St       Ø4       Ø5	NAMA STREET, STORE STORE												
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       26.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       26.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach LOS       C       C       A       A         Approach LOS       C       C       A       A         Intersection Summary       Cycle Length: 80       C       C       A         Offset: 45 (6%), Referenced to phase 2:SBTL, Start of Green       Control Type: Actuated-Coordinated       Maximum wic Ratio: 0.56       Intersection LOS: B       Intersection LOS: B         Intersection Signal Delay: 14.7       Intersection LOS: B       Intersection LOS: B       Intersection Signal Delay: 14.7       Intersection LOS: B         Intersection Capacity Utilization 34.1%       ICU Level of Service A       Analysis Period (min) 15       Splits and Phases: 34: Highland Awe & E Marks St       Image: Market St													
Control Delay       26.1       34.0       4.8       5.0         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       26.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       26.1       34.0       4.8       5.0         LOS       C       C       A       A         Approach Delay       26.1       34.0       4.8       5.0         Approach Delay       26.1       34.0       4.8       5.0         Approach LOS       C       C       A       A         Intersection Summary       C       C       A       A         Cycle Length: 80       Actuated Cycle Length: 80       Offset: 45 (66%), Referenced to phase 2:SBTL, Start of Green       Control Type: Actuated-Coordinated       Maximum wic Ratio: 0.56       Intersection LOS: B       Intersection LOS: B       Intersection Capacity Utilization 34.1%       ICU Level of Service A         Analysis Period (min) 15       Splits and Phases:       34: Highland Ave & E Marks St       Image: 10 s       Image: 10 s	(ex-visitesimoses)												
Queue Delay         0.0         0.0         0.0         0.0           Total Delay         25.1         34.0         4.8         5.0           LOS         C         C         A         A           Approach Delay         25.1         34.0         4.8         5.0           Approach Delay         25.1         34.0         4.8         5.0           Approach LOS         C         C         A         A           Intersection Summary         C         C         A         A           Cycle Length: \$0         Actuated Cycle Length: \$0         Offset: 45 (66%), Referenced to phase 2:SBTL, Start of Green         Control Type: Actuated-Coordinated         Maximum with Ratio: 0.56         Intersection LOS: B         Intersection LOS: B         Intersection Capacity Utilization 34.1%         ICU Level of Service A         Analysis Period (min) 15         Splits and Phases:         34: Highland Ave & E Marks St         Ø4         Ø2 (R)         Ø4         Ø4         Ø4         ICU Evel of Service A													
Total Delay     25.1     34.0     4.8     5.0       LOS     C     C     A     A       Approach Delay     25.1     34.0     4.8     5.0       Approach Delay     25.1     34.0     4.8     5.0       Approach LOS     C     C     A     A       Intersection Summary     C     C     A     A       Cycle Length: 80     Actuated Cycle Length: 80     Actuated Cycle Length: 80     Actuated Cycle Length: 80       Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green     Control Type: Actuated-Coordinated     Maximum wc Ratio: 0.56       Intersection Signal Delay: 14.7     Intersection LOS: B     Intersection Capacity Utilization 34.1%     ICU Level of Service A       Analysis Period (min) 15     Splits and Phases:     34: Highland Ave & E Marks St     Image: Mark St	NACE OF ALL AND A DATE OF											0.0	
LOS C C A A A Approach Delay 25.1 34.0 4.8 5.0 Approach LOS C C A A A Intersection Summary Cycle Length: 80 Actuated Cycle Length: 80 Offset: 45 (56%), Referenced to phase 2:SBTL, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection LOS: B Intersection Capacity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St													
Approach Delay 25.1 34.0 4.8 5.0 Approach LOS C C A A A Intersection Summary Cycle Length: 80 Actuated Cycle Length: 80 Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green Control Type: Actuated-Coordinated Maximum wic Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection LOS: B Intersection Capacity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St													
Approach LOS     C     C     A     A       Intersection Summary													
Intersection Summary         Cycle Length: 80         Actuated Cycle Length: 80         Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green         Control Type: Actuated-Coordinated         Maximum wic Ratio: 0.56         Intersection Signal Delay: 14.7         Intersection Capacity Utilization 34.1%         Analysis Period (min) 15         Splits and Phases:       34: Highland Ave & E Marks St         Ø2 (R)       Ø4	ALASSA MONTONIA (MARCANA)												
Cycle Length: 80 Actuated Cycle Length: 80 Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection LO S: B Intersection Capacity Utilization 34.1% Intersection Copacity Utilization 34.1% Intersection Copacit													
Actuated Cycle Length: 80 Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green Control Type: Actuated-Coordinated Maximum wc Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection LOS: B Intersection Capacity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits and Phases: 34: Highland Ave & E Marks St Splits Ave St Spli													_
Offset: 45 (\$6%), Referenced to phase 2:SBTL, Start of Green         Control Type: Actuated-Coordinated         Maximum wc Ratio: 0.56         Intersection Signal Delay: 14.7         Intersection Capacity Utilization 34.1%         Intersection Capacity Utilization 34.1%         Analysis Period (min) 15         Splits and Phases:       34: Highland Awe & E Marks St         Ø2 (R)       Ø4													
Control Type: Actuated-Coordinated Maximum wc Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection Cognolity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St		ed to phase	2:SBTL	Start of G	Green								
Maximum Wc Ratio: 0.56 Intersection Signal Delay: 14.7 Intersection Capacity Utilization 34.1% Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St													
Intersection Signal Delay: 14.7 Intersection LO S: B Intersection Capacity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St	and a start of the second and the second second starts and the second second second second second second second												
Intersection Capacity Utilization 34.1% ICU Level of Service A Analysis Period (min) 15 Splits and Phases: 34: Highland Awe & E Marks St		4.7			In	tersection	h LOS: B						
Analysis Period (min) 15 Splits and Phases: 34: Highland Ave & E Marks St Ø2 (R) 40 s 40 s			5		10	U Level i	of Service	A					
₩ Ø2 (R) 40 s 40 s													
₩ Ø2 (R) 40 s 40 s													
40 s	Splits and Phases: 34: Hi	ighland Ave	e & E Mar	ks St		del.							
40 s	. Assess					1	200						
	V Ø2 (R)						Ø4					_	-
7/74	HUS					HUS							
	<b>T</b> ø6					2	<b>2</b> 8						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	775.0		\$	12		\$			\$	
Traffic Volume (vph)	0	1	10	4	\$	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 (%) 👘												
Lane Group Flow (vph)	0	12	0	0	13	0	0	71	0	0	102	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Control Type: Unsignalized Intersection Capacity Utiliza						of Service						

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Lane Configurations         Image: Configuration of the second of th		٠		7	1	+	•	1	Ť	1	1	ŧ	~
Traffic Volume (vph)         5         312         23         55         561         11         22         4         10         8         3         9           Future Volume (vph)         5         312         23         55         561         11         22         4         10         8         3         9           Satd. Row (prot)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Satd. Row (perm)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Confl. Peds. (#hr)         3         2         2         3         -         -         -         -         -         -         -         0         0         1714         0         0         1714         0         0         0         1714         0         0         0         1714         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <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>SBR</th>	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)         5         312         23         55         561         11         22         4         10         8         3         9           Future Volume (vph)         5         312         23         55         561         11         22         4         10         8         3         9           Satd. Row (prot)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Satd. Row (perm)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Confl. Peds. (#hr)         3         2         2         3         -         -         -         -         -         -         -         0         1714         0         0         1714         0         0         1714         0         0         1714         0         0         0         1714         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Lane Configurations		\$			4			\$	(71)		\$	
Future Volume (vph)         5         312         23         55         561         11         22         4         10         8         3         9           Satd. Row (prot)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Ft Permitted         0.999         0.996         0.970         0.982         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 <t< td=""><td>Traffic Volume (vph)</td><td>5</td><td>312</td><td>23</td><td>55</td><td>561</td><td>11</td><td>22</td><td></td><td>10</td><td>\$</td><td>3</td><td>9</td></t<>	Traffic Volume (vph)	5	312	23	55	561	11	22		10	\$	3	9
Fit Permitted         0.999         0.996         0.970         0.980           Satd. Row (perm)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Confl. Peds. (#/hr)         3         2         2         3         3         2         0.92 <td>Future Volume (vph)</td> <td>5</td> <td>312</td> <td>23</td> <td>55</td> <td>561</td> <td>11</td> <td>22</td> <td>4</td> <td>10</td> <td>8</td> <td>3</td> <td>9</td>	Future Volume (vph)	5	312	23	55	561	11	22	4	10	8	3	9
Satcl. Flow (perm)         0         1844         0         0         1852         0         0         1738         0         0         1714         0           Confl. Peds. (#hr)         3         2         2         3         3         2         2         3         5         3           Peak Hour Factor         0.92         <	Satd. Flow (prot)	0	1844	0	0	1852	0	0	1738	0	0	1714	0
Confl. Peds. (#hr)         3         2         2         3           Confl. Bikes (#hr)         5         3           Peak Hour Factor         0.92         0         0			0.999			0.996			0.970			0.980	
Confl. Bikes (#hr)         5         3           Peak Hour Factor         0.92         0 <td>Satd. Flow (perm)</td> <td>0</td> <td>1844</td> <td>0</td> <td>0</td> <td>1852</td> <td>0</td> <td>0</td> <td>1738</td> <td>0</td> <td>0</td> <td>1714</td> <td>0</td>	Satd. Flow (perm)	0	1844	0	0	1852	0	0	1738	0	0	1714	0
Confl. Bikes (#hr)         5         3           Peak Hour Factor         0.92         0         0.96         0.96 <td>Confl. Peds. (#hr)</td> <td>3</td> <td></td> <td>2</td> <td>2</td> <td></td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Confl. Peds. (#hr)	3		2	2		3						
Growth Factor         100%         20%         2%         0				5			3						
Heavy Vehicles (%)         2%         0 <th< td=""><td>Peak Hour Factor</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td></th<>	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
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 (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 5 339 25 60 610 12 24 4 11 9 3 10 Shared Lane Traffic (%) Lane Group Flow (vph) 0 369 0 0 682 0 0 39 0 0 22 0	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%)         0%         0%         0%         0%         0%         0%         0%         0%         0%         0%         Adj. Flow (vph)         5         339         25         60         610         12         24         4         11         9         3         10         Shared Lane Traffic (%)         Lane Group Flow (vph)         0         369         0         682         0         39         0         0         22         0	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph) 5 339 25 60 610 12 24 4 11 9 3 10 Shared Lane Traffic (%) Lane Group Flow (vph) 0 369 0 0 682 0 0 39 0 0 22 0	Parking (#hr)												
Shared Lane Traffic (%) Lane Group Flow (wph) 0 369 0 0 682 0 0 39 0 0 22 0	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph) 0 369 0 0 682 0 0 39 0 0 22 0	Adj. Flow (vph)	5	339	25	60	610	12	24	4	11	9	3	10
	Shared Lane Traffic (%)												
Sign Control Free Free Stop Stop	Lane Group Flow (vph)	0	369	0	0	682	0	0	39	0	0	22	0
	Sign Control		Free			Free			Stop			Stop	

Analysis Period (min) 15

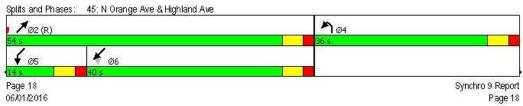
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	٠	-+	7	1	+	*	1	Ť	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		2078	\$	~		4.	-		\$	
Traffic Volume (vph)	6	320	4	7	586	4	1	0	3	7	2	36
Future Volume (vph)	6	320	4	7	586	4	1	0	3	7	2	36
Satd. Flow (prot)	0	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												
Control Type: Unsignalized Intersection Capacity Utiliza					CULevel							

#### AM Existing Condition 41: Brookhaven Dr & Virginia Drive

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	<b>n</b>	۲	1	4	¥	×	
Lane Group	NBL	NBR	NET	NER	SWL	SWIT	
Lane Configurations	Y		<b>≜</b> t≽			4ħ	
Traffic 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	*			*	0.759	
Satd. Flow (perm)	1655	0	3410	0	0	2685	
Satd. Flow (RTOR)	73	v	59		v	2000	
Confl. Peds. (#hr)	1	2	00	1	4		
Confl. Bikes (#hr)		1		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%	
	270	270	270	2%	270	270	
Bus Blockages (#hr) Parking (#hr)		v	V	U	V.		
Mid-Block Traffic (%)	0%		0%			0%	
NEW CONTRACTOR CONTRACTOR	41	73	416	113	149	827	
Adj. Flow (vph)	41	15	410	110	149	&∠1	
Shared Lane Traffic (%)		~	500	~	~	070	
Lane 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	110	
Total Split (s)	36.0		54.0		14.0	40.0	
Total 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	
v/c Ratio	0.50		0.19			0.45	
Control Delay	24.0		2.5			3.1	
Queue Delay	0.0		0.0			0.0	
Total Delay	24.0		2.5			3.1	
LOS	С		A			A	
Approach Delay	24.0		2.5			3.1	
Approach LOS	C		А			A	
Intersection Summary							
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 0 (0%), Referenced	to phase 2	NET, Sta	rt of Gree	en			
Control Type: Actuated-Cor	ordinated						
Maximum wc Ratio: 0.50							
Intersection Signal Delay: 4	.4			lr	tersection	n LOS: A	
Intersection Capacity Utiliza		i		10	CU Level	of Service E	3
Analysis Period (min) 15							
Phase conflict between							



	٨	7	•	t	Ļ	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٦	17	ካካ	<b>^</b>	<b>≜</b> ₽		
Traffic Volume (vph)	99	555	664	1182	847	104	
Future Volume (vph)	110	555	664	1234	956	104	
Satd. Flow (prot)	1770	2787	3433	3539	3471	0	
Fit Permitted	0.950	21.91	0.950	0000	0471	Ŷ	
	1746	0707	3411	3539	3471	0	
Satd. Flow (perm)	1740	2787 19	3411	3039	3471	V	
Satd. Flow (RTOR)		ាទ	00		Э	00	
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)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	149	754	902	1677	1299	141	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	149	754	902	1677	1440	0	
Tum Type	Prot	pt+ov	Prot	NA	NA		
Protected Phases	4	41	1	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)	18.8	65.8	39.9	115.5	68.6		
Actuated g/C Ratio	0.13	0.44	0.27	0.77	0.46		
v/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	0.9	46.9		
LOS	E	В	D	A	D		
Approach Delay	21.0	-	-	13.0	46.9		
Approach LOS	C			B	D		
Contraction and	~				U		
Intersection Summary							
Cycle Length: 150	•						
Actuated Cycle Length: 15							
Offset: 137 (91%), Referen		e 2:SBT :	and 6:NB	T, Start o	fGreen		
Control Type: Actuated-Co	ordinated						
Maximum wc Ratio: 0.99							
Intersection Signal Delay: 2	24.4			In	tersection	n LOS: C	
Intersection Capacity Utilization	ation \$3.1%	, ,		10	CU Level	of Service E	
Analysis Period (min) 15							
Splits and Phases: 1: N	Mills Avenu	e & E Prir	nceton St				
				· · · · · ·	<b>A</b> Ø1		<b>≮</b> ∅4
🔰 🕈 🖉2 (R)				*	וש ה		<b>▼</b> 924
67.2 s							35.8 6

AM No Build 1: N Mills Avenue & E Princeton St.

Orlando 06/01/2016 AM No Build Shane

	٠	-	7	1	+	*	1	1	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>^</b>	1	7	<b>*††</b>		7	<b>†</b> 1>	-	٦	<b>^</b>	7
Traffic Volume (vph)	352	761	275	42	836	96	121	209	32	95	357	24
Future Volume (vph)	352	763	311	54	846	97	140	243	62	95	403	24
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	1655	491	4990	0	466	3401	0	728	3539	153
Satd. Flow (RTOR)			264		13			19				6
Confl. Peds. (#hr)	15		3	3	10	15	15		20	20		1
Confl. Bikes (#hr)			ĩ			3	10		5	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	0.9
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)	2,0	0	0	0	0	0	0	0	0	0	0	27
Parking (#hr)		Ŷ	•	•	v.		Ý	Ŷ	· ·	v.	~	
Concorrection and a second second second second		0%			0%			0%			0%	
Mid-Block Traffic (%)	478	1037	423	73	1149	132	190	330	84	129	548	20
Adj. Flow (vph)	478	1037	423	13	1149	132	190	330	84	129	548	32:
Shared Lane Traffic (%)	170	4007	400	70	4004	0	4.6.6		~	404	<b>54</b> 0	00
ane Group Flow (vph)	478	1037	423	73	1281	Ų	190	414	0	129	548	32:
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	
Permitted Phases	8		8	4	200		6			2	1.4	
Total Split (s)	43.0	63.3	21.0	23.7	44.0		21.0	38.9		24.1	42.0	43.
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.
Act Effct Green (s)	\$1.3	66.7	\$1.0	47.0	38.1		52.3	37.8		49.7	36.7	74.
Actuated g/C Ratio	0.54	0.44	0.54	0.31	0.25		0.35	0.25		0.33	0.24	0.5
//c Ratio	0.98	0.66	0.44	0.32	1.00		0.67	0.47		0.39	0.63	0.4
Control Delay	79.6	35.4	7.5	15.7	55.5		38.9	41.7		35.2	54.7	18.
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.
108	E	D	A	В	E		D	D		D	D	[
Approach Delay		40.2			53.3			40.8			40.2	
Approach LOS		D			D			D			D	
ntersection Summary												
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 88 (59%), Reference Control Type: Actuated-Co Maximum Wc Ratio: 1.00 Maximum Wc Ratio: 1.00	ed to phase ordinated	2:SBTL	and 6:NE			1000						
ntersection Signal Delay: 4		1			tersection							
ntersection Capacity Utiliza	ation 103.99	0		10	CU Level (	JI SELVICE	30					
Analysis Period (min) 15												
Splits and Phases: 2: N	Orange Ave	& E Prir	nceton St									
4 M	20.2762.776			1	22			+				
21 s 42 s	2 (R)			Ø3	j			44 5	Ø4			
		43 s										
▶ø5 <b>•</b> •	Ø6 (R)			107	30	1	<b>Þ</b> Ø8					

#### AM No Build 2: N Orange Ave & E Princeton St

Orlando 06/01/2016 AM No Build Shane

	٠	-+	7	1	-	*	1	Ť	1	1	ŧ	4
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations	٦	<b>≜</b> ‡		٦	1	1	٦	<b>†</b> ‡		5	<b>≜t</b> ≽	
raffic Volume (vph)	150	326	108	225	470	285	\$3	954	63	124	860	70
uture Volume (vph)	202	380	108	225	531	285	86	954	63	124	860	179
atd. Flow (prot)	1770	3400	0	1770	1863	1583	1770	3502	0	1770	3423	(
It Permitted	0.100			0.175			0.950			0.950		
atd. Flow (perm)	186	3400	0	325	1863	1533	1765	3502	0	1767	3423	3
atd. Flow (RTOR)		24				120		5	*		18	
onfl. Peds. (#/hr)	12	- <b>E</b> T	11	11		12	6		*	8	1v	
onfl. Bikes (#hr)	16		2	2464		4	~		4	¥		
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%	1259
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	29
	270	270	270	270	270	270	270	270	270	270	270	27
us Blockages (#hr) orking (#br)	U	v	Ų	U	U.	Ų	v	U	Ų	Ų.	Ų	,
arking (#hr)		007			001			001			001	
lid-Block Traffic (%)	074	0%	4.47	000	0%	0.07	447	0%		4.00	0%	
dj. Flow (vph)	274	516	147	306	721	387	117	1296	86	168	1168	243
hared Lane Traffic (%)												
ane Group Flow (vph)	274	663	0	306	721	387	117	1382	0	168	1411	(
um Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
rotected Phases	3	\$		7	4	5	1	6		5	2	
ermitted Phases	8			4		4						
otal Split (s)	20.0	45.6		28.4	54.0	17.0	15.0	59.0		17.0	61.0	
otal Lost Time (s)	6.8	6.7		6.2	6.7	6.0	6.3	6.4		6.0	6.4	
ct Effct Green (s)	53.1	40.0		67.3	47.3	59.0	\$.7	52.6		11.0	54.6	
ctuated g/C Ratio	0.35	0.27		0.45	0.32	0.39	0.06	0.35		0.07	0.36	
/c Ratio	1.34	0.72		0.88	1.23	0.57	1.15	1.12		1.30	1.12	
ontrol Delay	214.4	52.1		55.5	160.2	20.8	191.8	104.3		215.2	93.6	
ueue Delay	0.0	0.0		0.0	0.0	0.0	0.0	1.0		0.0	0.1	
otal Delay	214.4	52.1		55.5	160.2	20.8	191.8	105.3		215.2	93.7	
05	F	D		E	F	С	F	F		F	F	
pproach Delay		99.6			99.4			112.1			106.6	
pproach LOS		F			F			F			F	
tersection Summary												
ycle Length: 150 ctuated Cycle Length: 15 ffset: 16 (11%), Reference iontrol Type: Actuated-Co taximum wic Ratio: 1.34 tersection Signal Delay: 1 tersection Capacity Utiliz nalysis Period (min) 15 plifs and Phases: 4: N	ed to phase ordinated 105.0	6		lr	itersectio	n LOS: F of Service	9 G					

#### AM No Build 4: N Mills Avenue & Virginia Driv

Orlando 06/01/2016 AM No Build Shane

	1	*	1	1	1	ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٦	1	1	7	517520	41	
Traffic Volume (vph)	322	230	257	92	259	481	
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	0	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%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	438	333	442	125	395	738	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	438	333	442	125	0	1133	
Tum Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	6		5	2	
Permitted Phases				6	2		
Total Split (s)	54.0	54.0	83.3	\$3.3	12.7	96.0	
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	
v/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	0.9		18.0	
LOS	E	В	В	A		В	
Approach Delay	39.0		9.0			18.0	
Approach LOS	D		А			В	
Intersection Summary							
Cycle Length: 150							
Actuated Cycle Length: 150	0						
Offset: 125 (83%), Referen	ced to phas	e 2:SBTL	and 6:N	BT, Start	of Green		
Control Type: Actuated-Co	ordinated						
Maximum wc Ratio: 0.89							
Intersection Signal Delay: 2	2.5			I	tersection	n LOS: C	
Intersection Capacity Utiliza				1	OU Level	of Service D	

#### AM No Build o 9 Virginio Driv



Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	5	<b>≜</b> t≽			<b>^</b>		٦	1	1	٦	1	7
Traffic Volume (vph)	180	677	101	18	602	43	63	24	26	40	413	140
Future Volume (vph)	200	687	103	18	602	43	74	25	27	40	435	15
Satd. Flow (prot)	1770	3454	0	0	3490	0	1770	1863	1583	1770	1863	158
Fit Permitted	0.181				0.812		0.076			0.735		
Satd. Flow (perm)	337	3454	0	0	2837	0	142	1863	1560	1366	1863	155
Satd. Flow (RTOR)		16			5				109			11
Confl. Peds. (#/hr)	6		3	3		6	3		1	1		
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	0.9
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	0	0	0	0	0	0	(
Parking (#hr)		~	*	~	×.	~	Ť	*	~	×.		
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	933	140	24	\$18	58	101	34	37	54	591	216
Shared Lane Traffic (%)	212	000	140	24	010	00	101	04	01	- 04	001	211
Lane Group Flow (vph)	272	1073	0	0	900	0	101	34	37	54	591	21(
Tum Type		NA		Perm	NA	0	pm+pt		custom			custon
Protected Phases	pm+-pt 1	6		reini	2		рш-трі 7	4	custom	pm+pt 3	8	custon
Permitted Phases	6	0		2	2		4	- 4	2	8	\$	
		000			60.0			500			500	
Total Split (s) Total Lost Time (s)	18.0	80.0		62.0	62.0 6.0		12.0	59.0	62.0 6.0	11.0	58.0	\$0.0
Total Lost Time (s)	6.0	6.0					6.0	6.0		6.0	5.0	6.0
Act Effct Green (s)	76.5	76.5			58.5		57.5	52.7	58.5	54.5	50.5	76.6
Actuated g/C Ratio	0.51	0.51			0.39		0.38	0.35	0.39	0.36	0.34	0.5
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	68.9	11.8			50.6		80.6	32.6	0.1	26.7	72.2	11.0
LOS	E	В			D		F	C	A	С	E	E
Approach Delay		23.3			50.6			53.8			54.0	
Approach LOS		С			D			D			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150		- 0.3407		0								
Offset: 144 (96%), Referen	NUCLEO CONTRACTOR	e 2:00B1	L, start o	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.95												
Intersection Signal Delay: 4					tersection							
Intersection Capacity Utiliza Analysis Period (min) 15	ation 101.4%	%		10	CU Level	of Service	96					
Alarysis renou (initi) to												
Splits and Phases: 8: Alc	len Road &	E Princel	on St		-		6					
🕇 Ø2 (R)				▶ Ø1		¥ø3	<b>1</b> ø4					
62 s				18 s	1	15	59 s					
						1						
					29	017	🕈 Ø8					

### AM No Build

Orlando 06/01/2016 AM No Build Shane

9: North Alden							12/17/2016
	٠	7	1	Ť	ŧ	~	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			र्स	4Î		
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							

Analysis Period (min) 15

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1000 A.C.	\$			4.	(21)	10.00	4	
Traffic 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
Fit 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)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	49	450	20	310	626	45	8	27	79	110	90	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	519	0	0	981	0	0	114	0	0	290	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized							-					
Intersection Capacity Utiliza	ation \$9.9%	ų.		10	CV Level	of Service	Ε					

Analysis Period (min) 15

AM No Build

Orlando 06/01/2016 AM No Build Shane

EBL	EBT				1,65,94	1	1	1	*	+	
		EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	\$			\$	12		4			\$	
0	0	0	49	0	9	0	12	\$	11	101	0
14	7	8	90	12	9	6	49	28	11	217	28
0	1753	0	0	1770	0	0	1772	0	0	1831	0
	0.977			0.961			0.996			0.998	
0	1753	0	0	1770	0	0	1772	0	0	1831	0
								1			
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
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%	
19	10	11	122	16	12	8	67	38	15	295	38
0	40	0	0	150	0	0	113	0	0	348	0
	Stop			Stop			Stop			Stop	
	0 0.92 125% 2% 0 19 0	0 1753 0.977 0 1753 0.92 0.92 125% 125% 2% 2% 0 0 0 0% 19 10 0 40	0 1753 0 0.977 0 1753 0 0 1753 0 0.92 0.92 0.92 125% 125% 125% 2% 2% 2% 0 0 0 0 0 19 10 11 0 40 0 Stop	0 1753 0 0 0.977 0 0 1753 0 0 125% 0.92 0.92 0.92 125% 125% 125% 125% 2% 2% 2% 2% 0 0 0 0 19 10 11 122 0 40 0 0 Stop	0         1753         0         0         1770           0.977         0.961         0         1770           0         1753         0         0         1770           0.92         0.92         0.92         0.92         0.92           125%         125%         125%         125%         125%           2%         2%         2%         2%         0           0         0         0         0         0           0%         10         11         122         16           0         40         0         0         150           Stop         Stop         Stop         Stop         150	0         1753         0         0         1770         0           0.977         0.961         0         1770         0           0         1753         0         0         1770         0           0         1753         0         0         1770         0           0.92         0.92         0.92         0.92         0.92         0.92           125%         125%         125%         125%         125%         125%           2%         2%         2%         2%         2%         0           0         0         0         0         0         0           0         40         0         0         150         0           Stop         Stop         Stop         Stop         Stop         Stop	0         1753         0         0         1770         0         0           0.977         0.961         0         1770         0         0           0         1753         0         0         1770         0         0           0         1753         0         0         1770         0         0           0         1753         0         0         1770         0         0           0         92         0.92         0.92         0.92         0.92         0.92         0.92           125%         125%         125%         125%         125%         125%         125%         125%           2%         2%         2%         2%         2%         2%         0         0         0         0           0	0         1753         0         0         1770         0         0         1772           0.977         0.961         0.996         0         1770         0         0         1772           0         1753         0         0         1770         0         0         1772           0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92           125%         125%         125%         125%         125%         125%         125%         125%           2%         2%         2%         2%         2%         2%         2%         2%           0         0         0         0         0         0         0         0           0         40         0         0         150         0         0         113           stop         stop         stop         stop         stop         stop         stop	0         1753         0         0         1770         0         0         1772         0           0.977         0.961         0.996         0         0         1772         0           0         1753         0         0         1770         0         0         1772         0           0         1753         0         0         1770         0         0         1772         0           1         1753         0         0         1770         0         0         1772         0           1         1         1770         0         0         1772         0         1           0.92         0.9	0 1753 0 0 1770 0 0 1772 0 0 0.977 0.961 0.996 0 1753 0 0 1770 0 0 1772 0 0 1753 0 0 1770 0 0 1772 0 0 1 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	0         1753         0         0         1770         0         0         1772         0         0         1831           0.977         0.961         0.996         0.998         0         1772         0         0         1831           0         1753         0         0         1770         0         0         1772         0         0         1831           0         1753         0         0         1770         0         0         1772         0         0         1831           0         125%

#### AM No Build 15: Alden Rd & South Alden/Brookhaven Dr

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	Þ			र्भ	1	۲	<b>≜t</b> ≱		٦	<b>≜t</b> ≽	
Traffic Volume (vph)	30	10	29	17	12	384	19	1392	19	241	942	41
Future Volume (vph)	30	10	29	17	12	384	19	1444	19	241	1051	41
Satd. Flow (prot)	1770	1658	0	0	1809	1583	1770	3531	0	1770	3515	C
Fit Permitted	0.629				0.830		0.950			0.950		
Satd. Flow (perm)	1172	1658	0	0	1546	1562	1770	3531	0	1770	3515	C
Satd. Flow (RTOR)		39				300		1			5	
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	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	14	39	23	16	522	26	1962	26	327	1428	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	53	0	0	39	522	26	1988	0	327	1484	0
Tum Type	pm+pt	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	*			4		4						
Total Split (s)	9.5	44.0		34.5	34.5	34.5	10.9	78.0		28.0	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)	37.1	35.1			27.5	27.5	6.2	74.3		23.5	95.8	
Actuated g/C Ratio	0.25	0.23			0.18	0.18	0.04	0.50		0.16	0.64	
w/c Ratio	0.13	0.13			0.14	0.98	0.36	1.14		1.18	0.66	
Control Delay	43.0	18.1			52.5	60.6	\$7.9	\$3.0		151.8	15.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.1		0.0	0.6	
Total Delay	43.0	18.1			52.5	60.6	\$7.9	\$3.0		151.8	16.0	
LOS	D	В			D	E	F	F		F	В	
Approach Delay		29.0			60.0			83.1			40.5	
Approach LOS		С			E			F			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	0											
Offset: 4 (3%), Referenced		SBT and	6:NBT. S	tart of Gr	een							
Control Type: Actuated-Co	the second s			0210027023	551Y/							
Maximum wc Ratio: 1.18												
Intersection Signal Delay: 6	\$1.9			In	tersection	h LOS: E						
Intersection Capacity Utiliza					U Level		e F					
Analysis Period (min) 15												
Splits and Phases: 22: N	I Mills Avenu	ue & Nebi	raska St									
▲ Ø1 🚽 Ø2 (R)								1	øз 🕈			

### AM No Build

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		٦	<b>†</b> 1>	-	٦	<b>†</b> Ъ	
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	40
Satd. Flow (prot)	0	1626	0	0	1739	0	1770	3535	0	1770	3511	i
Fit Permitted		0.920			0.584		0.149			0.133		
Satd. Flow (perm)	0	1510	0	0	1034	0	278	3535	0	248	3511	ì
Satd. Flow (RTOR)		84			11			1			10	
Confl. Peds. (#hr)	1		5	5		1	5		4	4		(
Confl. Bikes (#hr)			, i i				Ť					
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	0.93
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	0	270	0	0	0	0	27
Parking (#hr)	~	~	~	Ŷ	~	~	Ý	~	v	~	~	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	\$	151	12	10	11	171	1594	7	8	1447	6
Shared Lane Traffic (%)	1 1	~	1012	12	17		111	1004		¥ /	1440	
Lane Group Flow (wph)	0	200	0	0	33	0	171	1 601	0	8	1510	,
Tum Type	Perm	NA	0	Perm	NA	v	Perm	NA		Perm	NA	
Protected Phases	1 CHI	4		1 Cilli	4		1 CHI	2		- Cim	2	
Permitted Phases	4	4		4	4		2	2		2	2	
	24.8	24.8		24.8	24.8		125.2	125.2		125.2	125.2	
Total Split (s) Total Logt Time (s)	24.0	6.3		24.0	6.3		6.2	6.2		6.2	6.2	
Total Lost Time (s)		15.7			15.7		121.8	121.8		121.8	121.8	
Act Effct Green (s) Actuated g/C Ratio		0.10			0.10		0.81	0.81		0.81	0.81	
en belienningen		0.86			0.10		0.76	0.56		0.04	0.53	
w/c Ratio		68.8			50.4		32.5	4.2		1.9	2.1	
Control Delay		0.0			0.0			4.2		0.0	0.3	
Queue Delay Totol Delay							0.0					
Total Delay		68.8 E			50.4 D		32.5 C	4.2		1.9	2.4	
LOS							U	A		A	A	
Approach Delay		68.8			50.4			7.0			2.4	
Approach LOS		E			D			A			A	
ntersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 0 (0%), Referenced	to phase 2	NBSBar	d 6:, Star	t of Gree	n							
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.86												
ntersection Signal Delay: 8	.9			In	tersectio	h LOS: A						
ntersection Capacity Utiliza		i.		10	U Level	of Service	B					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highlanı	d Dr								
₩ Ø2 (R)				100000						10	1714	
T 1 2/2 (K)										1.0	21	_

#### AM No Build 25: N Mills Avenue & Lake Highland Di

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			\$	
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
Fit 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												
Control Type: Unsignalized												

# AM No Build 27: Ferris Ave & Lake Highland Dr

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	10	121.2	4			\$			\$	
Traffic Volume (vph)	2	0	3	\$1	0	28	1	79	28	17	204	3
Future Volume (vph)	56	51	14	\$1	40	28	4	137	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)	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	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)	76	69	19	110	54	38	5	186	38	23	408	121
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												

#### AM No Build 28: Highland Ave & Driveway/Lake Highland Dr

Analysis Period (min) 15

Orlando 06/01/2016 AM No Build Shane

Lane Group							7	t t	1		*	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	4			4		7	<b>≜</b> t≽		٦	<b>≜</b> î≽	
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	(
Fit Permitted	0.575				0.975		0.126			0.138		
Satd. Flow (perm)	1067	1712	0	0	1722	0	235	3539	0	257	3479	1
Satd. Flow (RTOR)		21			16						20	
Confl. Peds. (#/hr)	6		2	2		6	5		1	1		1
Confl. Bikes (#hr)			2	_		2	-		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	0.9
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	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	1447	0	19	1359	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	53	0	0	178	0	45	1447	0	19	1502	(
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)	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	А		A	A	
Approach Delay		30.5			34.0			9.3			5.3	
Approach LOS		С			С			A			А	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 0 (0%), Referenced Control Type: Actuated-Coo	Design Automotive Process of	:SBTL and	d 6:NB TL	, Start of	Green							
Maximum v/c Ratio: 0.65	namatoa											
Intersection Signal Delay: 9	7			In	tersection	108.4						
ntersection Capacity Utiliza						of Service	C					
Analysis Period (min) 15	110H 00.4 7			1	JO LEVEL		,0					
Splits and Phases: 29: N	Mills Aven	10 8 E M	orke Qt									
N.	WINS AVEN	ue ol E 1018	ar No OL			70	v					
↓ ♥ Ø2(R) 41.5 s					_	₩ Ø• 33.5 s	4					
120212					-	A						
∫¶ø6 (R)							В					

### AM No Build

Orlando 06/01/2016 AM No Build Shane

Lane Group         WBL         WBR         NET         NER         SWL         SWT           Lane Configurations         ↑		۴	٤	*	1	6	×	
Traffic Volume (vph)         306         2         452         54         3         \$14           Future Volume (vph)         471         2         520         117         3         \$76           Satd. Flow (prot)         1770         1583         1863         1583         0         3539           FIL Permitted         0.960	Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Traffic Volume (vph)         306         2         452         54         3         \$14           Future Volume (vph)         471         2         520         117         3         \$76           Satd. Flow (prot)         1770         1583         1863         1583         0         3539           FIL Permitted         0.960	ane Configurations	1	1	1	1		<b>^</b>	
Satd. Row (prot)         1770         1583         1863         1583         0         3539           Fit Permitted         0.950	Fraffic Volume (vph)	306	2	452	54	3		
Fit Permitted       0.950         Satd. Flow (perm)       1770       1583       1863       1583       0       3539         Confl. Peds. (#/hr)       5       5       5       5         Confl. Bikes (#/hr)       1       3       3         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       1.25%       125%       125%       125%       125%         Bus Plockages (#/hr)       0       0       0       0       0         Parking (#/hr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%         Adj. Flow (wph)       640       3       707       159       4       1190         Shared Lane Traffic (%)       1       3       707       159       0       1194	Future Volume (vph)	471	2	520	117	3	876	
Satch. 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           Growth Factor         125%         125%         125%         125%           Heavy Vehicles (%)         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0         0           Parking (#hr)         0         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         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	Satd. Flow (prot)	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           Growth Factor         125%         125%         125%         125%           Heavy Vehicles (%)         2%         2%         2%         2%           Bus Blockages (#/hr)         0         0         0         0           Parking (#/hr)         0         0         0         0           Adj. Flow (vph)         640         3         707         159         4         1190           Shared Lane Traffic (%)         1         3         707         159         0         1194	Fit Permitted	0.950						
Confl. Bikes (#hr)         1         3           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Growth Factor         125%         125%         125%         125%         125%           Heavy Vehicles (%)         2%         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0         0           Parking (#hr)         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%         0%           Adj. Flow (vph)         640         3         707         159         4         1190           Shared Lane Traffic (%)         1         3         707         159         0         1194	Satd. Flow (perm)	1770	1583	1863	1583	0	3539	
Peak Hour Factor         0.92 <th0.92< th="">         0.92         0.92</th0.92<>	Confl. Peds. (#hr)				5	5		
Growth Factor         125%         10%         10%         10%         10%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%         110%	Confl. Bikes (#hr)				1		3	
Heavy Vehicles (%) 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	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) 640 3 707 159 4 1190 Shared Lane Traffic (%) Lane Group Flow (vph) 640 3 707 159 0 1194	Growth Factor	125%	125%	125%	125%	125%	125%	
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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
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	3us Blockages (#hr)	0	0	0	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	Parking (#hr)							
Shared Lane Traffic (%) Lane Group Flow (vph) 640 3 707 159 0 1194	Mid-Block Traffic (%)	0%		0%			0%	
Lane Group Flow (vph) 640 3 707 159 0 1194	۹dj. Flow (vph)	640	3	707	159	4	1190	
	Shared Lane Traffic (%)							
Sign Control Stop Free Free	ane Group Flow (vph)	640	3	707	159	0	1194	
	Sign Control	Stop		Free			Free	
intersection Summary	ntersection Summary							
Control Type: Unsignalized	Control Type: Unsignalized							

AM No Build 32: N Orange Ave & Alden Rd

Orlando 06/01/2016 AM No Build Shane

33: Highland Ave 8	& City Si	te Sou	ith Driv	/e			12/17/2016
	٠	$\mathbf{r}$	1	t	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y	10	5.9	÷.	¢Î	12	
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	
Fit 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	I.						
Intersection Capacity Utiliz	ation 12.0%	0		10	CU Level	of Service A	
Analysis Period (min) 15							

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

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4	2112 0012000		4			4	10.000
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	186	36
Satd. Flow (prot)	0	1780	0	0	1773	0	0	1827	0	0	1811	(
Fit Permitted		0.875			0.927			0.876			0.950	
Satd. Flow (perm.)	0	1578	0	0	1658	0	0	1620	0	0	1730	(
Satd. Flow (RTOR)		10			37			5			20	
Confl. Peds. (#/hr)	5					5	1		3	3		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
	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)	16	26	10	35	117	50	38	117	7	42	253	45
Shared Lane Traffic (%)											200	
Lane Group Flow (vph)	0	52	0	0	202	0	0	162	0	0	344	C
	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			\$.5	
LOS		В			В			A			A	
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-Uncoor	d											
Maximum wc Ratio: 0.45												
Intersection Signal Delay: 10.1				In	tersection	n LOS: B						
Intersection Capacity Utilization	38.8%	).		IC	CU Level	of Service	A					
Analysis Period (min) 15												
Splits and Phases: 34: Highla	and Ave	e & E Mar	ks St		68.							
₩ ø2					4	Ø4						
26 s					24							
<∎ ¢						20						

### AM No Build

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	225.0	100	\$	12		\$			\$	
Traffic Volume (vph)	0	1	10	4	\$	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												
Control Type: Unsignalized												

## AM No Build 37: Ferris Ave & Brookhaven Dr

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2010		\$			\$			\$	~
Traffic Volume (vph)	5	328	23	75	610	11	22	4	37	\$	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	
Intersection Summary												
Control Type: Unsignalized												
Control Type: Unsignalized Intersection Capacity Utiliza Analysis Period (min) 15	ation 85.5%			IC	CU Level	of Service	Ε					

## AM No Build 38: Ferris Ave & Virginia Driv

Orlando 06/01/2016 AM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1.773	4	783	10.73	4	51	10	\$		~	\$	
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
Fit 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												
Control Type: Unsignalized												
Intersection Capacity Utiliza Analysis Period (min) 15	ation 54.1%	N		10	CU Level	of Service	eΑ					

### AM No Build 41: Brookhaven Dr & Virginia Driv

Orlando 06/01/2016 AM No Build Shane

Lane Group         NBL         NBR         NET         NER         SWL         SWT           Lane Configurations         Y		1	٢	*	4	¥	×	
Lane Configurations      Y	Lane Group	NBL	NBR	NET	NER	SWL	SWIT	
Traffic Volume (vph)       38       76       431       104       179       948         Future Volume (vph)       42       184       454       112       353       1001         Satd. Row (port)       1619       0       3449       0       0       3443         Satd. Row (perm)       1619       0       3419       0       0       2167         Satd. Row (pert)       1       2       1       4	Lane Configurations	Y		<b>*</b> 1 <sub>2</sub>	-		412	
Future Volume (oph)       42       184       454       112       353       1001         Sald, Row (prot)       1619       0       3419       0       0       3433         Sald, Row (prot)       1619       0       3419       0       0       2157         Sald, Row (prot)       123       65       0       0       0       2157         Sald, Row (prot)       1       1       1       1       1       1       1         Preak Hour Factor       0.92       0			76		104	179		
Satd, Flow, (prof.)       1619       0       3419       0       0       3493         FIL Permitted       0.991       0.610       0       2157         Satd, Flow, (prof.)       1619       0       2167       0       2157         Satd, Flow, (PTOR)       123       65       0       2157         Confl. Bites, (#hr)       1       1       1       1         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%       125%       144         Heary Vehicles (%)       2%	The second se	42			112			
Fit Permitted       0.991       0.610         Satd. Row (prOR)       1619       0       2457         Satd. Row (prOR)       1       2       1       4         Confl. Peds. (#hr)       1       2       1       4         Confl. Reds. (#hr)       1       2       1       4         Confl. Reds. (#hr)       1       1       1       1         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       1.25%       125%       125%       126%       126%         Bas Blockages (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%6       0%6       0%6         Add, Flow (ph)       57       250       617       152       480       1360         Shared Lane Traffic (%)       0%       0%6       0%6       0%6       0%6       0%6         Lane Group Flow (ph)       307       0       763       0       144       64         Cotal Split (\$)       2.7.7       122.3       12.7       109.6<	Alathan Alathan and a state of the second							
Satd. Flow (ptn)         1619         0         3419         0         0         2167           Satd. Flow (ptn (Pt								
Satd. Flow (RTO R)       123       65         Confl. Bikes (#hr)       1       2       1       4         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%       125%         Jarwath Factor       125%       125%       125%       125%       125%         Jaws Blockages (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0         Parking (#hr)       57       250       617       152       480       1360         Shared Lane Traffic (%)       0%       0%       0       1480       1360         Shared Lane Traffic (%)       27.7       122.3       12.7       109.6       100         Protected Phases       6       6       6       6       6       6         Parking (%)       27.7       122.3       12.7       109.6       100       10         Cotal Lost Time (\$)       20.7       117.9       117.9       117.9       10.2       10			0	3419	0	Ô		
Confl. Peds. (#Mn)       1       2       1       4         Confl. Bikes (#Mn)       1       1       1         Peak Hour Factor       0.92       0.92       0.92       0.92         Smowth Factor       1.25%       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#Mr)       0       0       0       0       0         Arking (#Mr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%         Apdi, Flow (vph)       67       250       617       152       480       1360         Shared Lane Traffic (%)       0       769       0       0       1840       100         Turn Type       Prot       NA       pm+pt       NA       Protected Phases       6         Permitted Phases       6       6       6       6       6       6         Cotal Los Time (b)       5.7       5.7       5.7       5.7       6       7       6         Act Effet Green (s)       20.7       117.9       117.9       117.9       6 <t< td=""><td>Device of the second second second</td><td></td><td></td><td></td><td></td><td>*</td><td>2.07</td><td></td></t<>	Device of the second second second					*	2.07	
Confl. Bikes (#hr)         1         1           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Growth Factor         125%         125%         126%         126%         Heavy Vehicles (%)           Heavy Vehicles (%)         2%         2%         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0         0         0           Parking (#hr)         0         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%         0%           Lane Group Flow (wph)         57         250         617         152         480         1360           Shared Lane Traffic (%)         Lane Group Flow (wph)         307         0         769         0         0         1840           Turn Type         Prot         NA         pm=pt         NA         Protested Phases         6         6           Total Lost Time (\$)         5.7         5.7         5.7         5.7         6         7           ActLafed Groen (§)         20.7         117.9         117.9         4         64.8         8         <	No. 2 Million March Control March		2		1	4		
Peak Hour Pactor 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% 2% Bias Blockages (#hr) 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% 0% Addj. Flow (vph) 57 250 617 152 480 1360 Shared Lane Traffic (%) Lane Group Flow (vph) 307 0 769 0 0 1840 Turn Type Prot NA pm+pt NA Protected Phases 4 21 51 6 Permitted Phases 6 Total Lost Time (\$) 5.7 5.7 5.7 5.7 S.7 5.7 5.7 S.7 5.7 Actuated g/C Ratio 0.14 0.79 0.79 Actuated g/C Ratio 0.14 0.79 0.79 Actuated g/C Ratio 0.14 0.79 0.79 Actuated g/C Ratio 0.14 0.79 Double Second 109 Control Delay 72.6 4.4 64.8 Queue Delay 0.0 0.0 Total Delay 72.6 4.4 64.8 Queue Delay 72.6 4.4 64.8 Queue Delay 72.6 4.4 64.8 DOS E A E A E Approach Delay 72.6 4.4 64.8 DOS E A E A E Approach Delay 72.6 4.4 64.8 DOS E A E A E Approach Delay 72.6 5.7 A E A E Approach Delay 72.6 7.7 Intersection Summary Cycle Length: 150 Actuated Cycle Len						7		
Strowth Factor       125%       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%       2%       2%         Blus Blockages (#hrr)       0       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%       0%         Mid-Block Traffic (%)       0%       0%       0%       0%         Shared Lane Traffic (%)       0%       0       1840       1800         Funn Type       Prot       NA       pm+pt       NA         Protected Phases       4       2!       5!       6         Protected Phases       6       6       6       6         Total Split (s)       2.7.7       122.3       12.7       109.6         Cotal Split (s)       0.7       117.9       0.79       0.79         Vicuated gC Ratio       0.33       0.28       1.09       0.0      <	Res Mathalati Alexandria	0.02		0.02		0.02	0.02	
Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%								
Bus Blockages (₩hr) 0 0 0 0 0 0 0 0 Parking (₩hr) Mid-Block Traffic (%) 0% 0% 0% 0% 0% Adj. Flow (vph) 57 250 617 152 430 1360 Shared Lane Traffic (%) Lane Group Flow (vph) 307 0 769 0 0 1840 Tum Type Prot NA prm+pt NA Protected Phases 6 Total Split (\$) 27.7 122.3 12.7 109.6 Total Lost Time (\$) 5.7 5.7 5.7 5.7 Act Effet Green (\$) 20.7 117.9 117.9 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 LoS E A E Approach Delay 72.6 4.4 64.8 LoS E A E Approach Delay 72.6 4.4 64.8 LoS E A E Approach LOS E A E Approach LOS E A E Actuated Cycle Length: 150 Control Type: Actuated-Coordinated Maximum w/c Ratio 1.09 Intersection Signal Delay: 49.7 Intersection LOS: D Intersection Signal Delay: 49.7 Intersection LOS: D								
Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) 57 250 617 152 430 1360 Shared Lane Traffic (%) Lane Group Flow (vph) 307 0 769 0 0 1840 Tum Type Prot NA pm-pt NA Protected Phases 4 2! 5I 6 Premitted Phases 6 Total Split (\$) 27.7 122.3 12.7 109.6 Total Lost Time (\$) 5.7 5.7 5.7 Act Effet Green (\$) 20.7 117.9 117.9 Actuated g/C Ratio 0.14 0.79 0.79 w 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 A E Approach Delay 72.6 4.4 64.8 LoS E A E Approach LOS E A E Approach LOS E A E Approach LOS E A E Approach LOS E A E Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum vk Ratio: 1.09 Intersection Signal Delay: 49.7 Intersection LOS: D Intersection Signal Delay: 49.7 Intersection LOS: D								
Mid-Block Traffic (%)       0%       0%       0%         Adj. Flow (wph)       57       250       617       162       480       1360         Shared Lane Traffic (%)       0       0       0       1840       1360         Lane Group Flow (wph)       307       0       769       0       0       1840         Tum Type       Prot       NA       pm+pt       NA       Protected Phases       6         Permitted Phases       6       6       6       6       6         Total Split (\$)       27.7       122.3       12.7       109.6       6         Total Split (\$)       27.7       17.9       117.9       6       6         Actuated g/C Ratio       0.14       0.79       0.79       0.79       0.79         w/c Ratio       0.93       0.28       1.09       6       64.8       64.9       64.9       64.9       64.9		0	Ų	0	Û	0.	U	
Adj. Flow (vph)       67       250       617       152       480       1360         Shared Lane Traffic (%)       Iane Group Flow (vph)       307       0       769       0       1 840         Tum Type       Prot       NA       pm+pt       NA         Protected Phases       4       2!       51       6         Permitted Phases       6       6       6         Total Split (\$)       27.7       1 22.3       1 2.7       1 09.6         Total Lost Time (\$)       5.7       5.7       5.7         Act Efft Green (\$)       20.7       1 17.9       1 17.9         Actuated g/C Ratio       0.14       0.79       0.0         Wc Ratio       0.93       0.28       1.09         Control Delay       72.6       4.4       64.8         LOS       E       A       E         Approach LoS       E       A       E         Intersection Summary       Cycle Length: 150       6         Cortrol Type: Actuated-Coordinated       4       64.8         Maximum w/c Ratio 1.09       Intersection LOS: D         Intersection Signal Delay: 19.7       Intersection LOS: D         Intersection Condinated       Servi								
Shared Lane Traffic (%) Lane Group Flow (wph) 307 0 769 0 0 1840 Tum Type Prot NA pm+pt NA Protected Phases 4 21 51 6 Permitted Phases 6 Total Split (\$) 27.7 122.3 12.7 109.6 Total Lost Time (\$) 5.7 5.7 5.7 Act Effet Green (\$) 20.7 117.9 117.9 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 72.6 4.4 64.8 Queue Delay 72.6 4.4 64.8 LOS E A E Approach Delay 72.6 4.4 64.8 LOS E A E Approach Delay 72.6 4.4 64.8 Cycle Length: 150 Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum w/c Ratio: 1.09 Intersection Capacity 0112 Maximum w/c Ratio: 1.09 Intersection Capacity 49.7 Intersection Capacity 49.7 Intersection Capacity 49.7 Intersection Capacity 49.7 Intersection Capacity 0112 Analysis Period (min) 15		Colorest.	(01123)	and the second second	100	1008-00	Harrison	
Lane Group Flow (uph)         307         0         769         0         0         1840           Tum Type         Prot         NA         pm+pt         NA           Protected Phases         4         21         51         6           Permitted Phases         6         6         6           Total Split (\$)         27.7         122.3         12.7         109.6           Total Lost Time (\$)         5.7         5.7         5.7           Act Effet Green (\$)         20.7         117.9         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         A         E           Approach LoS         E         A         E           Intersection Summary         100         0.05         100           Cycle Length: 150         100         100         100           Actuated Cycle Length: 150         100         100	and the second procession	57	250	617	152	480	1360	
Turn Type         Prot         NA         pm+pt         NA           Protected Phases         4         2!         5!         6           Permitted Phases         6         6         6           Total Split (\$)         27.7         122.3         12.7         109.6           Total Lost Time (\$)         5.7         5.7         5.7           Act Effct Green (\$)         20.7         117.9         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         A         E           Approach LoS         E         A         E           Intersection Summary         20.6         4.4         64.8           Cycle Length: 150         150         20.7         20.7           Actuated Cycle Length: 150         20.7         20.7         20.7           Offset: 0 (0%), Referenced to phase 2:NE T, Start of Green         20.7         20.7	(an initial) initian altrictures							
Protected Phases     4     2!     5!     6       Permitted Phases     6       Total Split (s)     27.7     122.3     12.7     109.6       Total Lost Time (s)     5.7     5.7     5.7       Act Effet Green (s)     20.7     117.9     117.9       Actated g/C Ratio     0.14     0.79     0.79       wc 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     A     E       Approach Delay     72.6     4.4     64.8       Queue Delay     72.6     4.4     64.8       LOS     E     A     E       Approach Delay     72.6     4.4     64.8       LOS     E     A     E       Intersection Summary     Cycle Length: 150     Cycle Length: 150       Actuated Cycle Length: 150     Actuated Cycle Length: 150     Control Type: Actuated-Coordinated       Maximum wc Ratio: 1.09     Intersection LOS: D     Intersection Signal Delay: 49.7       Intersection Signal Delay: 49.7     Intersection LOS: D       Intersection Capacity Utilization \$1.8%     ICU Level of Service D <td>Lane Group Flow (vph)</td> <td>307</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>1840</td> <td></td>	Lane Group Flow (vph)	307	0		0	0	1840	
Permitted Phases         6           Total Split (s)         27.7         122.3         12.7         109.6           Total Lost Time (s)         5.7         5.7         5.7           Act Eftct Green (s)         20.7         117.9         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           Queue Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Actuated Cycle Length: 150           Actuated Cycle Length: 150         Offset: 0.09/// Ratio Green         Control Type: Actuated-Coordinated           Maximum wic Ratio: 1.09         Intersection LOS: D         Intersection Signal Delay: 49.7         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D						pm+pt		
Total Split (s)         27.7         122.3         12.7         109.6           Total Lost Time (s)         5.7         5.7         5.7           Act Effct Green (s)         20.7         117.9         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         A         E           Approach Delay         72.6         4.4         64.8           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Approach LOS         E         A         E           Actuated Cycle Length: 150         Cycle Length: 150         Control Type: Actuated-Coordinated           Maximum w/c Ratio: 1.09         Intersection LOS: D         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         ICU Level of Service D           Analysis Period (min) 15         ICU Level of Service D         ICU Level of S	Protected Phases	4		2!		5!	6	
Total Lost Time (s)       5.7       5.7         Act Effct Green (s)       20.7       117.9         Actuated g/C Ratio       0.14       0.79         Wc Ratio       0.93       0.28         Control Delay       72.6       4.4         Queue Delay       0.0       0.0         Total Delay       72.6       4.4         Outrout Delay       72.6       4.4         Outrout Delay       72.6       4.4         Outrout Delay       72.6       4.4         Outrout Delay       72.6       4.4         Approach Delay       72.6       4.4         Approach Delay       72.6       4.4         Approach LOS       E       A         E       A       E         Approach LOS       E       A         E       A       E         Actuated Cycle Length: 150       Cycle Length: 150         Offset: 0 (0%), Referenced to phase 2:NET, Start of Green       Control Type: Actuated-Coordinated         Maximum wic Ratio: 1.09       Intersection LOS: D         Intersection Signal Delay: 49.7       Intersection LOS: D         Intersection Capacity Utilization \$1.8%       ICU Level of Service D         Analysis Period (min) 15 <td>Permitted Phases</td> <td></td> <td></td> <td></td> <td></td> <td>6</td> <td></td> <td></td>	Permitted Phases					6		
Act Effct Green (s)         20.7         117.9         117.9           Actuated g/C Ratio         0.14         0.79         0.79           Wc 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         A         E           Approach Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           LOS         E         A         E           Approach LOS         E         A         E           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         Cycle Length: 150           Actuated Cycle Length: 150         Actuated-Coordinated         Maximum wic Ratio: 1.09           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Intersection Capacity Utilization \$1.8%         ICU Level of Service D         Analysis Period (min) 15	Total Split (s)	27.7		122.3		12.7	109.6	
Actuated g/C Ratio         0.14         0.79         0.79           Wic 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         A         E           Approach Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Control Type: Actuated-Coordinated           Maximum wic Ratio: 1.09         Intersection LOS: D         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Analysis Period (min) 15         ICU Level of Senvice D         Analysis Period (min) 15 <td>Total Lost Time (s)</td> <td>5.7</td> <td></td> <td>5.7</td> <td></td> <td></td> <td>5.7</td> <td></td>	Total Lost Time (s)	5.7		5.7			5.7	
wkc 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         A         E           Approach Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         E         A           Offset: 0 (0%), Referenced to phase 2:NET, Start of Green         Control Type: Actuated-Coordinated           Maximum wc Ratio: 1.09         Intersection LOS: D         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Intersection Capacity Utilization %1.8%         ICU Level of Service D         Analysis Period (min) 15	Act Effct Green (s)	20.7		117.9			117.9	
Control Delay         72.6         4.4         64.8           Queue Delay         0.0         0.0         0.0           Total Delay         72.6         4.4         64.8           L0S         E         A         E           Approach Delay         72.6         4.4         64.8           L0S         E         A         E           Approach Delay         72.6         4.4         64.8           Approach L0S         E         A         E           Intersection Summary         E         A         E           Cycle Length: 150         Actuated Cycle Length: 150         Actuated Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Actuated Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Actuated Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 109         Intersection Signal Delay: 49.7         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Analysis Period (min) 15         ICU Level of Senvice D         ICU Level of Senvice D	Actuated g/C Ratio	0.14		0.79			0.79	
Queue Delay         0.0         0.0         0.0           Total Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Control Type: Actuated-Coordinated           Maximum v/c Ratio: 1.09         Intersection LOS: D         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Analysis Period (min) 15         ICU Level of Senvice D         Analysis Period (min) 15	v/c Ratio	0.93		0.28			1.09	
Queue Delay         0.0         0.0         0.0           Total Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         Cycle Length: 150           Actuated Cycle Length: 150         Actuated Cycle Length: 150         Control Type: Actuated-Coordinated           Maximum v/c Ratio: 1.09         Intersection LOS: D         Intersection LOS: D           Intersection Signal Delay: 49.7         Intersection LOS: D         Intersection LOS: D           Analysis Period (min) 15         ICU Level of Senvice D         Analysis Period (min) 15	Control Delay	72.6		4.4			64.8	
Total Delay         72.6         4.4         64.8           LOS         E         A         E           Approach Delay         72.6         4.4         64.8           Approach LOS         E         A         E           Approach LOS         E         A         E           Intersection Summary         Cycle Length: 150         Actuated Cycle Length: 150         Offset: 0 (%), Referenced to phase 2:NET, Start of Green         Control Type: Actuated-Coordinated           Maximum w/c Ratio: 1.09         Intersection LOS: D         Intersection LOS: D         Intersection Signal Delay: 49.7         Intersection LOS: D           Intersection Capacity Utilization \$1.8%         ICU Level of Service D         Analysis Period (min) 15         ICU Level of Service D	NAC 2019/03/2019/201	0.0		0.0			0.0	
LOS E A E Approach Delay 72.6 4.4 64.8 Approach LOS E A E 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 v/c 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		72.6		4.4			64.8	
Approach Delay     72.6     4.4     64.8       Approach LOS     E     A     E       Intersection Summary     Cycle Length: 150       Ocycle Length: 150	tillerin Ma							
Approach LOS E A E Intersection Summary Cycle Length: 150 Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum w/c 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								
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum v/c 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	dutest - NoneXeniir()week)							
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum v/c 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	Intersection Summary							
Actuated Cycle Length: 150 Offset: 0 (0%), Referenced to phase 2:NET, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.09 Intersection Signal Delay: 49.7 Intersection Capacity Utilization %1.8% ICU Level of Service D Analysis Period (min) 15								
Intersection Signal Delay: 49.7 Intersection LOS: D Intersection Capacity Utilization \$1.8% ICU Level of Service D Analysis Period (min) 15	Actuated Cycle Length: 150 Offset: 0 (0%), Referenced	to phase 2	:NE T, Sta	rt of Gree	n			
ntersection Signal Delay: 49.7 Intersection LOS: D ntersection Capacity Utilization \$1.8% ICU Level of Service D Analysis Period (min) 15	Name and the statement of							
ntersection Capacity Utilization \$1.8% ICU Level of Service D Analysis Period (min) 15		9.7			Ir	tersection	n LOS: D	
Analysis Period (min) 15	concerning and a solution of the solution of t							
			3					
Thase contribute between rane groups.	Phase conflict between I	lane groups	i.					

### AM No Build 45<sup>°</sup> N Orange Ave & Highland Ave



Orlando 06/01/2016 AM No Build Shane

	•		+	*	1	1	
ane Group	EBL	EBT	WBT	WBR	SBL	SBR	
ane Configurations		र्स	ef (		٦	1	
raffic Volume (vph)	0	28	11	0	0	0	
uture Volume (vph)	101	28	11	51	55	86	
atd. Flow (prot)	0	1792	1656	0	1770	1583	
It Permitted		0.962			0.950		
atd. Flow (perm)	0	1792	1656	0	1770	1583	
Confl. Peds. (#hr)							
Confl. Bikes (#hr)							
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Frowth Factor	125%	125%	125%	125%	125%	125%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
us Blockages (#hr)	0	0	0	0	0	0	
arking (#hr)							
lid-Block Traffic (%)		0%	0%		0%		
dj. Flow (vph)	137	38	15	69	75	117	
hared Lane Traffic (%)							
ane Group Flow (vph)	0	175	84	0	75	117	
ign Control		Free	Free		Stop		
ntersection Summary							
Control Type: Unsignalized Intersection Capacity Utiliz						of Service A	

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

Orlando 06/01/2016 AM No Build Shane

	٨	7	1	Ť	ŧ	~	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٦	77	ካካ	<b>†</b> †	<b>↑</b> ₽		
Traffic Volume (vph)	99	555	664	1182	847	104	
Future Volume (vph)	112	555	664	1240	956	104	
Satd. Flow (prot)	1770	2787	3433	353.9	3473	0	
Tt Permitted	0.950		0.950				
Satd. Flow (perm)	1746	2787	3411	353.9	3473	0	
Satd. Flow (RTOR)		19			9		
Confl. Peds. (#/hr)	8		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	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	152	754	902	1685	1299	141	
Shared Lane Traffic (%)					1200		
Lane Group Flow (vph)	152	754	902	1685	1440	0	
Tum Type	Prot	pt+ov	Prot	NA	NA		
Protected Phases	4	41	1	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)	26.7	74.2	40.4	107.6	60.2		
Actuated g/C Ratio	0.18	0.49	0.27	0.72	0.40		
v/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	1.9	75.3		
LOS	D	В	E	A	E		
Approach Delay	20.3	-		23.6	75.3		
Approach LOS	C			C	E		
Intersection Summary Cycle Length: 150							
KEN DE DERVENN ALALEN VERMENNELDEN.							
Actuated Cycle Length: 150		OUDDT -	ALC: NO T	04-04-04	0		
Offset: 67 (45%), Reference Control Tupo: Actusted, Con	Concernance of the second	2.301.9	IU 6.IND I	, otart ur	Green		
Control Type: Actuated-Col Novimum up Datio: 1.02	Jrumateu						
Maximum wic Ratio: 1.03 ntersection Signal Delay: 3	0.4			le	tersectio	-100 D	
second bill all the second states and the second states a						of Service E	
ntersection Capacity Utiliza Analysis Period (min) 15	1011-00.170			ц	20 Level	OF SELVICE E	
Anarysis Ferioù (mirr) 15							
Splits and Phases: 1: N I	dills Avenu	e & E Prir	nceton St				
			oron or				
<b>\$</b> Ø1			Ø2 (R)				<b>₹</b> ø4
47 s		67 /					06.0.2

# AM Alden #1 1: N Mills Avenue & E Princeton St

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>^</b>	1	٦	<b>11</b>		٦	<b>†</b> ‡		٦	<b>^</b>	1
Traffic Volume (vph)	352	761	275	42	\$36	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
Fit 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				66
Confl. Peds. (#hr)	15		3	3		15	15		20	20		16
Confl. Bikes (#hr)						2			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)	270	270	270	270	270	270	270	270	270	270	270	27
Parking (#hr)	N	v	v	v	v	v	v	v	v	V.	v	,
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	478	1037	421	57	1149	132	194	334	60	129	548	325
Shared Lane Traffic (%)	47.0	1007	421	07	1143	102	134	004	20V.	123	040	023
Lane Group Flow (vph)	478	1037	421	57	1281	0	194	394	0	129	548	325
(A					TZ⊗T NA	V		394 NA	0			
Tum Type Distanted Disease	pm+pt	NA	pm+ov	pm+pt			pm+pt			pm+pt	NA	pm+ov
Protected Phases	3	\$	1	7	4		1	6		5	2	3
Permitted Phases	8		8	4			6			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)	\$1.2	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	A	С	E		D	D		С	D	E
Approach Delay		46.5			59.6			46.3			38.3	
Approach LOS		D			E			D			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	0											
Offset: 37 (25%), Referenc	ed to phase	2:SBTL	and 6:NE	TL, Start	of Green							
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 1.01												
Intersection Signal Delay: 4	18.4			In	tersection	h LOS: D						
Intersection Capacity Utilization		%		10	U Level	of Service	e G					
Analysis Period (min) 15												
	Orange Ave	l & E Prir	nceton St									
Solite and Phasee : 2: N	Viange Ave	GLIM	ICCLUIT OL	-				100				
				4								
<b>\$</b> Ø1	i2 (R)			₹ø	4			Ľ	Ø3			
	12 (R)			₩Ø	1			43 9	Ø3			

# AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> t≽		٦	1	1	ሻ	<b>↑</b> 1→		٦	<b>†</b> 1>	
Traffic Volume (vph)	150	326	108	225	470	285	\$3	954	58	124	864	70
Future Volume (vph)	208	380	108	225	530	285	83	954	58	124	864	179
Satd. Flow (prot)	1770	3400	0	1770	1863	1583	1770	3502	0	1770	3424	(
Fit Permitted	0.097			0.185			0.950			0.950		
Satd. Flow (perm)	181	3400	0	343	1863	1534	1765	3502	0	1767	3424	1
Satd. Flow (RTOR)		24				74		4			18	
Confl. Peds. (#hr)	12		11	11		12	6		8	8		
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	0.9
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	2,0	0	0	0	0	0	0	0	2,0	27
Parking (#hr)		Ň	· ·	~	~	~	~	~	~	×.	~	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	283	516	147	306	720	387	113	1296	79	168	1174	243
Shared Lane Traffic (%)	200	010	146	- 000	720	001	110	1230	10	100	1174	240
Lane Group Flow (wph)	283	663	0	306	720	387	113	1375	0	168	1417	C
Tum Type		NA	. V		NA	pm+ov	Prot	NA	Ų	Prot	NA	
Protected Phases	pm+pt 3	8		pm+pt 7	4	pm+00 5	1	6		5	2	
Permitted Phases	8	\$		4	4	4	SIC.	0		0	2	
	21.0	46.8		28.2	54.0	17.0	15.0	58.0		17.0	60.0	
Total Split (s) Total Lost Time (s)	6.8	46.8		20.2 6.2	6.7	6.0	6.3	6.4		6.0	6.4	
Total Lost Time (s)	55.4	41.3		68.0	47.3	59.0	8.7	51.6		11.0	53.6	
Act Effct Green (s)	0.37	0.28		0.45	0.32	0.39	0.06	0.34		0.07	0.36	
Actuated g/C Ratio		0.28		0.45	1.23					1.30		
w/c Ratio	1.30 200.4	54.4		52.4	159.5	0.59 25.5	1.11 171.3	1.14		214.6	1.15 98.6	
Control Delay	200.4	0.0		0.0	109.0	20.0	0.0	1.1		214.6	98.6	
Queue Delay Total Delay	200.4	54.4		52.4	159.5			1.1		214.6		
Total Delay		54.4 D			169.5 F	25.5 C	171.3				98.7	
LOS Annuarah Dalau	F			D		U	F	F		F	F	
Approach Delay		98.1			99.6			114.0			111.0	
Approach LOS		F			F			F			F	
Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 7 (5%), Referenced Control Type: Actuated-Co Maximum v/c Ratio: 1.30 Intersection Signal Delay: 1 Intersection Capacity Utiliz Analysis Period (min) 15 Splits and Phases: 4: N I	to phase 2 ordinated 06.6	%		Ir	itersectio	n LOS: F of Service	9 G					

### AM Alden #1 . O. Mirainia Driv

Orlando 06/01/2016 AM Alden #1 Shane

	1	*	t t	1	1	ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٦	1	1	7		41	
Traffic Volume (vph)	317	230	257	92	264	481	
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	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%	
Bus Blockages (#hr)	2,0	270	0	270	270	270	
Parking (#hr)		v	V	U	V.	0	
Mid-Block Traffic (%)	0%		0%			0%	
	484	336	423	168	406	716	
Adj. Flow (vph) Shared Lana Traffic (94)	484	330	423	100	406	710	
Shared Lane Traffic (%)	101	222	400	400	~	4400	
Lane Group Flow (vph)	484	336	423	168	0	1122	
Tum Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	6		5	2	
Permitted Phases			00.0	6	2	10.0	
Total Split (\$)	29.0	29.0	33.3	33.3	12.7	46.0	
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	3.5	11.8	2.0		29.4	
LOS	D	A	В	A		С	
Approach Delay	27.4		9.0			29.4	
Approach LOS	С		А			С	
Intersection Summary							
Cycle Length: 75 Actuated Cycle Length: 75 Offset: 69 (92%), Referenci	Constant of the second of the second	2:SBTL:	and 6:NB	T, Start c	f Green		
Control Type: Actuated-Co Maximum v/c Ratio: 0.92							
Intersection Signal Delay: 2					ntersection		-
Intersection Capacity Utiliza	ation \$1.7%	1		1	CU Level	of Service	D
Analysis Period (min) 15							
Splits and Phases: 7: On	ange Ave 8	Virginia	Drive			T	\$
● ♥ <sup>™</sup> Ø2 (R) 46 s							29.5

# AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> ₽			<b>^</b>		٦	1	1	٦	<b>↑</b>	7
Traffic Volume (vph)	180	677	101	18	602	43	63	24	26	40	13	140
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	155
Satd. Flow (RTOR)		25			7				109			19
Confl. Peds. (#/hr)	6		3	3		6	3		1	1		
Confl. Bikes (#hr)						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	0.9
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	0	0	0	0	0	0	2,
Parking (#hr)		~	~	v	~	~	Ŷ	v	v	~	~	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	245	936	140	24	\$18	58	101	33	37	54	18	198
Shared Lane Traffic (%)	240	000	147	24	010	~~	101	00	01	- 04	19	104
Lane Group Flow (vph)	245	1076	0	0	900	0	101	33	37	54	18	198
Tum Type	pm+pt	NA	0	Perm	NA	0	pm+pt		custom	pm+pt		custon
Protected Phases	րու-թւ 1	6		reini	2		рш-трі 7	4	custom	рш <i>т</i> рі З	8	custon
Permitted Phases	6	Ŷ		2	2		4	4	2	8	\$	e
Total Split (s)	26.0	109.0		\$3.0	83.0		18.0	28.0	\$3.0	13.0	23.0	109.0
Total Lost Time (s)	6.0	6.0		00.V	♦0.0 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
//c Ratio	0.53	0.40			0.43		0.48	0.08	0.03	0.35	0.03	0.16
Control Delay	9.8	1.2			3.5		62.4	71.6	0.03	60.3	73.8	1.1
Queue Delay	9.0 0.0	0.1			0.0		0.0	0.0	0.0	0.0	0.0	0.0
	9.8	1.3			3.5		62.4	71.6	0.0	60.3	73.8	1.1
Total Delay LOS	9.¢ A	T.S A			3.5 A		62.4 E	71.0 E	A	60.3 E	75.6 E	
	A				3.5		C		А	E	17.8	,
Approach Delay		2.9						50.7 D				
Approach LOS		A			A			U			В	
ntersection Summary												
Cycle Length: 150 Actuated Quels Length: 156												
Actuated Cycle Length: 150		OWDEL	Of all of	0								
Offset: 55 (37%), Reference		2.00 BIL	, start or	Green								
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.53	-			1.	1.000001400	100.0						
ntersection Signal Delay: 7					tersection							
ntersection Capacity Utiliza	ation 76.8%	)		IL.	CU Level	or service	ev					
Analysis Period (min) 15												
Splits and Phases: 8: Ald	len Road &	E Princel	ton St			101 / L		0.50	3	20. A.C		
There in a						<u>ا ا</u>	2		103			
						10	1	200	- 03	1 1 1 1 1 1 1 1	6	
Ø2 (R)						06			0	00 -		

# AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٢	1		र्स	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							

Orlando 06/01/2016 AM Alden #1 Shane

	٠	-+	7	1	+	*	1	Ť	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	2.0	0004.2	4			4			\$	
Traffic Volume (vph)	36	304	\$	110	449	28	20	1	37	\$	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
Fit 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												
Control Type: Unsignalized												
Intersection Capacity Utiliza		ŭ.		10	CU Level	of Service	D					
Applying Davied Spin 15												

Analysis Period (min) 15

AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100	\$			4			4		22.02	\$	
Traffic Volume (vph)	0	0	0	49	0	9	0	12	\$	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	1 \$ 11	0	0	1827	0
Fit Permitted		0.967			0.959			0.990			0.998	
Satd. Flow (perm)	0	1726	0	0	1749	0	0	1 \$ 11	0	0	1827	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)	27	0	12	67	0	12	24	75	15	15	270	41
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												

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

Analysis Period (min) 15

Orlando 06/01/2016 AM Alden #1 Shane

	1	۲	*	4	f	×	
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
Lane Configurations	Y		<b>≜</b> t}	_		41	
Traffic Volume (vph)	38	76	431	104	179	948	
Future Volume (vph)	42	130	463	113	225	987	
Satd. Flow (prot)	1653	0	3433	0	0	3507	
Fit Permitted	0.988					0.642	
Satd. Flow (perm)	1653	0	3433	0	0	2272	
Satd. Flow (RTOR)	87	v	70		v		
Confl. Peds. (#hr)	VI		1.4				
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%	
	2%	125%	125%	125%	125%	2%	
Heavy Vehicles (%)				- 10			
Bus Blockages (#hr) Posting (#br)	0	0	0	0	0	0	
Parking (#hr)			0.07				
Mid-Block Traffic (%)	0%		0%	151		0%	
Adj. Flow (vph)	57	177	629	154	306	1341	
Shared Lane Traffic (%)	(2010)		16343	12		1000000	
Lane Group Flow (vph)	234	0	783	0	0	1647	
Tum Type	Prot		NA		Perm	NA	
Protected Phases	2		4			\$	
Permitted Phases					\$		
Total Split (s)	26.0		124.0		124.0	124.0	
Total Lost Time (s)	4.5		4.5			4.5	
Act Effct Green (s)	21.5		119.5			119.5	
Actuated g/C Ratio	0.14		0.80			0.80	
w/c Ratio	0.75		0.28			0.91	
Control Delay	54.2		3.9			17.6	
Queue Delay	0.0		0.0			0.0	
Total Delay	54.2		3.9			17.6	
LOS	D		A			В	
Approach Delay	54.2		3.9			17.6	
Approach LOS	D		A			В	
Intersection Summary				_	_		
Cycle Length: 150							
Actuated Cycle Length: 150							
Offset: 90 (60%), Reference	and the second of the second of	2:NBL a	nd 6:, Sta	rt of Gree	n		
Control Type: Actuated-Coo	ordinated						
Maximum wc Ratio: 0.91							
Intersection Signal Delay: 1	6.8			In	tersectio	n LOS: B	
Intersection Capacity Utiliza	tion 78.0%	ć.		10	U Level	of Service D	
Analysis Period (min) 15							
Splits and Phases: 16: N	Orange Av						

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



Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	4Î			ર્સ	۲	7	<b>†</b> ‡		٦	<b>≜</b> î≽	
Traffic Volume (vph)	30	10	29	17	12	384	19	1392	19	241	942	4
Future Volume (vph)	30	10	29	17	12	384	19	1450	19	241	1051	4
Satd. Flow (prot)	1770	1636	0	0	1809	1583	1770	3531	0	1770	3515	(
Fit Permitted	0.732				0.831		0.950			0.950		
Satd. Flow (perm)	1364	1636	0	0	1548	1583	1770	3531	0	1770	3515	,
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%
Bus Blockages (#hr)	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)	41	14	39	23	16	522	26	1970	26	327	1428	56
Shared Lane Traffic (%)	0.41	14	~~~	20	1.	022	27	1010	V	021	1467	
Lane Group Flow (vph)	41	53	0	0	39	522	26	1996	0	327	1484	(
Tum Type	pm+pt	NA	~	Perm	NA	Perm	Prot	NA	~	Prot	NA	
Protected Phases	9mpr	8		1 Cilli	4	1 CHI	1	6		5	2	
Permitted Phases	*	~		4	4	4		~		0	2	
Total Split (s)	9.5	44.0		34.5	34.5	34.5	10.9	78.0		28.0	95.1	
Total Lost Time (s)	4.5	6.5		04.0	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	
v/c Ratio	0.20	0.13			0.13	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	
Sec. Support	43.2	0.0			0.0	0.0	0.0	0.1		0.0	0.8	
Queue Delay Totel Delay	43.2	18.1				\$2.6		102.0		115.1		
Total Delay LOS	43.2 D	18.1 B			52.5 D	82.6 F	72.2 E	102.0 F		110.1 F	17.9 B	
	U					- <b>F</b>	E			E.		
Approach Delay		29.1			\$0.5 F			101.7			35.4	
Approach LOS		С			F			F			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 149 (99%), Referenc	ed to phas	e 2:SBT a	and 6:NB	T, Start of	Green							
Control Type: Actuated-Coo	rdinated											
Maximum wc Ratio: 1.18												
Intersection Signal Delay: 70	0.8			In	tersection	h LOS: E						
Intersection Capacity Utilizat	tion 99.5%	i.		10	U Level (	of Service	F					
Analysis Period (min) 15												

### AM Alden #1 22: N Mills Avenue & Nebreske St

 Spints and Priases
 22. N millis Avenue & Nebraska St

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 Ø2 (R)

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Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		٦	<b>†</b> ‡	-	٦	<b>≜</b> t≽	
Traffic Volume (vph)	30	6	10	9	7	8	34	1170	5	6	1065	42
Future Volume (vph)	30	6	127	9	7	8	131	1170	5	6	1065	42
Satd. Flow (prot)	0	1621	0	0	1736	0	1770	3535	0	1770	3512	C
Fit Permitted		0.927			0.572		0.150			0.133		
Satd. Flow (perm)	0	1515	0	0	1011	0	279	3535	0	248	3512	C
Satd. Flow (RTOR)		96			11			1			9	
Confl. Peds. (#/hr)	1		5	5		1	5		4	4		6
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	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) Parking (#hr)	0	0	0	0	0	0	0	0	0	0	0	C
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	41	8	173	12	10	11	178	1590	7	8	1447	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	33	0	178	1597	0	8	1504	C
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)	24.0	24.0		24.0	24.0		126.0	126.0		126.0	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	
wc 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	A		А	A	
Approach Delay		73.0			50.9			9.5			2.5	
Approach LOS		E			D			А			A	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 121 (\$1%), Referen		e 2:NBSE	3 and 6:,	Start of G	ireen							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.90												
Intersection Signal Delay: 1				Ir	tersection	n LOS: B						
Intersection Capacity Utiliza	ation 56.7%	)		10	CU Level	of Service	B					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highlan	d Dr								
Ø2 (R)										*	Ø4	
T 1 2/2 (N)										1 N. 1	X/T	-

### AM Alden #1 up 8 Laka Highland D

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			\$	
Traffic Volume (vph)	15	23	5	2	57	10	24	38	2	4	53	37
Future Volume (vph)	15	88	5	2	113	51	24	38	2	56	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		2	2		27
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	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	120	7	3	154	69	33	52	3	76	72	61
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	<u>(</u>											
Intersection Capacity Utiliza	ation 28.0%			10	U Level	of Service	A					

# AM Alden #1 27: Ferris Ave & Lake Highland Dr

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$		171	4			4		1002	\$	
Traffic Volume (vph)	2	0	9	44	0	20	0	76	47	22	88	0
Future Volume (vph)	31	77	21	103	85	20	3	105	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)	8					8	2		10	10		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%	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)	42	105	29	140	115	27	4	143	96	31	156	37
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	
ntersection Summary												

### AM Alden #1 28: Highland Ave & Driveway/Lake Highland Dr

Analysis Period (min) 15

Orlando 06/01/2016 AM Alden #1 Shane

Lane Configurations Traffic Volume (vph) 66 19 18 9 75 40 32 Future Volume (vph) 66 19 18 9 75 40 32 Future Volume (vph) 66 20 19 9 78 44 33 1 Sett. Row (port) 1770 1713 0 0 1772 0 1770 0 1772 0 1772 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1067 1713 0 0 1722 0 227 3 Sett. Row (perm) 1 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	1	1	Ť	1	· `\	Ļ	1
Traffic Volume (vph)       66       19       18       9       75       40       32         Future Volume (vph)       66       20       19       9       78       44       33       1         Satd. Row (port)       1770       1713       0       0       1761       0       1770       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       6       2       2       6       5       5       5       125%	L NB	NBL	NBT	NBR	SBL	SBT	SBF
Traffic Volume (vph)       66       19       18       9       75       40       32         Future Volume (vph)       66       20       19       9       78       44       33       1         Satd. Row (port)       1770       1713       0       0       1761       0       1770       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       6       2       2       6       5       5       5       125%	ካ ተነ	5	<b>*</b> 14		٦	<b>≜</b> t≽	
Future Volume (oph)       66       20       19       9       78       44       33       1         Satd. Row (prot)       1770       1713       0       0       1761       0       1770       3         Fit Permitted       0.575       0.975       0.122       3       3       1         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       6       2       2       6       5       5       5       5       5       5       5       5       5       5       6       5 </td <td></td> <td></td> <td>974</td> <td>0</td> <td></td> <td>900</td> <td>10</td>			974	0		900	10
Satd. Row (prot)       1770       1713       0       0       1761       0       1770       3         TI: Permitted       0.575       0.975       0.122       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (perm)       6       2       2       6       5       5         Confl. Peds. (#Mr)       6       2       0.92			1067	0	60.034	1015	10
Fit Permitted       0.575       0.975       0.122         Satd. Rlow (perm)       1067       1713       0       0       1722       0       227       3         Satd. Rlow (perm)       1067       1713       0       0       1722       0       227       3         Satd. Rlow (RTOR)       20       16       1       1       1       1         Peak Hour Factor       0.92 <t< td=""><td></td><td></td><td>3539</td><td>0</td><td></td><td>3480</td><td></td></t<>			3539	0		3480	
Satd. Row (perm)       1067       1713       0       0       1722       0       227       3         Satd. Row (RTOR)       20       16       1       1       1         Confl. Bikes (#hr)       6       2       2       6       5       0       0.92       0.					0.138		
Satd. Row (RTO R)       20       16         Confl. Bikes (#Mr)       6       2       2       6       5         Confl. Bikes (#Mr)       0       0.92       <	-	and the second	3539	0		3480	
Confl. Pecks. (##hr)       6       2       2       6       6         Confl. Bikes (##hr)       1       1       1         *eak Hour Factor       0.92       <					201	20	
Confl. Bikes (#hr)       1         Peak Hour Factor       0.92       0.93       0.93       0.92	5	5		1	1	2.0	
Peak Hour Factor         0.92         0.93 <td></td> <td>v</td> <td></td> <td>1</td> <td></td> <td></td> <td></td>		v		1			
Showth Factor       125%<	2 0.9	0.92	0.92	0.92		0.92	0.9
Heavy Vehicles (%)       2%		100000000000000000000000000000000000000	125%	125%			1259
Bus Blockages (#hr)       0       0       0       0       0       0         Parking (#hr)       90       27       26       12       106       60       45       1         Shared Lane Traffic (%)			2%	2%			29
Parking (₩hr) Mid-Block Traffic (%) Adj. Flow (vph) 90 27 26 12 106 60 45 1 Shared Lane Traffic (%) Lane Group Flow (vph) 90 53 0 0 178 0 45 1 Turn Type Perm NA Perm NA Perm Protected Phases 8 4 Permitted Phases 8 4 Permitted Phases 8 4 Cotal Split (\$) 33.5 33.5 33.5 33.5 41.5 Act Effct Green (\$) 12.4 12.4 12.4 49.9 Actuated g/C Ratio 0.17 0.17 0.17 0.67 4 Actuated g/C Ratio 0.51 0.18 0.60 0.30 4 Control Delay 37.7 18.8 34.0 13.3 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 37.7 18.8 34.0 13.3 Queue Delay 37.7 18.8 34.0 13.3 Queue Delay 37.7 18.8 34.0 13.3 Queue Delay 37.7 18.8 34.0 13.3 Control Delay 37.7 18.8 34.0 13.3 Queue Delay 37.7 18.8 34.0 13.3 Control Delay 37.7 18.8 34.0 13.3 LoS D B C B Approach Delay 30.7 34.0 Approach Delay 30.7 34			2%	270		2%	25
Mid-Block Traffic (%)       0%       0%         Adj. Flow (vph)       90       27       26       12       106       60       45       1         Shared Lane Traffic (%)	v a	V	0	v	. V.	Ų	
Adj. Flow (vph)       90       27       26       12       106       60       45       1         Shared Lane Traffic (%)	00		0%			00/	
Shared Lane Traffic (%) Lane Group Flow (wph) 90 53 0 0 178 0 45 1 Turn Type Perm NA Perm NA Perm Protected Phases 8 4 Permitted Phases 8 4 fotal Split (\$) 33.5 33.5 33.5 33.5 41.5 4 Total Lost Time (\$) 6.5 6.5 6.5 6.2 4 Act Effct Green (\$) 12.4 12.4 12.4 49.9 4 Actuated g/C Ratio 0.17 0.17 0.17 0.67 4 Actuated g/C Ratio 0.51 0.18 0.60 0.30 4 Actuated g/C Ratio 0.51 0.18 0.60 0.30 4 Control Delay 37.7 18.8 34.0 13.3 2 Queue Delay 0.0 0.0 0.0 0.0 0.0 13.3 2 Queue Delay 37.7 18.8 34.0 13.3 2 LOS D B C B A Approach Delay 30.7 34.0 4 Approach LOS C C C Intersection Summary Cycle Length: 75 Actuated Cycle Length: 75 Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green Control LOS: A Intersection Signal Delay: 10.0 Intersection LOS: A Intersection Capacity Utilization 68.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St		15	and a start of the start	~	00	0%	
Lane Group Flow (wh)       90       53       0       178       0       45       1         Turn Type       Perm       NA       Perm       NA       Perm       NA       Perm         Protected Phases       \$       4       6       6       6       6       6       6       6       6       6       7       6       7       6       7       6       7       0       17       0       17       13       3       0       0       0       0       0       0       0       0       0	5 145	45	1450	0	20	1379	14
Turn Type         Perm         NA         Perm         NA         Perm           Protected Phases         \$         4         6           Permitted Phases         \$         4         6           Total Split (\$)         33.5         33.5         33.5         33.5         41.5         6           Total Lost Time (\$)         6.5         6.5         6.5         6.2         Actuated g/C Ratio         0.17         0.17         0.67         4           Actuated g/C Ratio         0.51         0.18         0.60         0.30         6         6         6         6         6         6         6         6         6         6         7         6         6         7         6         6         7         6         6         7         6         7         6         7         6         7         6         7         6         7		172	4.450	2		4 500	
Protected Phases			1 450	0	1000	1522	
Permitted Phases         8         4         6           Total Split (s)         33.5         33.5         33.5         33.5         41.5         4           Total Lost Time (s)         6.5         6.5         6.5         6.2         4         49.9         4           Act Effot Green (s)         12.4         12.4         12.4         49.9         4         49.9         4           Act ated g/C Ratio         0.17         0.17         0.17         0.67         9           Actuated g/C Ratio         0.51         0.18         0.60         0.30         9           Control Delay         37.7         18.8         34.0         13.3         3         0.0<		Perm	NA		Perm	NA	
Total Split (s)       33.5       33.5       33.5       33.5       41.5       4         Total Lost Time (s)       6.5       6.5       6.5       6.2         Act Effot Green (s)       12.4       12.4       12.4       49.9       4         Actuated g/C Ratio       0.17       0.17       0.17       0.67       4         Actuated g/C Ratio       0.51       0.18       0.60       0.30       4         Actuated g/C Ratio       0.51       0.18       0.60       0.30       4         Operation       0.61       0.18       0.60       0.30       4         Output Delay       37.7       18.8       34.0       13.3       3         Queue Delay       0.0 <td></td> <td></td> <td>6</td> <td></td> <td></td> <td>2</td> <td></td>			6			2	
Total Lost Time (s)       6.5       6.5       6.5       6.2         Act Effot Green (s)       12.4       12.4       12.4       49.9         Actuated g/C Ratio       0.17       0.17       0.17       0.67         Actuated g/C Ratio       0.51       0.18       0.60       0.30         Control Delay       37.7       18.8       34.0       13.3         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       37.7       18.8       34.0       13.3         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       37.7       18.8       34.0       13.3         .0S       D       B       C       B         Approach LOS       C       C       C       ntersection Summary         Cycle Length: 75       75       Actuated Cycle Length: 75       Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green       Control Type: Actuated-Coordinated         Maximum w/c Ratio: 0.66       Intersection LOS: A       Intersection LOS: A         Intersection Signal Delay: 10.0       Intersection LOS: A       Intersection LOS: A         Intersection Capacity Utilization 6%.4%6       ICU Level of Service C       Analysis Period					2		
Act Effect Green (s)       12.4       12.4       12.4       49.9       4         Actuated g/C Ratio       0.17       0.17       0.17       0.67       0         Actuated g/C Ratio       0.51       0.18       0.60       0.30       0         Control Delay       37.7       18.8       34.0       13.3       3         Queue Delay       0.0       0.0       0.0       0.0       0.0         Total Delay       37.7       18.8       34.0       13.3       3         LOS       D       B       C       B       Approach Delay       30.7       34.0       3         LOS       D       B       C       C       R       Approach LOS       C       C         Actuated Cycle Length: 76       75       C <td< td=""><td></td><td></td><td>41.5</td><td></td><td>41.5</td><td>41.5</td><td></td></td<>			41.5		41.5	41.5	
Actuated g/C Ratio       0.17       0.17       0.17       0.67         w/c Ratio       0.51       0.18       0.60       0.30         Control Delay       37.7       18.8       34.0       13.3         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       37.7       18.8       34.0       13.3         LOS       D       B       C       B         Approach Delay       30.7       34.0       34.0         Approach LOS       C       C       C         Intersection Summary       Cycle Length: 76       C       C         Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green       Control Type: Actuated-Coordinated       Control Type: Actuated-Coordinated         Maximum w/c Ratio: 0.66       Intersection LOS: A       ICU Level of Service C         Analysis Period (min) 15       Splits and Phases:       29: N Mills Avenue & E Marks St			6.2		6.2	6.2	
w/c Ratio       0.51       0.18       0.60       0.30         Control Delay       37.7       18.8       34.0       13.3         Queue Delay       0.0       0.0       0.0       0.0         Total Delay       37.7       18.8       34.0       13.3         LOS       D       B       C       B         Approach Delay       30.7       34.0       Approach LOS       C         Approach LOS       C       C       C       Image: Control Type: Actuated Cycle Length: 75         Offset:       60 (%0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green       Control Type: Actuated-Coordinated         Maximum w/c Ratio: 0.66       Intersection LOS: A       Intersection LOS: A         Intersection Signal Delay: 10.0       Intersection LOS: A         Intersection Capacity Utilization 6%.4%       ICU Level of Service C         Analysis Period (min) 15       Splits and Phases:       29: N Mills Avenue & E Marks St		49.9	49.9		49.9	49.9	
Control Delay         37.7         18.8         34.0         13.3           Queue Delay         0.0         0.0         0.0         0.0           Total Delay         37.7         18.8         34.0         13.3           LOS         D         B         C         B           Approach Delay         30.7         34.0         34.0           Approach LOS         C         C         C           Approach LOS         C         C         C           Intersection Summary         C         C         C           Cycle Length: 75         C         C         C           Control Type: Actuated Coordinated         Maximum wic Ratio: 0.66         Intersection LOS: A           Intersection Signal Delay: 10.0         Intersection LOS: A         Intersection LOS: A           Intersection Capacity Utilization 6%.4%         ICU Level of Service C           Analysis Period (min) 15         Splits and Phases: 29: N Mills Avenue & E Marks St <ul> <li>Image: 20: N Mills Avenue &amp; E Marks St</li> <li>Image: 20: N Mills Avenue &amp; E Marks St</li> <li>Image: 20: N Mills Avenue &amp; E Marks St</li> </ul>	7 0.67	0.67	0.67		0.67	0.67	
Queue Delay         0.0         0.0         0.0           Total Delay         37.7         18.8         34.0         13.3           LOS         D         B         C         B           Approach Delay         30.7         34.0         34.0           Approach LOS         C         C         C           Intersection Summary         C         C         C           Cycle Length: 75         C         C         C           Control Type: Actuated Coordinated         Maximum wic Ratio: 0.66         Intersection LOS: A           Intersection Signal Delay: 10.0         Intersection LOS: A         Intersection LOS: A           Intersection Capacity Utilization 68.4%         ICU Level of Service C           Analysis Period (min) 15         Splits and Phases: 29: N Mills Avenue & E Marks St	0.6	0.30	0.62		0.12	0.66	
Total Delay         37.7         18.8         34.0         13.3           LOS         D         B         C         B           Approach Delay         30.7         34.0         34.0           Approach LOS         C         C         C           Intersection Summary         C         C         C           Cycle Length: 75         C         C         C           Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green         Control Type: Actuated-Coordinated         Maximum wic Ratio: 0.66           Maximum wic Ratio: 0.66         Intersection LOS: A         Intersection LOS: A           Intersection Capacity Utilization 6% 4%         ICU Level of Service C           Analysis Period (min) 15         Splits and Phases: 29: N Mills Avenue & E Marks St	3 9.3	13.3	9.3		4.8	5.9	
LOS D B C B Approach Delay 30.7 34.0 Approach LOS C C Intersection Summary Cycle Length: 75 Actuated Cycle Length: 75 Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green Control Type: Actuated-Coordinated Maximum wic Ratio: 0.66 Intersection Signal Delay: 10.0 Intersection LOS: A Intersection Capacity Utilization 6%.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St ↓ Ø2 (R)	0.0.	0.0	0.0		0.0	0.0	
Approach Delay     30.7     34.0       Approach LOS     C     C       Intersection Summary     Cycle Length: 75       Actuated Cycle Length: 75       Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green       Control Type: Actuated-Coordinated       Maximum Wc Ratio: 0.66       Intersection Signal Delay: 10.0       Intersection Capacity Utilization 6%.4%       ICU Level of Service C       Analysis Period (min) 15       Splits and Phases:       29: N Mills Avenue & E Marks St	3 9.3	13.3	9.3		4.8	5.9	
Approach LOS     C     C       Intersection Summary     Cycle Length: 75       Actuated Cycle Length: 75     Actuated Cycle Length: 75       Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green     Control Type: Actuated-Coordinated       Maximum Wc Ratio: 0.66     Intersection LOS: A       Intersection Signal Delay: 10.0     Intersection LOS: A       Intersection Capacity Utilization 6%.4%     ICU Level of Service C       Analysis Period (min) 15     Splits and Phases: 29: N Mills Avenue & E Marks St	B /	В	А		A	A	
Approach LOS     C     C       Intersection Summary     Cycle Length: 75       Actuated Cycle Length: 75     Actuated Cycle Length: 75       Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green     Control Type: Actuated-Coordinated       Maximum Wc Ratio: 0.66     Intersection LOS: A       Intersection Signal Delay: 10.0     Intersection LOS: A       Intersection Capacity Utilization 6%.4%     ICU Level of Service C       Analysis Period (min) 15     Splits and Phases: 29: N Mills Avenue & E Marks St	9.4		9.4			5.9	
Cycle Length: 75 Actuated Cycle Length: 75 Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green Control Type: Actuated-Coordinated Maximum wic Ratio: 0.66 Intersection Signal Delay: 10.0 Intersection Capacity Utilization 6%.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St	1		A			A	
Victuated Cycle Length: 75         Offset: 60 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green         Control Type: Actuated-Coordinated         Maximum wic Ratio: 0.66         Intersection Signal Delay: 10.0         Intersection Capacity Utilization 68:4%         Vialysis Period (min) 15         Splits and Phases:       29: N Mills Avenue & E Marks St							
Control Type: Actuated-Coordinated Maximum wic Ratio: 0.66 Intersection Signal Delay: 10.0 Intersection LOS: A Intersection Capacity Utilization 6%.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St Splits and Phases: 29: N Mills Avenue & E Marks St Comparison of the service of							
Maximum Wc Ratio: 0.66 Intersection Signal Delay: 10.0 Intersection Capacity Utilization 68.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St Value 2 (R)							
ntersection Capacity Utilization 6%.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St							
ntersection Capacity Utilization 6%.4% ICU Level of Service C Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St							
Analysis Period (min) 15 Splits and Phases: 29: N Mills Avenue & E Marks St		e C					
▼ Ø2 (R) ← Ø4							
		4					
41.5 s 33.5 s							_
		26					

### AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

	٠	$\mathbf{r}$	1	Ť	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٦	*	2.0	र्स	4Î	75	
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 Intersection Capacity Utiliz							

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

Orlando 06/01/2016 AM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
	COL		EDR	WDL		WDK	NDL		NDR	ODL		opr
Lane Configurations	12	4	7	26	<b>↔</b> 86		28	<b>↔</b> 76		29	<b>4</b>	~
Traffic Volume (vph)	1.5	19		1000		33	1.55.0		5		159	31
Future Volume (vph)	12 0	19 1787	7	26 0	86	37 0	28 0	86	5	31 0	189	36
Satd. Flow (prot)	Ų		0	0	1773	Ų	Ų	1827	Ų	Ų:	1811	(
Fit Permitted		0.875			0.927		~	0.875		~	0.951	
Satd. Flow (perm)	0	1585	0	0	1659	0	0	1618	0	0	1732	(
Satd. Flow (RTOR)	-	10			37	-		5			20	
Confl. Peds. (#/hr)	5					5	1		3	3		1
Confl. Bikes (#hr)	1010				1010		-	1000		10101	210	
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)	16	26	10	35	117	50	38	117	7	42	267	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	202	0	0	162	0	0	348	(
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			\$.5	
LOS		В			В			A			А	
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-Uncoo	and											
Maximum v/c Ratio: 0.45	лu											
Intersection Signal Delay: 10.1				le	tersection	100-D						
Intersection Signal Deray, 10.1 Intersection Capacity Utilizatio					CU Level		. 0					
and the second	1100.070			IC.	SO Level	or bervice						
Analysis Period (min) 15												
Splits and Phases: 34: High	land Ave	& E Mar	ks St		eik.							
₩ø2						Ø4						
<b>▼</b> 102						294					_	_
26 s					24	s						
26 s ▲¶ Ø6					24	s •1Ø8						

# AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

Lane Group Lane Configurations Traffic Volume (vph)	EBL	EBT				100.00	7		1		*	
Traffic Volume (vph)			EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		4	28.5.0	100	4	10	5.005	4			\$	
Enderson Malerian Analah	0	1	10	4	\$	0	24	38	2	4	53	37
Future Volume (vph)	0	4	10	50	8	39	24	38	43	59	67	37
Satd. Flow (prot)	0	1678	0	0	171\$	0	0	1741	0	0	1773	0
Flt Permitted					0.975			0.989			0.982	
Satd. Flow (perm)	0	1678	0	0	1718	0	0	1741	0	0	1773	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)	0	5	14	68	11	53	33	52	58	80	91	50
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												

## AM Alden #1 37: Ferris Ave & Brookhaven Di

Orlando 06/01/2016 AM Alden #1 Shane

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	201102	\$	2010		\$			\$			\$	
Fraffic Volume (vph)	5	328	23	75	610	11	20	1	37	\$	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	¢
Fit Permitted		0.999			0.995			0.970			0.978	
Satd. Flow (perm)	0	1812	0	0	1850	0	0	1713	0	0	1723	¢
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	C
Parking (#hr)												
did-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	520	125	102	988	15	80	1	50	11	4	10
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	652	0	0	1105	0	0	131	0	0	25	C
Sign Control		Free			Free			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized												
	tion \$4.9%	(		IC	CULevel	of Service	: E					

AM Alden #1

Orlando 06/01/2016 AM Alden #1 Shane

	٠		7	1	-	*	1	t.	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			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
Fit 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 Dr. 9. Virginia Driv

Analysis Period (min) 15

Orlando 06/01/2016 AM Alden #1 Shane

48: Brookhaven D	r & East	Mixed	l Use E	Drivewa	ay		12/17/2016
	٠		-	•	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	4		7	۲	
Traffic Volume (vph)	0	28	11	0	0	0	
Future Volume (vph)	99	28	11	52	57	\$5	
Satd. Flow (prot)	0	1792	1656	0	1770	1583	
Fit 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							

AM Alden #1		
48 <sup>.</sup> Brookhaven	Dr & East Mixed Use Dri	vewav

Orlando 06/01/2016 AM Alden #1 Shane

	*	*	Ť	1	1	Ŧ	
ane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	Y		¢Î	1712		<del>د</del>	
raffic Volume (vph)	158	2	103	18	24	217	
uture Volume (vph)	203	21	148	75	32	316	
Satd. Flow (prot)	1759	0	1779	0	0	1853	
It 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%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
/lid-Block Traffic (%)	0%		0%			0%	
vdj. Flow (vph)	276	29	201	102	43	429	
Shared Lane Traffic (%)							
ane Group Flow (vph)	305	0	303	0	0	472	
Sign Control	Stop		Stop			Stop	
ntersection Summary							

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

Analysis Period (min) 15 Description: Alden at Lake Highland

Orlando 06/01/2016 AM Alden #1 Shane

Lane Group EBL EBR NBL NBT 88 T SBR Lane Configurations T T T T T T T T T T T T T T T T T T T		٠	7	1	t	ŧ	1	
Traffic Volume (vph) 99 655 664 1182 847 104 Future Volume (vph) 99 640 664 1353 967 119 Stad. Row (vph) 1770 2787 3433 3539 3467 0 TF Permitted 0.950 0 Stad. Row (RTOR) 1746 2787 3412 3539 3467 0 Stad. Row (RTOR) 19 11 Contl. Bkes (Wm) 8 22 2 22 20 Stad. Row (RTOR) 19 11 Peak Hour Factor 0.952 0.92 0.92 0.92 0.92 Strowth Factor 1.25% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Bockages (Wm) 0 0 0 0 0 0 0 Parking (Wm) MuB-Biok Traffic (%) 0% 0% 0% 64]. Row (vph) 135 870 902 1838 1314 162 Shared Lane Traffic (%) Lane Group Flow (vph) 135 870 902 1838 1314 162 Permitted Phases Total Split (\$) 36.0 46.4 114.0 67.6 Total Lost Time (\$) 8.6 7.1 7.1 7.0 Vehicles (%) 27.4 7.3 8.39.3 106.9 60.6 Vehicles (%) 2.6 7.1 3.2.4 80.7 Queue Delay 41.6 23.6 7.1 3.2.4 80.7 Los D C E A F Veptorach Delay 41.6 23.6 7.1 3.2.4 80.7 Usue Delay 41.6 1.5 0 Thersection Capacity Utilization 83.1% I ULLevel of Senice E Vehicles Contruc	Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Traffic Volume (vph) 99 655 664 1182 847 104 Future Volume (vph) 99 640 664 1353 967 119 Stad. Row (vph) 1770 2787 3433 3539 3467 0 TF Permitted 0.950 0 Stad. Row (RTOR) 1746 2787 3412 3539 3467 0 Stad. Row (RTOR) 19 11 Contl. Bkes (Wm) 8 22 2 22 20 Stad. Row (RTOR) 19 11 Peak Hour Factor 0.952 0.92 0.92 0.92 0.92 Strowth Factor 1.25% 125% 125% 125% 125% 125% Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% Bus Bockages (Wm) 0 0 0 0 0 0 0 Parking (Wm) MuB-Biok Traffic (%) 0% 0% 0% 64]. Row (vph) 135 870 902 1838 1314 162 Shared Lane Traffic (%) Lane Group Flow (vph) 135 870 902 1838 1314 162 Permitted Phases Total Split (\$) 36.0 46.4 114.0 67.6 Total Lost Time (\$) 8.6 7.1 7.1 7.0 Vehicles (%) 27.4 7.3 8.39.3 106.9 60.6 Vehicles (%) 2.6 7.1 3.2.4 80.7 Queue Delay 41.6 23.6 7.1 3.2.4 80.7 Los D C E A F Veptorach Delay 41.6 23.6 7.1 3.2.4 80.7 Usue Delay 41.6 1.5 0 Thersection Capacity Utilization 83.1% I ULLevel of Senice E Vehicles Contruc		5	11	35	44	41		
Future Volume (vph) 99 640 664 1353 957 119 Satd. Flow (prot) 1770 2787 3433 3539 3467 0 Fit Permitted 0,960 0,960 Satd. Flow (perm) 1746 2787 3412 3539 3467 0 Satd. Flow (perm) 18 22 22 22 22 22 22 22 22 22 22							104	
Said. Row (prot) 1770 2787 3433 3539 3467 0 Fit Permitted 0,960 0,950 Said. Row (porm) 1746 2787 3412 2539 3467 0 Said. Row (porm) 1746 2787 3412 2539 3467 0 Said. Row (PTOP) 19 11 Confl. Res. (Whr) 8 22 22 Source (Whr) 9 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Source (Whr) 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
The Permitted       0.950       0.950         Stadt, Row (perm)       1746       2787       3412       3539       3467       0         Stadt, Row (ptorp)       19       11       11       22       22       22         Stadt, Row (RVP)       8       22       22       22       22         Stadt, Row (RVP)       8       22       22       22         Stadt, Row (RVP)       92       0.92       0.92       0.92       0.92         Stadt, Row (RVP)       0       0       0       0       0       0         Stadt, Row (RVP)       0       0       0       0       0       0       0         Stadt, Row (RVP)       0       0       0       0       0       0       0         Stadt, Row (RVP)       135       870       902       1838       1314       162         Shared Lane Traffic (%)	Contract Designed and Contract States						100	
Satd. Row (ptor)       1746       2787       3412       3539       3467       0         Satd. Row (Ptor)       19       11       11         Ontfl. Peds. (Why)       8       22       22         Satd. Row (Ptor)       0.92       0.92       0.92       0.92       0.92         Statd. Row (Ptor)       0.92       0.92       0.92       0.92       0.92         Statd. Row (Ptor)       0       0       0       0.92       0.92         Statd. Row (Ptor)       0       0       0       0       0         Statd. Row (ptor)       0       0       0       0       0         Statd. Row (ptor)       135       870       902       1838       1314       162         Stared Lane Traffic (%)	CONTRACT IN AN AN AN							
Said. Row (RTOR)       19       11         Confl. Bikes (Whin)       8       22       22         Ordl. Bikes (Whin)       0.92       0.92       0.92       0.92         Towukin Factor       1.25%       1.25%       1.25%       1.25%         Teak Hour Factor       1.25%       1.25%       1.25%       1.25%         Teavy Vehicles (%)       2%       2%       2%       2%       2%         Said Blockages (#Mr)       0       0       0       0       0         Parking (#Mr)       0       0       0       0       0         Shared Lane Traffic (%)	And a state of the		2787	and the second se	353.9	3467	Û.	
Confl. Peds. (##hr)       8       22       22         Confl. Reds. (##hr)       ************************************	DAVIDROULLUN RESOURCESCH. RUNCL	11.17		0412			*	
Confl. Bikes (#hr)         Peak Hour Factor       0.92       0.92       0.92       0.92         Simuth Factor       125%       125%       125%       125%         Torowth Factor       125%       125%       125%       125%         Simuth Factor       126%       125%       125%       125%         Jaus Blockages (#hr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%         Mid-Block Traffic (%)       0%       0%       0%       0%         Jame Group Flow (kph)       135       870       902       1838       1476       0         Jum Type       Prot       Prot       NA       NA       NA       NA         "ordected Phases	NO. OF THE MAN PROPERTY AND A STREET	\$	1.0	22			22	
Peak Hour Factor       0.92       0.92       0.92       0.92       0.92       0.92         Sirowth Factor       125%       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#Mr)       0       0       0       0       0         Yehrling (#Mr)       0       0       0       0       0         Vehicles (%)       135       870       902       1838       1314       162         Shared Lane Traffic (%)	M NO DIEWIC ALCONT	•		22			22	
Browth Factor       125%<	C MARKAR Waterbridge	0.02	0.02	0.02	0.02	0.02	0.02	
Heavy Vehicles (%) 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2% 2%			100 C C C C C C					
Bus Blockages (#Mr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
Parking (##r) Mid-Block Traffic (%) Shared Lane Traffic (%) Lane Group Flow (vph) 135 870 902 1838 1314 162 Shared Lane Traffic (%) Lane Group Flow (vph) 135 870 902 1838 1476 0 Turn Type Prot pt+ov Prot NA NA Protected Phases 4 411 1 6 2 Protected Phases 4 411 1 6 2 Protected Phases 6 7.1 7.1 7.0 Act Effct Green (s) 27.4 73.8 39.3 106.9 60.6 Actuated g/C Ratio 0.18 0.49 0.26 0.71 0.40 <i>dc</i> Ratio 0.42 0.63 1.00 0.73 1.05 Control Delay 41.6 23.6 71.3 2.4 80.7 Los D C E A F Approach Delay 26.0 25.1 80.7 Approach LoS C C C F Intersection Summary Corle Length: 150 Actuated Cycle Length: 150 Otfset: 52 (£9%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated Coordinated Maximum wK 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 <b>*</b> 01 <b>*</b> 02 (R)								
wild-Block Traffic (%)       0%       0%       0%       0%         wild, Ellow (tph)       135       \$70       902       1838       1314       162         shared Lane Traffic (%)		U	U	Ų	Ų	Ų.	.0	
Adj. Flow (vph)       135       \$70       902       1838       1314       162         Shared Lane Traffic (%6)	Concerns and a concerns when a constant	0.04				0.04		
Shared Lane Traffic (%) Lane Group Flow (wph) 135 870 902 1838 1476 0 Turn Type Prot pt+ov Prot NA NA Protected Phases 4 4 1 1 6 2 Permitted Phases Total Split (\$) 36.0 46.4 114.0 67.6 Total Lost Time (\$) 8.6 7.1 7.1 7.0 Act Effect Green (\$) 27.4 73.8 39.3 106.9 60.6 Actuated g/C Ratio 0.18 0.49 0.26 0.71 0.40 <i>//c</i> Ratio 0.42 0.63 1.00 0.73 1.05 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Los D C E A F Approach Delay 26.0 25.1 80.7 Approach LOS C C F Intersection Summary Cycle Length: 150 Offset: 52 (55%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.05 Intersection Capacity Utilization 83.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St <b>3</b> 01 0 0 2 (R)			070				1.00	
Lane Group Flow (wph) 135 870 902 1838 1476 0 Tum Type Prot pt+ov Prot NA NA Protected Phases 4 41 1 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 Effc Green (s) 27.4 73.8 39.3 106.9 60.6 Actuated g/C Ratio 0.42 0.63 1.00 0.73 1.05 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 0.0 Control Delay 41.6 23.6 71.3 2.4 80.7 Queue Delay 0.0 0.0 0.0 C E A F Approach Delay 26.0 25.1 80.7 Approach LOS C C F Intersection Summary Cycle Length: 150 Offset: 52 (\$5%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.05 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		135	\$70	902	18380	1314	162	
Turn TypeProtProtNANAProtected Phases441162Permitted Phases77.17.0Total Split (s)36.046.4114.067.6Total Lost Time (s)8.67.17.17.0Act Effect Green (s)27.473.839.3106.960.6Actuated g/C Ratio0.180.490.260.710.40w/c Ratio0.420.631.000.731.05Control Delay41.623.671.32.480.7Queue Delay0.00.00.00.00.0Uqueue Delay41.623.671.32.480.7LOSDCEAFApproach Delay26.025.180.7Approach Delay26.025.180.7Approach LOSCCFIntersection SummaryCycle Length: 150Other Start of GreenControl Type: Actuated CoordinatedMaximum w/c Patio: 1.05Intersection LOS: DIntersection Capacity Utilization 83.1%ICU Level of Service EAnalysis Period (min) 15Splits and Phases: 1: N Mills Avenue & E Princeton St $\checkmark g2(R)$	(a) (minte) (minter anticidad and	1000	12.11	10000	1000		6	
Protected Phases  Total Split (s)  36.0  46.4  114.0  67.6  Total Lost Time (s)  8.6  7.1  7.1  7.0  Actuated g/C Ratio  0.18  0.49  0.26  0.71  0.40  Actuated g/C Ratio  0.42  0.63  1.00  0.73  1.05  Control Delay  41.6  23.6  71.3  2.4  80.7  Control Delay  41.6  25.1  80.7  Control Summary  Cycle Length: 150  Cyc							0	
Permitted Phases       36.0       46.4       114.0       67.6         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)       27.4       73.8       39.3       106.9       60.6         Actuated g/C Ratio       0.13       0.49       0.26       0.71       0.40         Ace Ratio       0.42       0.63       1.00       0.73       1.05         Control Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       1.05         Control Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       1.05         Cost       D       C       E       A       F         Approach Delay       26.0       25.1       80.7       Source Lost       Source Length: 150         Oxtetaded Cycle Length: 150       Oxtetaded Cycle Length: 150       Source Lost       Intersection LOS: D       Intersection LOS: D         Intersection Signal Delay: 41.0       Intersection LOS: D       Intersection			and the second s					
Total Split (s)       36.0       46.4       114.0       67.6         Total Lost Time (s)       8.6       7.1       7.1       7.0         Act Effet Green (s)       27.4       73.8       39.3       106.9       60.6         Actuated g/C Ratio       0.18       0.49       0.26       0.71       0.40         v/c Ratio       0.42       0.63       1.00       0.73       1.05         Control Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       0.0         LoS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7		4	41	1	6	2		
Total Lost Time (s)       8.6       7.1       7.1       7.0         Act Effct Green (s)       27.4       73.8       39.3       106.9       60.6         Actuated g/C Ratio       0.18       0.49       0.26       0.71       0.40         v/c Ratio       0.42       0.63       1.00       0.73       1.05         Control Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       Total Delay       41.6       23.6       71.3       2.4       80.7         LOS       D       C       E       A       F       Approach Delay       26.0       25.1       80.7         LOS       D       C       E       A       F         Approach LOS       C       C       F       Intersection Summary         Cycle Length: 150       Actuated Cycle Length: 150       Actuated Cycle Length: 150       Actuated Cycle Length: 150         Actuated Cycle Length: 1.05       Intersection LOS: D       Intersection LOS: D       Intersection LOS: D         Intersection Signal Delay: 41.0       Intersection LOS: D       Intersection LOS: D       Intersection LOS: D         Intersection Capacity Utilization \$3.1%								
Act Effct Green (s)       27.4       73.8       39.3       106.9       60.6         Actuated g/C Ratio       0.18       0.49       0.26       0.71       0.40         #c Ratio       0.42       0.63       1.00       0.73       1.05         Control Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       0.0         Total Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       0.0         Total Delay       41.6       23.6       71.3       2.4       80.7         LOS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7         Approach LOS       C       C       F         Intersection Summary       Cycle Length: 150       Offset: 52 (65%), Referenced to phase 2:SBT and 6:NBT, Start of Green         Control Type: Actuated-Coordinated       Maximum wic Ratio: 1.05       Intersection LOS: D         Intersection Signal Delay: 41.0       Intersection LOS: D       Intersection LOS: D         Intersection Capacity Utilization %3.1%       ICU Leve								
Actuated g/C Ratio       0.18       0.49       0.26       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         Queue Delay       0.0       0.0       0.0       0.0       1.00         Total Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       0.0         Total Delay       41.6       23.6       71.3       2.4       80.7         LOS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7         Approach LOS       C       C       F         Intersection Summary       Cycle Length: 150       Cycle Length: 150         Offset: 52 (65%), Referenced to phase 2:SBT and 6:NBT, Start of Green       Control Type: Actuated-Coordinated         Maximum w/c Ratio: 1.05       Intersection LOS: D       Intersection LOS: D         Intersection Capacity Utilization \$3.1%       ICU Level of Service E       Analysis Period (min) 16         Splits and Phases:       1: N Mills Avenue & E Princeton St								
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         Queue Delay       0.0       0.0       0.0       0.0       1.00         Total Delay       41.6       23.6       71.3       2.4       80.7         Queue Delay       0.0       0.0       0.0       0.0       0.0         Total Delay       41.6       23.6       71.3       2.4       80.7         LOS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7         Approach LOS       C       C       F         Intersection Summary       Cycle Length: 150       Cycle Length: 150         Offset: 52 (65%), Referenced to phase 2:SBT and 6:NBT, Start of Green       Control Type: Actuated-Coordinated         Maximum w/c Ratio: 1.05       Intersection LOS: D       Intersection LOS: D         Intersection Capacity Utilization \$3.1%       ICU Level of Service E         Analysis Period (min) 15       Splits and Phases:       1: N Mills Avenue & E Princeton St	Act Effct Green (s)	27.4	73.8	39.3	106.9	60.6		
Control Delay 41.6 23.6 71.3 2.4 $\pm 0.7$ Queue Delay 0.0 0.0 0.0 0.0 0.0 Total Delay 41.6 23.6 71.3 2.4 $\pm 0.7$ LOS D C E A F Approach Delay 26.0 25.1 $\pm 0.7$ Approach LOS C C F Intersection Summary Cycle Length: 150 Actuated Cycle Length: 150 Offset: 52 (§5%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.05 Intersection Signal Delay: 41.0 Intersection LOS: D Intersection Capacity Utilization $\pm 3.1\%$ ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St $\pm 01$ $\pm 02$ (R)	Actuated g/C Ratio	0.18	0.49	0.26	0.71	0.40		
Queue Delay       0.0       0.0       0.0       0.0         Total Delay       41.6       23.6       71.3       2.4       80.7         LOS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7         Approach LOS       C       C       F         Intersection Summary       Cycle Length: 150       C       C         Actuated Cycle Length: 150       Actuated Cycle Length: 150       C       C         Control Type: Actuated-Coordinated       Maximum wic Ratio: 1.05       Intersection LOS: D         Intersection Capacity Utilization \$3.1%       ICU Level of Service E       Analysis Period (min) 15         Splits and Phases:       1: N Mills Avenue & E Princeton St <ul> <li>Ø1</li> <li>Ø2 (R)</li> <li>Ø4</li> </ul>	v/c Ratio	0.42	0.63	1.00	0.73	1.05		
Total Delay41.623.671.32.480.7LOSDCEAFApproach Delay26.025.180.7Approach LOSCCFIntersection SummaryCycle Length: 150Actuated Cycle Length: 150Offset: 52 (65%), Referenced to phase 2:SBT and 6:NBT, Start of GreenControl Type: Actuated-CoordinatedMaximum wic Ratio: 1.05Intersection Signal Delay: 41.0Intersection Capacity Utilization \$3.1%ICU Level of Service EAnalysis Period (min) 15Splits and Phases:1: N Mills Avenue & E Princeton StImage: Actuated Phase Princeton StImage: Actuated Phase Princeton StImage: Actuated Phases1: N Mills Avenue & E Princeton StImage: Actuated PhasesImage: Actuated PhaseImage: Actuated PhaseImage: Actuated PhaseImage: Actuated PhaseImage: Actuated PhaseImage: Actuated Phase <td< td=""><td>Control Delay</td><td>41.6</td><td>23.6</td><td>71.3</td><td>2.4</td><td>\$0.7</td><td></td><td></td></td<>	Control Delay	41.6	23.6	71.3	2.4	\$0.7		
LOS       D       C       E       A       F         Approach Delay       26.0       25.1       80.7         Approach LOS       C       C       F         Intersection Summary       Cycle Length: 150	Queue Delay	0.0	0.0	0.0	0.0	0.0		
Approach Delay       26.0       25.1       80.7         Approach LOS       C       F         Intersection Summary       Cycle Length: 150       Actuated Cycle Length: 150         Actuated Cycle Length: 150       Control Type: Actuated-Coordinated       Maximum wic Ratio: 1.05         Control Type: Actuated-Coordinated       Intersection LOS: D       Intersection LOS: D         Intersection Capacity Utilization \$3.1%       ICU Level of Service E       Analysis Period (min) 15         Splits and Phases:       1: N Mills Avenue & E Princeton St       Image: Actuated Princeton St	Total Delay	41.6	23.6	71.3	2.4	\$0.7		
Approach LOS       C       F         Intersection Summary       Cycle Length: 150         Actuated Cycle Length: 150       Actuated Cycle Length: 150         Offset: 52 (65%), Referenced to phase 2:SBT and 6:NBT, Start of Green       Control Type: Actuated-Coordinated         Maximum Wc Ratio: 1.05       Intersection LOS: D         Intersection Capacity Utilization \$3.1%       ICU Level of Service E         Analysis Period (min) 16       Splits and Phases:         1: N Mills Avenue & E Princeton St       ICU Level of Service E	LOS	D	С	E	А	F		
Intersection Summary         Cycle Length: 150         Actuated Cycle Length: 150         Offset: 52 (85%), Referenced to phase 2:SBT and 6:NBT, Start of Green         Control Type: Actuated-Coordinated         Maximum vic Ratio: 1.05         Intersection Signal Delay: 41.0         Intersection Capacity Utilization \$3.1%         ICU Level of Service E         Analysis Period (min) 15         Splits and Phases:         1: N Mills Avenue & E Princeton St         Ø1	Approach Delay	26.0			25.1	\$0.7		
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 52 (85%), Referenced to phase 2:SBT and 6:NBT, Start of Green Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.05 Intersection Signal Delay: 41.0 Intersection Capacity Utilization \$3.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St Splits and Phases: 1: N Mills Avenue & E Princeton St Splits and Phases: 1: N Mills Avenue & E Princeton St	Approach LOS	С			С	F		
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 52 (85%), 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 Capacity Utilization \$3:1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St Maximum VC Ratio: 1.0 Maximum Vc	ntorcaction Summary							
Actuated Cycle Length: 150         Offset: 52 (85%), Referenced to phase 2:SBT and 6:NBT, Start of Green         Control Type: Actuated-Coordinated         Maximum wic Ratio: 1.05         Intersection Signal Delay: 41.0         Intersection Capacity Utilization \$3:1%         Analysis Period (min) 15         Splits and Phases:         1: N Mills Avenue & E Princeton St         Image: State Sta								
Control Type: Actuated-Coordinated Maximum v/c Ratio: 1.05 Intersection Signal Delay: 41.0 Intersection Capacity Utilization \$3.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St	Actuated Cycle Length: 150		0.00T o	nd C (ND T	Otort of	Oreen		
Intersection Signal Delay: 41.0 Intersection LOS: D Intersection Capacity Utilization \$3.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St	Control Type: Actuated-Co		2.0018	na v IND I	, otari ul	oreen		
ntersection Capacity Utilization ≋3.1% ICU Level of Service E Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St								
Analysis Period (min) 15 Splits and Phases: 1: N Mills Avenue & E Princeton St ★ ø1								
Splits and Phases: 1: N Mills Avenue & E Princeton St ★ Ø1	ntersection Capacity Utiliza	ation \$3.1%	ò		10	CU Level	of Service E	
\$ ø1	Analysis Period (min) 15							
	Splits and Phases: 1: N I	Mills Avenu	e & E Prir	nceton St				
	\$ 01			Ø2 (P)				2 014
	46.4 s		67.6	S (R)				36 s

AM Alden #2 1: N Mills Avenue & E Princeton St

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	1	<b>†</b> †	1	٦	<b>*††</b>		7	<b>†</b> ‡		٦	<b>^</b>	1
Traffic Volume (vph)	352	761	275	42	\$36	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	\$77	3458	0	379	3539	1530
Satd. Flow (RTOR)			286		13			9				67
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)		~	~		•		*	~	~			Ň
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 (%)	41.4	1000	01.4		1140	100	100	020	10	1.00	100	020
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+o\
Protected Phases	3	8	1	7	4		1	6		5	2	3
Permitted Phases	8	×	8	4	- T		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	\$4.5	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
v/c Ratio	0.99	0.80	0.37	0.36	0.97		0.66	0.46		0.70	0.57	0.41
Control Delay	82.6	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	\$2.6	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	6
Approach Delay		42.7			51.3		-	45.6		-	41.1	
Approach LOS		D			D			40.0 D			D	
					5							
Intersection Summary												
Cycle Length: 150	<b>~</b>											
Actuated Cycle Length: 150		- 0.007	Land Ark	DTL OF								
Offset: 137 (91%), Referen		e 2:581	Land 6:N	BTL, Stan	t of Greet	1						
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.99	<b>F</b> A			1.0	1.000001400	100.0						
Intersection Signal Delay: 4					tersection							
Intersection Capacity Utiliza	ation 103.94	/0		IL.	CU Level	or service	96					
Analysis Period (min) 15												
Splits and Phases: 2: N	Orange Ave	& E Prir	nceton St									
		121.00		1				4	i.			
Charles and the second												
		\$0	1	42.6 s				45	Ø4			

# AM Alden #2 2: M Orange Ave & E Princeton St

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	<b>≜</b> t≽		٦	1	1	7	<b>↑</b> 1→		٦	<b>≜</b> t≽	
Traffic Volume (vph)	66	181	87	237	446	88	74	865	63	124	860	42
Future Volume (vph)	238	208	90	259	531	88	141	865	63	124	1025	8
Satd. Flow (prot)	1770	3349	0	1770	1863	1583	1770	3498	0	1770	3490	(
Fit Permitted	0.111			0.333			0.950			0.950		
Satd. Flow (perm)	207	3349	0	616	1863	1534	1766	3498	0	1766	3490	,
Satd. Flow (RTOR)		41				121		6			6	
Confl. Peds. (#/hr)	12		11	11		12	6		8	8		
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	0.9
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%	29
Bus Blockages (#hr)	270	270	270	270	270	270	270	270	270	270	270	27
Parking (#hr)	v	v	Ŷ	~	U.	~	v	v	v	V	v	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	323	283	122	352	721	120	192	1175	86	168	1393	113
Shared Lane Traffic (%)	020	200	122	002	721	120	192	1170	\$Q	100	1000	116
National Analysis and a second second	323	405	0	352	721	120	192	1261	0	168	1506	(
Lane Group Flow (vph)		405 NA	. V		NA		Prot	NA	.0	Prot	NA	
Tum Type Protostad Phases	pm+pt	NA 8		pm+pt	NA 4	pm+ov 5	1	NA 6		5	NA 2	
Protected Phases	3	\$		7	4	4	4	\$		D	Z	
Permitted Phases		07.0		4	50 A	12000	40.0	00 A		40.0	FA 4	
Total Split (s)	22.0	37.6		36.4	52.0	16.0	18.0	60.0		16.0	58.0	
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	80.0	0.36		0.07	0.34	
v/c 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	F	D		D	F	С	F	E		F	F	
Approach Delay		138.0			124.6			\$9.5			157.0	
Approach LOS		F			F			F			F	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	)											
Offset: 15 (10%), Referenc		2:SBT a	nd 6:NB1	. Start of	Green							
Control Type: Actuated-Co												
Maximum wc Ratio: 1.42												
Intersection Signal Delay: 1	27.2			In	tersectio	n LOS: F						
Intersection Capacity Utiliza		r.				of Service	F					
Analysis Period (min) 15				1								
Andrysis i crisa (inity to												
Splits and Phases: 4: N	Mills Avenu	e & Virgir	nia Drive		- 10 - I	2	04					
🖌 Ø2 (R) 🅊				\ø1	1	ø3		Ø4				
▼ 92(K) ♥ 58 s			18		22.5	23	52	5				
4						6.WI			A			
🛛 😼 🏮 🖡 🕅 Ø6 (R)					1 1	Ø7						

### AM Alden #2 0 Minainia Driv

Orlando 06/01/2016 AM Alden #2 Shane

Synchro 9 Report Page 3

	1	*	t t	1	1	Ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	٦	1	1	7		41	
Traffic Volume (vph)	322	230	257	92	259	481	
Future Volume (vph)	322	278	257	92	259	481	
Satd. Flow (prot)	1770	1583	1863	1583	0	3479	
Tt Permitted	0.950					0,699	
Satd. Flow (perm)	1770	1583	1863	1525	0	2469	
Satd. Flow (RTOR)		378		125			
Confl. Peds. (#/hr)		7		8	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%	
leavy 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)	438	378	349	125	352	654	
Shared Lane Traffic (%)							
ane Group Flow (vph)	438	378	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	12.7	45.0	
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	
//c Ratio	0.85	0.52	0.34	0.14		0.74	
Control Delay	43.0	8.0	2.5	0.2		17.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
otal Delay	43.0	8.0	2.5	0.2		17.7	
.05	D	A	А	A		В	
Approach Delay	26.8		1.9			17.7	
Approach LOS	С		А			В	
ntersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 23 (31%), Reference	ed to phase	2'SBTL:	and 6.NB	T Startin	f Green		
Control Type: Actuated-Coo	Concernance of the second	2.0012		r, otari e	oroon		
Maximum v/c Ratio: 0.85	or an indicida						
ntersection Signal Delay: 1	77			lr	tersection	108 B	
ntersection Capacity Utiliza						of Service D	
Inalysis Period (min) 15	alon vi o A					5 COI WOO D	
Splits and Phases: 7: Ora	ange Ave 8	Virginia	Drive			1 4	
🗣 Ø2 (R) 🛛 🏮						₹_∅4	
45 s						30 s	

AM Alden #2

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> t≽			<b>^</b>		٦	1	1	٦	1	7
Traffic Volume (vph)	180	677	101	18	602	43	63	24	26	40	13	146
Future Volume (vph)	180	758	265	33	602	43	66	26	26	44	14	146
Satd. Flow (prot)	1770	3373	0	0	3490	0	1770	1863	1583	1770	1863	1583
Fit Permitted	0.278				0.768		0.745			0.833		
Satd. Flow (perm)	516	3373	0	0	2686	0	1378	1863	1559	1548	1863	155
Satd. Flow (RTOR)		83			8				102			19
Confl. Peds. (#/hr)	6		3	3		6	3		1	1		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	270	0	2,0	0	0	270	0	2,0	27
Parking (#hr)	<i>.</i> v	v	v	v	v	~	Ŷ	Ű	v	V	0	(
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	245	1030	360	45	\$18	58	90	35	35	60	19	198
Shared Lane Traffic (%)	240	1000	-000	40	010	00	-90	00	00	00	13	1.34
Lane Group Flow (vph)	245	1390	0	0	921	0	90	35	35	60	19	198
Tum Type		NA	. V	Perm	NA	Ų			custom	pm+pt		custor
Protected Phases	pm+pt 1	NA 6		remi	2		pm+pt 7	4	custom	рш <i>-</i> рг З	NA \$	custon
Permitted Phases	6	¢		2	2		4	4	2	ۍ لا	\$	e
	23.0	114.0		91.0	91.0		13.0	04.0	91.0	12.0	23.0	114.0
Total Split (s) Total Lost Time (s)	23.0	6.0		91.0	91.0 6.0		6.0	24.0 6.0	6.0	6.0	23.0	6.0
Nathana (Real)	118.5	118.5			105.5		17.4	8.7	105.5	11.4	7.1	118.5
Act Effct Green (s)	0.79	0.79			0.70		0.12	0.06	0.70	0.08	0.05	0.79
Actuated g/C Ratio w/c Ratio	0.79	0.79						0.06			0.05	
	6.7	0.52			0.49		0.47 68.0	75.5	0.03	0.47 71.4		0.16
Control Delay					3.8				0.1		73.9	8.0
Queue Delay	0.0	0.5			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	1.2			3.8		68.0	75.5	0.1	71.4	73.9	\$.0
LOS	A	A			A		E	E	А	E	E	ŀ
Approach Delay		2.0			3.8			54.8			21.1	
Approach LOS		A			A			D			С	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	0											
Offset: 62 (41%), Referenci		2:WBTL	Start of	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.53												
Intersection Signal Delay: 7	7.2			In	tersection	h LOS: A						
Intersection Capacity Utiliza					U Level		D					
Analysis Period (min) 15												
Splits and Phases: &: Ald	den Road &	E Princa	ton Qt									
	acit i vudu oi	. La nuce	ion of				*				Ť	5
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# AM Alden #2

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		5.0	स्	ţ,	17	
Traffic Volume (vph)	0	0	0	146	131	0	
Future Volume (vph)	3	6	32	148	292	19	
Satd. Flow (prot)	1668	0	0	1846	1848	0	
Fit 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							
Intersection Capacity Utiliz	ation 12.9%			10	CU Level	of Service A	

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

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			4	_		4	
Traffic Volume (vph)	34	306	8	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	(
Fit Permitted		0.995			0.988			0.991			0.980	
Satd. Flow (perm)	0	1848	0	0	1820	0	0	1661	0	0	1785	(
Confl. Peds. (#/hr)	1		4	4		1	1		1	1		
Confl. Bikes (#hr)			3			3			1			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%	29
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)	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	(
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$	10		\$		N. 10	\$	
Traffic Volume (vph)	0	0	0	49	0	9	0	12	\$	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	0	1822	0
Fit Permitted		0.971			0.959			0.992			0.998	
Satd. Flow (perm)	0	1711	0	0	1749	0	0	1837	0	0	1822	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)	39	0	26	67	0	12	43	202	11	15	322	57
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												

AM Alden #2			
15 Alden Rd & South	Alden	Driveway/Brookhaven Dr	

Analysis Period (min) 15

Orlando 06/01/2016 AM Alden #2 Shane

	F	٤	*	1	6	×		
Lane Group	WBL	WBR	NET	NER	SWL	SWT		
ane Configurations	5	1	<b>≜</b> t}		٦	<b>^</b>		
Fraffic Volume (vph)	158	0	323	127	177	740		
future Volume (vph)	171	ŏ	323	153	177	740		
Satd. Flow (prot)	1770	1863	3340	0	1770	3539		
It Permitted	0.950	1000	0040	×	0.078	0000		
Satd. Flow (perm)	1770	1863	3340	0	145	3539		
atd. Flow (RTOR)	111.0	1000	95	~	140	0000		
Confl. Peds. (#/hr)		1	30%	3	3			
Confl. Bikes (#hr)				0	0			
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
	125%		125%					
Browth Factor		125%		125%	125%	125%		
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%		
Bus Blockages (#hr)	0	0	0	0	0	0		
Parking (#hr)	101100					10000		
did-Block Traffic (%)	0%		0%			0%		
vdj. Flow (vph)	232	0	439	208	240	1005		
Shared Lane Traffic (%)								
ane Group Flow (vph)	232	0	647	0	240	1005		
fum Type	Prot	Perm	NA		Perm	NA		
Protected Phases	8					6		
Permitted Phases		8	4		6			
'otal Split (s)	20.0	20.0	20.0		55.0	55.0		
otal Lost Time (s)	4.0	4.0	4.0		4.0	4.0		
Act Effct Green (s)	15.4		15.4		51.6	51.6		
ctuated g/C Ratio	0.21		0.21		0.69	0.69		
/c Ratio	0.64		0.85		2.42	0.41		
Control Delay	35.9		36.4		678.1	5.2		
)ueue Delay	0.0		0.0		0.0	0.0		
otal Delay	35.9		36.4		678.1	5.2		
.05	D		D		F	A		
Approach Delay	35.9		36.4			134.9		
Approach LOS	D		D			F		
			U			- 1		
ntersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 10 (13%), Reference	ed to phase	6:SWTL,	Start of	Green				
Control Type: Actuated-Coo	ordinated							
Maximum wc Ratio: 2.42								
ntersection Signal Delay: 9	4.1			In	tersection	n LOS: F		
ntersection Capacity Utiliza	ation 49.6%			10	OU Level (	of Service A		
malysis Period (min) 15								
Splits and Phases : 16: N	Orange Av	e & Lake	Highland	Drive			88	
							1 94	
							Ø4	
1							20.3	
K @6 (R)							<i>₩</i> Ø8	
								_

### AM Alden #2 16<sup>°</sup> N Orange Ave & Lake Highland Drive

Orlando 06/01/2016 AM Alden #2 Shane

	٠		7	1	-	*	1	Ť	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	Þ			र्भ	1	٦	<b>†</b> ‡		٦	<b>†</b> ‡	
Traffic Volume (vph)	30	10	29	17	12	384	19	1392	19	241	942	41
Future Volume (vph)	30	10	29	18	12	384	19	1563	20	241	1147	41
Satd. Flow (prot)	1770	1636	0	0	1809	1583	1770	3531	0	1770	3519	Č
Fit Permitted	0.731				0.826		0.950		*	0.950		
Satd. Flow (perm)	1362	1636	0	0	1539	1583	1770	3531	0	1770	3519	Č
Satd. Flow (RTOR)	1002	39	×		1000	227	111.	1		TITY	4	
Confl. Peds. (#hr)						221		100			- T.	
Confl. Bikes (#hr)			7						1			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%
	2%	270	270	270	270	270	270	270	270	270	2%	27
Bus Blockages (#hr) Posting (#hr)	Ų	0	0	0	U.	0	v	U	U	Ų.	0	í,
Parking (#hr)		001			001			001			001	
Mid-Block Traffic (%)		0%	~~		0%	500	00	0%	07	007	0%	F7
Adj. Flow (vph)	41	14	39	24	16	522	26	2124	27	327	1558	56
Shared Lane Traffic (%)	12	50				500				007		
Lane Group Flow (vph)	41	53	0	0	40	522	26	2151	0	327	1614	(
Tum Type	pm+pt	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	3	\$			4		1	6		5	2	
Permitted Phases	8	1000		4		4	10.2-22			0.00	1223	
Total Split (s)	9.5	44.0		34.5	34.5	34.5	10.9	\$0.0		26.0	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	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	
v/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	43.2	18.1			52.6	98.1	69.2	140.8		149.4	19.5	
LOS	D	В			D	F	E	F		F	В	
Approach Delay		29.1			94.8			140.0			41.4	
Approach LOS		С			F			F			D	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 136 (91%), Reference		e 2:SBT a	and 6:NB	T. Start of	Green							
Control Type: Actuated-Coo				.,								
Maximum v/c Ratio: 1.24	, an large											
Intersection Signal Delay: 9	24			In	tersection	108°E						
Intersection Capacity Utilization 99.5%			ICU Level of Service F									
Analysis Period (min) 15	alon 33.070	3		I.	COUCH		27					
wiarysis renou ((iiiii) io												

#### AM Alden #2 22: N. Mille Avenue & Nebreeke St

Splits and Priases. 22. N mills Avenue & Nebraska St  $03 \circ 01 \rightarrow 02$  (R)  $04 \rightarrow 04$   $10.94 95.1s \qquad 34.5s \qquad 9.54$  06 (R) -108 $26 s \qquad 80 s \qquad 44 s \qquad 44 s$ 

Orlando 06/01/2016 AM Alden #2 Shane

	٠		7	1	+	*	1	Ť	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	<b>†</b> ‡	-	٦	<b>†</b> Ъ	
Traffic Volume (vph)	30	11	10	9	7	10	241	1170	3	6	1065	46
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	C
Fit Permitted		0.926			0.557		0.105			0.118		
Satd. Flow (perm)	0	1522	0	0	981	0	196	3539	0	220	3516	C
Satd. Flow (RTOR)		64			14			1			9	
Confl. Peds. (#/hr)	1		5	5		1	5		4	4		6
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	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	16	162	14	11	14	368	1681	4	8	1705	63
Shared Lane Traffic (%)							•••					
Lane Group Flow (vph)	0	219	0	0	39	0	368	1685	0	8	1768	C
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 onit	4		1 0111	4		1.0111	2		1 Only	2	
Permitted Phases	4			4			2	_		2	-	
Total Split (s)	22.5	22.5		22.5	22.5		127.5	127.5		127.5	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	
v/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		104.3			52.1		633.9	5.2		2.3	6.0	
LOS		F			D		F	A		A	A	
Approach Delay		104.3			52.1			117.9			6.0	
Approach LOS		F			D			F			A	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	t i											
Offset: 127 (85%), Reference	ed to phas	e 2:NBSE	3 and 6:,	Start of G	ireen							
Control Type: Actuated-Coc	ordinated											
Maximum wc Ratio: 2.33												
Intersection Signal Delay: 6	7.9			In	tersection	n LOS: E						
Intersection Capacity Utiliza	tion 77.0%	ć.		10	OU Level	of Service	D					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highlani	d Dr								
				Luiis)						100	<b>-</b> 1004	

### AM Alden #2 aug 8 Laka Highland D

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			\$	171
Traffic Volume (vph)	15	21	5	2	52	10	6	27	0	5	24	42
Future Volume (vph)	20	84	5	2	83	10	6	27	0	52	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		2	2		27
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	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	114	7	3	113	14	8	37	0	71	33	71
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	
ntersection Summary												
Control Type: Unsignalized												

# AM Alden #2 27: Ferris Ave & Lake Highland Dr

Orlando 06/01/2016 AM Alden #2 Shane

Lane Group         EBL         EBR         NBL         NBT         SBT         SBR           Lane Configurations         Y	Lane Configurations         Y         Image: Configuration of the second		٨	7	1	Ť	ŧ	1	
Traffic Volume (vph)       21       9       69       20       150       0         Future Volume (vph)       130       16       287       101       312       0         Satd. Row (prot)       1756       0       0       1796       1863       0         FIt Permitted       0.957       0.964	Traffic Volume (wph)       21       9       69       20       150       0         Future Volume (wph)       130       16       287       101       312       0         Satd. Row (prot)       1756       0       0       1796       1863       0         Fit Permitted       0.957       0.964	Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Traffic Volume (vph)     21     9     69     20     150     0       Future Volume (vph)     130     16     287     101     312     0       Satd. Row (port)     1756     0     0     1796     1863     0       Fit Permitted     0.957     0.964     0     0     1796     1863     0       Confl. Peds. (#hr)     0     0     1796     1863     0       Confl. Peds. (#hr)     0     0     1796     1863     0       Confl. Bikes (#hr)     0     0.92     0.92     0.92     0.92       Peak Hour Factor     0.92     0.92     0.92     0.92     0.92       Growth Factor     125%     125%     125%     125%     125%       Heavy Vehicles (%)     2%     2%     2%     2%     2%       Bus Blockages (#hr)     0     0     0     0     0       Parking (#hr)     177     22     390     137     424     0       Shared Lane Traffic (%)     199     0     527     424     0       Sign Control     Stop     Free     Free     5	Traffic Volume (vph)         21         9         69         20         150         0           Future Volume (vph)         130         16         287         101         312         0           Satd. Row (prot)         1756         0         0         1796         1863         0           Fit Permitted         0.957         0.964          5         0         0         1796         1863         0           Confl. Peds. (#hr)         1756         0         0         1796         1863         0           Confl. Peds. (#hr)         0.92	Lane Configurations	Y		1150	1	1		
Satol. Row (prot)         1756         0         1796         1863         0           FIt Permitted         0.957         0.964            Satol. Row (perm)         1756         0         0         1796         1863         0           Confl. Peds. (#/hr)               0.92	Satd. Row (prot)         1756         0         0         1796         1863         0           FIt Permitted         0.957         0.964	Traffic Volume (vph)	21	9	69			0	
Fit Permitted       0.957       0.964         Satd. Row (perm)       1756       0       0       1796       1863       0         Confl. Peds. (#/hr)       0       0.92       0.92       0.92       0.92       0.92         Confl. Bikes (#/hr)       0       0.92       0.92       0.92       0.92       0.92         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       126%       125%       126%       126%       126%         Heavy Vehicles (%)       2%       2%       2%       2%         Bus Blockages (#/hr)       0       0       0       0         Parking (#/hr)       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       199       0       0       527       424       0         Sign Control       Stop       Free       Free       126       126	Fit Permitted       0.957       0.964         Satd. Row (perm)       1756       0       0       1796       1863       0         Confl. Peds. (#hr)       0       0.92       0.92       0.92       0.92       0.92         Confl. Bikes (#hr)       0       0.92       0.92       0.92       0.92       0.92         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%         Bus Blockages (#hr)       0       0       0       0         Parking (#hr)       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       199       0       0       527       424       0         Sign Control       Stop       Free       Free       7       7       7       7	Future Volume (vph)	130	16	287	101	312	0	
Fit Permitted     0.957     0.964       Satd. Row (perm)     1756     0     0     1796     1863     0       Confl. Peds. (#/hr)     0     0     1796     1863     0       Confl. Bikes (#/hr)     0.92     0.92     0.92     0.92     0.92       Peak Hour Factor     0.92     0.92     0.92     0.92     0.92       Growth Factor     125%     125%     125%     125%     126%       Bus Blockages (#/hr)     0     0     0     0       Parking (#/hr)     0     0     0     0       Mid-Block Traffic (%)     0%     0%     0%       Adj. Flow (vph)     177     22     390     137     424     0       Shared Lane Traffic (%)     199     0     0     527     424     0       Sign Control     Stop     Free     Free     578     578	Fit Permitted       0.957       0.964         Satd. Row (perm)       1756       0       0       1796       1863       0         Confl. Peds. (#hr)       0       0.92       0.92       0.92       0.92       0.92         Confl. Bikes (#hr)       0       0.92       0.92       0.92       0.92       0.92         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       199       0       0       527       424       0         Sign Control       Stop       Free       Free       Free       560	Satd. Flow (prot)	1756	0	0	1796	1863	0	
Confl. Peds. (#hr)         Confl. Bikes (#hr)         Peak Hour Factor       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%         Bus Blockages (#hr)       0       0       0       0         Parking (#hr)       0       0       0       0         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       199       0       527       424       0         Sign Control       Stop       Free       Free       Free	Confl. Peds. (#hr)         Confl. Bikes (#hr)         Peak Hour Factor       0.92       0.92       0.92       0.92       0.92         Growth Factor       125%       125%       125%       125%       125%         Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%       0%         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       139       0       527       424       0         Sign Control       Stop       Free       Free       125%       125%		0.957			0.964			
Confl. Bikes (#hr)           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Growth Factor         125%         125%         125%         125%         125%           Heavy Vehicles (%)         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0           Parking (#hr)         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%           Adj. Flow (vph)         177         22         390         137         424         0           Shared Lane Traffic (%)         Lane Group Flow (vph)         199         0         527         424         0           Sign Control         Stop         Free         Free         125         125	Confl. Bikes (#hr)           Peak Hour Factor         0.92         0.92         0.92         0.92         0.92           Growth Factor         125%         125%         125%         125%         125%           Heavy Vehicles (%)         2%         2%         2%         2%         2%           Bus Blockages (#hr)         0         0         0         0         0           Parking (#hr)         0         0         0         0         0           Mid-Block Traffic (%)         0%         0%         0%         0%           Adj. Flow (vph)         177         22         390         137         424         0           Shared Lane Traffic (%)         Lane Group Flow (vph)         199         0         527         424         0           Sign Control         Stop         Free         Free         560         560         560	Satd. Flow (perm)	1756	0	0	1796	1863	0	
Peak Hour Factor         0.92 <th0.93< th="">         0.92         0.92</th0.93<>	Peak Hour Factor         0.92         0.93	Confl. Peds. (#/hr)							
Growth Factor         125% <th125%< th="">         125%         125%</th125%<>	Growth Factor         125%         125%         125%         126% <th126%< th="">         126%         126%</th126%<>	Confl. Bikes (#hr)							
Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#hr)       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 (%)       199       0       527       424       0         Sign Control       Stop       Free       Free       Free	Heavy Vehicles (%)       2%       2%       2%       2%       2%         Bus Blockages (#hr)       0       0       0       0       0         Parking (#hr)       0       0       0       0       0         Mid-Block Traffic (%)       0%       0%       0%         Adj. Flow (vph)       177       22       390       137       424       0         Shared Lane Traffic (%)       199       0       0       527       424       0         Sign Control       Stop       Free       Free       199       10       10       10	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% 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	Bus Blockages (#Mr) 0 0 0 0 0 0 Parking (#Mr) 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	Growth Factor	125%	125%	125%	125%	125%	125%	
Parking (#hr) Mid-Block Traffic (%) 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	Parking (#hr) Mid-Block Traffic (%) 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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
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	Mid-Block Traffic (%) 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	Bus Blockages (#hr)	0	0	0	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	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	Parking (#hr)							
Shared Lane Traffic (%) Lane Group Flow (wph) 199 0 0 527 424 0 Sign Control Stop Free Free	Shared Lane Traffic (%) Lane Group Flow (wph) 199 0 0 527 424 0 Sign Control Stop Free Free	Mid-Block Traffic (%)	0%			0%	0%		
Lane Group Flow (wph) 199 0 0 527 424 0 Sign Control Stop Free Free	Lane Group Flow (vph) 199 0 0 527 424 0 Sign Control Stop Free Free	Adj. Flow (vph)	177	22	390	137	424	0	
Sign Control Stop Free Free	Sign Control Stop Free Free	Shared Lane Traffic (%)							
Sign Control Stop Free Free	Sign Control Stop Free Free	Lane Group Flow (vph)	199	0	0	527	424	0	
Interestion Summery	Intercention Summary	Sign Control	Stop			Free	Free		
intersection odiumiary		Intersection Summary							

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	ţ,			\$	- 11	٦	<b>†</b> ‡		٦	<b>↑</b> 1≽	
Traffic Volume (vph)	66	19	18	9	75	40	32	974	0	13	900	10
Future Volume (vph)	66	20	19	9	89	44	38	1067	0	15	998	30
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		
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	0.9
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	0	0	0	0	0	0	
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	90	27	26	12	121	60	52	1450	0	20	1356	41-
Shared Lane Traffic (%)			2.0			**	02	1 100	*	2.0	1000	
Lane Group Flow (vph)	90	53	0	0	193	0	52	1450	0	20	1770	j
Tum Type	Perm	NA		Perm	NA	*	Perm	NA	*	Perm	NA	
Protected Phases	1 onit	8		1 Only	4		r.enn	6		-r-onn-	2	
Permitted Phases	*	~		4	7		6	~		2	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	
w/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	B			04.1 C		C	A		A	J.Z	
Approach Delay	0	30,3			34.1		0	10.6		<u></u>	9.2	
Approach LOS		00.0 C			04.1 C			B			J.Z	
Approach EO 0								0			~	
ntersection Summary												
Cycle Length: 75 Actuated Cycle Length: 75 Offset: 59 (79%), Reference Control Type: Actuated-Cou Control Type: Actuated-Cou	Constant of the second	2:SBTL	and 6:NB	TL, Start	of Green							
Maximum Wc Ratio: 0.79				1.		100.0						
ntersection Signal Delay: 1					tersection							
ntersection Capacity Utiliza	ation 68.4%	)		10	CU Level	of Service	e C					
Analysis Period (min) 15												
Splits and Phases: 29: N	I Mills Aven	ue & E M	arks St			1.4						
Ø2 (R)						0	4					_
41.5 s 1 ▲ Ø6 (R)					-	33.5 s						
						-0	2					

33.5

### AM Alden #2

Orlando 06/01/2016 AM Alden #2 Shane

41.5

	٠	7	1	t	ŧ	1	
ane Group	EBL	EBR	NBL	NBT	SBT	SBR	
ane Configurations	Y		5.0	र्स	ţ,	10	
raffic Volume (vph)	0	0	0	121	132	0	
uture Volume (vph)	73	9	18	347	154	147	
Satd. Flow (prot)	1756	0	0	1859	1740	0	
It 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%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%			0%	0%		
vdj. Flow (vph)	99	12	24	471	209	200	
Shared Lane Traffic (%)							
ane Group Flow (vph)	111	0	0	495	409	0	
Sign Control	Stop			Free	Free		
ntersection Summary							
Control Type: Unsignalized Intersection Capacity Utiliz						of Service A	

AM Alden #2

Orlando 06/01/2016 AM Alden #2 Shane

	٠		7	1	-	•	1	Ť	1	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			\$	_		4.	
Traffic Volume (vph)	12	19	7	26	86	33	28	76	5	29	159	31
Future Volume (vph)	15	19	7	26	86	253	28	97	5	31	183	36
Satd. Flow (prot)	0	1785	0	0	1649	0	0	1 831	0	0	1811	C
Fit Permitted		0.801			0.974			0.873			0.943	
Satd. Flow (perm)	0	1455	0	0	1613	0	0	1616	0	0	1717	(
Satd. Flow (RTOR)		10			272			5			19	
Confl. Peds. (#/hr)	5					5	1		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%	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	26	10	35	117	344	38	132	7	42	249	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	496	0	0	177	0	0	340	Ó
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)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
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			В	
Approach Delay		9.3			12.2			11.0			12.9	
Approach LOS		A			В			В			В	
Chine and the second												_
Intersection Summary												
Cycle Length: 50												
Actuated Cycle Length: 44.												
Control Type: Semi Act-Und	oora											
Maximum Wc Ratio: 0.72	0.4			ler.		- L O O - D						
Intersection Signal Delay: 1					tersection	of Service	. 0					
Intersection Capacity Utiliza	11UN 38.8%			IC.	20 Level	UI SERVICE	8					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ighland Ave	e & E Mar	ks St									
					<b>*</b> Ø4							
♥ Ø2 24 c					▼ 1Ø4	1						
EL 2					20.5							

AM Alden #2

Orlando 06/01/2016 AM Alden #2 Shane

Synchro 9 Report Page 16

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	12	\$	025.0	100	\$	12	5.005	\$			\$	
Fraffic Volume (vph)	0	1	10	4	\$	0	24	40	2	4	53	37
Future Volume (vph)	0	1	10	61	8	16	24	40	7	44	53	37
Satd. Flow (prot)	0	1628	0	0	1751	0	0	1805	0	0	1765	0
Fit Permitted					0.965			0.983			0.984	
Satd. Flow (perm)	0	1628	0	0	1751	0	0	1 805	0	0	1765	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)	0	1	14	83	11	22	33	54	10	60	72	50
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	15	0	0	116	0	0	97	0	0	182	0
Sign Control		Stop			Stop			Free			Free	
ntersection Summary												
Control Type: Unsignalized												

# AM Alden #2 37: Ferris Ave & Brookhaven Dr

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		\$	2010		\$			\$			\$	
Fraffic Volume (vph)	5	328	23	70	615	11	24	4	27	\$	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
Fit 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)												
Wid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	626	86	95	950	15	54	5	37	11	4	12
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	719	0	0	1060	0	0	96	0	0	27	0
Sign Control		Free			Free			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized ntersection Capacity Utiliza						of Service						

AM Alden #2 38: Ferris Ave & Virginia Drive

Orlando 06/01/2016 AM Alden #2 Shane

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		\$			\$			\$			\$	
Fraffic Volume (vph)	6	361	4	7	586	196	1	13	3	7	361	4
Future Volume (vph)	6	494	4	116	670	196	1	13	72	7	361	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	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)												
did-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	671	5	158	910	266	1	18	98	10	490	5
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	684	0	0	1334	0	0	117	0	0	505	0
Sign Control		Free			Free			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized												

#### AM Alden #2 Dr. 9. Virginia Driv

Orlando 06/01/2016 AM Alden #2 Shane

	٠		+	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	4Î		٦	1	
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 Intersection Capacity Utiliz:						of Service A	

AM Alden #2							
48 <sup>.</sup> Brookhaven	Dr & Vir	Dr	East	Mixed	Use	Drive	

Orlando 06/01/2016 AM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1000 1000	1928	4			4			\$	
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												

Analysis Period (min) 15

Orlando 06/01/2016 AM Alden #2 Shane

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	-	FOD	1 MDL	-	0.000	000	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	5	77	ካካ	<b>*</b>	<b>†</b> Ъ		
Traffic Volume (vph)	164	781	506	1135	1082 1082	77	
Future Volume (vph)	164	781	506	1135		77	
Satd. Flow (prot)	1770	2787	3433	353.9	3499	0	
Fit Permitted	0.950	0707	0.950	0500		(a)	
Satd. Flow (perm)	1770	2787	3433	353.9	3499	0	
Satd. Flow (RTOR)		13			\$		
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%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)	10000			2772			
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	1	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	\$6.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	31.9	31.9	79.3	16.1	\$6.0		
LOS	С	С	E	В	F		
Approach Delay	31.9			35.6	\$6.0		
Approach LOS	С			D	F		
Intersection Summary							
Cycle Length: 100							
Actuated Cycle Length: 100	<b>`</b>						
Offset: 30 (30%), Referenci		D-CDT or	od 6 ·ND T	Stort of	Groon		
Control Type: Actuated-Co	and the second se	2.001 a	IU O IND I,	otart or	oreen		
Maximum wc Ratio: 1.09	orumateu						
Intersection Signal Delay: 5	0.2			le.	tersectior	108.0	
ntersection Signal Delay, c						of Service D	
CODE OF A CODE CALCULATION CODE OF A	3001174.370			ic.	O Leven	Di Service D	
Analysis Period (min) 15							
Splits and Phases: 1: N I	Mills Avenue	e & E Prir	iceton St				
	1					20 A	
<b>\$</b> Ø1	Ø2 (R)					₹ Ø4	

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	SBF
Lane Configurations	5	<b>^</b>	1	7	<b>*††</b>		7	<b>†</b> ‡		٦	<b>^</b>	1
Traffic Volume (vph)	233	734	308	52	722	44	250	389	44	170	327	503
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				93
Confl. Peds. (#/hr)						4			5			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	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%	29
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)	253	798	335	57	785	48	272	423	48	185	355	547
Shared Lane Traffic (%)	200	100	000		1.00			120	1.	100		
Lane Group Flow (vph)	253	798	335	57	833	0	272	471	0	185	355	547
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	pin or
Permitted Phases	8	×	8	4	40		6	*		2	-	2
Total Split (s)	25.0	25.0	15.0	25.0	25.0		15.0	35.0		15.0	35.0	25.0
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)	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
v/c 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	31.9	33.8	3.1	19.4	30.6		25.0	27.8		23.3	29.3	21.2
LOS	C	C	A	В	C		C	C		C	C	(
Approach Delay		26.1		5	29.9		Ŭ	26.8			24.2	
Approach LOS		C			C			C			C	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 10	0											
Offset: 24.5 (25%), Referen	nced to pha	se 2:SB1	Land 6:M	IBTL, Star	t of Gree	n						
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.73												
Intersection Signal Delay: 2	6.5			In	tersection	h LOS: C						
Intersection Capacity Utilization	ation 90.3%	С		10	U Level	of Service	Ε					
Analysis Period (min) 15												
	Orannia Ava	& F Prin	nceton St									
Splits and Phases: 2: N	Orange Ave Ø2 (R)	& E Prir	nceton St		1	Ø3			<b>t</b>			

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> î,		٦	1	1	1	<b>≜</b> t}		5	<b>≜t</b> ≱	
Traffic Volume (vph)	98	428	116	108	243	183	91	1064	159	326	1319	57
Future Volume (vph)	98	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	C
Fit Permitted	0.422			0.249			0,950			0.950		
Satd. Flow (perm)	786	3408	0	464	1863	1667	1770	3462	0	1770	3513	C
Satd. Flow (RTOR)		34				111		17			4	
Confl. Peds. (#/hr)			11			3			1			ŧ
Confl. Bikes (#hr)			2			3			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	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)		Ť					Ť					Ĭ
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	107	465	126	117	264	199	99	1157	173	354	1434	62
Shared Lane Traffic (%)	1.01	400	120		201	100		1101		004	1404	~
Lane Group Flow (vph)	107	591	0	117	264	199	99	1330	0	354	1496	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	*			4		4						
Total Split (s)	13.0	35.0		13.0	35.0	15.0	15.0	37.0		15.0	37.0	
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)	28.7	22.6		29.9	22.6	38.0	9.6	30.6		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	С	С		С	D	А	E	F		F	F	
Approach Delay		32.4			27.9			144.9			138.6	
Approach LOS		С			С			F			F	
Intersection Summary												
Cycle Length: 100												_
Actuated Cycle Length: 100	<u></u>											
Offset: 15 (15%), Referenci		D-ODT of	nd 6 MD T	for the for	Groon							
Control Type: Actuated-Co	and a second	2.001 a	nu otno i	, otart or	oreen							
Maximum v/c Ratio: 1.36	orumateu											
Intersection Signal Delay: 1	10.2			1e	tomoctic	n LOS: F						
Intersection Capacity Utiliza						of Service	E					
Analysis Period (min) 15	alion 30.270			IX.	JO LEVEI		21					
Splits and Phases: 4: N I	Mills Avenu	e & Virgin	ia Drive		68	88	28					12
<b>↑</b> Ø1	(n)					Ø3	4	Ø4				
15 c 37 c	Ø2 (R)				13	5	35	904 S				
\$©5 <b>↑</b>	Ø6 (R)					-		A				
TØ5 🕴 🖠	Ø6 (R)					<b>6</b> Ø7	-	<b>1</b> Ø8				

13 s 35 s

## PM Existing Conditions

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37 s

15 s

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٦	1	1	1		4ħ	
Traffic Volume (vph)	181	249	544	178	340	441	
Future Volume (vph)	181	249	544	178	340	441	
Satd. Flow (prot)	1770	1583	1863	1583	0	3465	
Fit Permitted	0.950					0.591	
Satd. Flow (perm)	1770	1583	1863	1538	0	2092	
Satd. Flow (RTOR)		271		176			
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	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)	197	271	591	193	370	479	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	197	271	591	193	0	849	
Tum Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	6		5	2	
Permitted Phases				6	2		
Total Split (s)	40.0	40.0	40.0	40.0	20.0	60.0	
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	
wc Ratio	0.67	0.56	0.44	0.17		0.56	
Control Delay	48.4	10.3	7.1	1.2		\$.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	48.4	10.3	7.1	1.2		\$.0	
LOS	D	В	A	A		A	
Approach Delay	26.3		5.7			\$.0	
Approach LOS	С		А			A	
Intersection Summary							
Cycle Length: 100 Actuated Cycle Length: 100	1						
Actuated Cycle Length: 100 Offset: 0 (0%), Referenced		ODTI on	d G MD T	Ctart of C	Proop		
Control Type: Actuated-Coo		.opicali	u v.ND I,	oran of e	леен		
Maximum v/c Ratio: 0.67	Junateu						
Maximum we Ratio: 0.67 Intersection Signal Delay: 1	1.9			1e	ntersection	109 B	
Intersection Capacity Utiliza						of Service D	
CIDE/HOTCOLLIG/CODE/CVT/MCGCOLOUP/CEIC/CV	101170.1%	2		IL IL	CO Level 1	Di Dei Mile D	
Analysis Period (min) 15							
Splits and Phosoe 7. Or	ando Avo P	Viminio	Drivo				
Splits and Phases: 7: Ora	ange Alle S	onginia	LING .			₹ <sub>Ø4</sub>	

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**Î**ø6 (R)

	٠		7	-	(996. <u>-</u> 91)	~	1	<b>†</b>	1	*	+	*
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations	٦	<b>≜</b> ₽			<b>^</b>		7	1	1	٦	<b>↑</b>	7
Traffic Volume (vph)	135	841	34	8	629	22	31	2	24	\$5	8	233
Future Volume (vph)	135	841	34	8	629	22	31	2	24	85	8	233
Satd. Flow (prot)	1770	3514	0	0	3515	0	1770	1863	1583	1770	1863	1583
Fit Permitted	0.312				0.941					0.833		
Satd. Flow (perm)	581	3514	0	0	3311	0	1863	1863	1562	1552	1863	1557
Satd. Flow (RTOR)		4			4				164			253
Confl. Peds. (#hr)			2									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	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%
3us Blockages (₩hr) Parking (#hr)	0	0	0	0	0	0	0	0	0	0	0	(
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 (%)												
ane Group Flow (vph)	147	951	0	0	717	0	34	2	26	92	9	253
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custor
Protected Phases	1	6		5	2		7	4		3	\$	
Permitted Phases	6			2			4		2	8		6
Fotal Split (s)	15.0	35.0		15.0	35.0		25.0	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	80.0	0.79
//c 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
Fotal Delay	2.9	1.6			17.3		39.1	51.0	0.0	44.1	42.6	1.2
_OS	A	А			В		D	D	A	D	D	1
Approach Delay		1.8			17.3			23.1			13.4	
Approach LOS		A			В			C			В	
ntersection Summary			_	_	_	_			_	_	_	
Cycle Length: 100 %ctuated Cycle Length: 100 Offset: 0 (0%), Referenced Control Type: Actuated-Coo Maximum wc Ratio: 0.43 ntersection Signal Delay: 9	to phase 2. ordinated	:WBTL, S	tart of Gr		itersection	100.4						
ntersection Ognal Deray. ntersection Capacity Utiliza Analysis Period (min) 15		1			CU Level (		e C					
<u>۸</u>	len Road &	E Princet	ton St			- ()- (M			<b>≜</b>	10 V		
Ø1	02 (R)				25 s	<b>7</b> 3			 25 s	4		

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Lane Configurations         Image: Configuration of the second secon		٨		7	1	-	•	1	1	1	1	ŧ	~
Traffic Volume (vph)         \$         463         20         25         392         6         \$         1         69         13         3         14           Future Volume (vph)         \$         463         20         25         392         6         \$         1         69         13         3         14           Satd. Row (prot)         0         1850         0         0         1633         0         0         1709         0           FIt Permitted         0.999         0.997         0.995         0.979         0.979         0         0         1633         0         0         1709         0         0         0         1633         0         0         1709         0         0         0         1633         0         0         1709         0         0         0         0         0         1633         0         0         1709         0	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)         \$         463         20         25         392         6         \$         1         69         13         3         14           Future Volume (vph)         \$         463         20         25         392         6         \$         1         69         13         3         14           Satd. Row (prot)         0         1850         0         0         1633         0         0         1709         0           FIt Permitted         0.999         0.997         0.995         0.979         0         0         1633         0         0         1709         0           Confl. Peds. (#hr)         0         1850         0         0         1853         0         0         1633         0         0         1709         0           Confl. Peds. (#hr)         3         3         3         1         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         0.92         0.92         0.92         0.92         0.92         0.92         0.92	Lane Configurations		4	2050		4			\$		2016	\$	
Satcl. Flow (prot)         0         1850         0         0         1853         0         0         1633         0         0         1709         0           FIt Permitted         0.999         0.997         0.995         0.979         0.979         0.979         0.979         0.979         0.979         0.070	Traffic Volume (vph)	8	463	20	25	392	6	8		69	13		14
Fit Permitted       0.999       0.997       0.995       0.979         Satd. Row (perm)       0       1850       0       0       1853       0       0       1633       0       0       1709       0         Confl. Peds. (#hr)       3       3       1       1       1         Peak Hour Factor       0.92 </td <td>Future Volume (vph)</td> <td>8</td> <td>463</td> <td>20</td> <td>25</td> <td>392</td> <td>6</td> <td>8</td> <td>1</td> <td>69</td> <td>13</td> <td>3</td> <td>14</td>	Future Volume (vph)	8	463	20	25	392	6	8	1	69	13	3	14
Satcl. Flow (perm)         0         1850         0         0         1853         0         0         1633         0         0         1709         0           Confl. Peds. (#hr)         3         3         1	Satd. Flow (prot)	0	1850	0	0	1853	0	0	1633	0	0	1709	0
Confl. Peds. (#hr)         3         3         1         1           Peak Hour Factor         0.92         0.96         0.96			0.999			0.997			0.995			0.979	
Confl. Bikes (#hr)         3         3         1         1           Peak Hour Factor         0.92	Satd. Flow (perm)	0	1850	0	0	1853	0	0	1 6 3 3	0	0	1709	¢
Peak Hour Factor         0.92	Confl. Peds. (#hr)												
Growth Factor         100%	Confl. Bikes (#hr)			3			3			1			1
Heavy Vehicles (%)         2%         0 <th0< td=""><td>Peak Hour Factor</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td></th0<>	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
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 (#hr) Mid-Block Traffic (%) 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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%)         0%         0%         0%         0%         0%         0%         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         460         0         85         0         32         0	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	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	Parking (#hr)												
Shared Lane Traffic (%) Lane Group Flow (wph) 0 534 0 0 460 0 0 85 0 0 32 0	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph) 0 534 0 0 460 0 0 85 0 0 32 0	Adj. Flow (vph)	9	503	22	27	426	7	9	1	75	14	3	15
	Shared Lane Traffic (%)												
Sign Control Free Free Stop Stop	Lane Group Flow (vph)	0	534	0	0	460	0	0	85	0	0	32	0
	Sign Control		Free			Free			Stop			Stop	

Analysis Period (min) 15

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ane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	Y		ef.		22.00	÷f	
Fraffic 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)							
did-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	53	10	13	9	12	110	
Shared Lane Traffic (%)							
ane Group Flow (vph)	63	0	22	0	0	122	
Sign Control	Stop		Free			Free	
ntersection Summary							

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	4			સં	1	ሻ	<b>↑</b> ₽		٦	<b>†</b> î>	
Traffic Volume (vph)	48	42	49	18	31	236	92	990	14	365	1338	109
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
Fit Permitted	0.479				0.836		0.950			0.950		
Satd. Flow (perm)	\$92	1695	0	0	1557	1561	1770	3531	0	1770	3494	C
Satd. Flow (RTOR)		53				194		2			12	
Confl. Peds. (#/hr)			3			2			1			
Confl. Bikes (#hr)			7						1			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%
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)	52	46	53	20	34	257	100	1076	15	397	1454	118
Shared Lane Traffic (%)						201						
Lane Group Flow (vph)	52	99	0	0	54	257	100	1091	0	397	1572	C
Tum Type	pm+pt	NA		Perm	NA	custom	Prot	NA		Prot	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4		8						
Total Split (s)	12.0	34.0		22.0	22.0	34.0	12.0	53.0		13.0	54.0	
Total Lost Time (s)	4.5	6.5			6.5	6.5	4.5	6.1		4.5	6.1	
Act Effct Green (s)	20.3	18.3			8.9	18.3	10.6	46.9		17.7	54.0	
Actuated q/C Ratio	0.20	0.18			0.09	0.18	0.11	0.47		0.18	0.54	
wc Ratio	0.21	0.28			0.39	0.58	0.53	0.66		1.27	0.83	
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	32.0	18.6			50.6	15.1	42.1	20.7		165.7	24.5	
LOS	C	В			D	В	D	С		F	C	
Approach Delay	-	23.2			21.3		-	22.5			53.0	
Approach LOS		C			C			C			D	
Intersection Summary												
Cycle Length: 100												_
Actuated Cycle Length: 10	٥.											
Offset: 0 (0%), Referenced		QBT and	6 NRT 9	tart of Gr	oon							
Control Type: Actuated-Co			V.140 1, 0	tait of of	CCH							
Maximum v/c Ratio: 1.27	orainatea											
Intersection Signal Delay: 3	20.0			le	toreactio	n LOS: D						
Intersection Capacity Utiliza		2				of Service	D					
Analysis Period (min) 15	allon ro.o.v	5		K								
	Lutilla Aurora	o 0 klate	make Of									
Splits and Phases: 22: N	I Mills Aven	le & Nebi	19289 21				Ĩ	•	4	-		ľ
🔨 øi 🚺 🚺 🚺 Ø2 (	R)						-	Ø3	Ý	Ø4		
12 s 54 s							12	5	22 5			

## PM Existing Conditions

Orlando 06/01/2016 PM Existing Conditions Shane

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Synchro 9 Report Page \$

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25: N Mills Avenue	•	<u>-                                    </u>	~	~	-	•	*	t	*	5		17/2016
Lane Group	EBL	EBT	EBR	♥ WBL	WBT	WBR	NBL	NBT	NBR	SBL	♥ SBT	SBF
	EDL		EDIN	UVDL		WDI			NDIN	JOL N		001
Lane Configurations	70	4	45	10	4	~	<u>,</u>	<b>†</b>	4.0		41	
Traffic Volume (vph)	70 70	34 34	15 15	16 16	3	6 6	8	1243 1243	19	15	1407 1407	16 16
Future Volume (vph)	0	1774	10	0	ۍ 1734	0		3531	19 0	15	3531	818 (
Satd. Flow (prot)	Ų	0.803	0	Ų	0.793	0	1770	3031	0	1770 0.167	3031	
Fit Permitted	0	1467	0	0		0	0.131	0.504	0		0504	ì
Satd. Flow (perm)	Ų		0	Ų	1419 7	Ų	244	3531	:Ų	311	3531 2	1
Satd. Flow (RTOR)		7	5		18	0		3	2		2	
Confl. Peds. (#hr)			5			2			Z			-
Confl. Bikes (#hr)	0.92	0.92	0.92	0.92	0.92	2 0.92	0.92	0.92	0.92	0.92	0.92	
Peak Hour Factor			N 100 100 100	1100/100			1000 ( CALORO	1.151.151.151.1				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%	29
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#hr)												
Mid-Block Traffic (%)	(1993)	0%		(19125)	0%	8 <u>8</u> 6	2	0%	100		0%	
Adj. Flow (vph)	76	37	16	17	3	7	9	1351	21	16	1529	10
Shared Lane Traffic (%)	10			10	100	10	1					
Lane Group Flow (vph)	0	129	0	0	27	0	9	1372	0	16	1545	(
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4		22	4			2			2	
Permitted Phases	4			4	1000.000		2	(02000)000		2	227402	
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	
w/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	\$.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		A	A	
Approach Delay		51.1			30.1			5.0			8.1	
Approach LOS		D			С			A			А	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 100												
Offset: 0 (0%), Referenced t	to phase 2	NBSBar	id 6:, Star	t of Gree	n							
Control Type: Actuated-Coc	ordinated											
Maximum wc Ratio: 0.63												
Intersection Signal Delay: \$	.7			Ir	tersection	h LOS: A						
Intersection Capacity Utiliza	tion 57.4%	ć.		10	OU Level	of Service	в					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highland	d Dr								
								-	8			

PM Existing Conditions

Orlando 06/01/2016 PM Existing Conditions Shane

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	170073	4	205.0		\$	1957 10		\$			\$	0.023
raffic Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
uture Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
atd. Flow (prot)	0	1798	0	0	1775	0	0	1818	0	0	1778	0
It Permitted		0.980			0.998			0.991			0.993	
atd. 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			
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%
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)	\$0	92	22	2	34	18	8	33	5	10	39	20
hared Lane Traffic (%)												
ane Group Flow (vph)	0	194	0	0	54	0	0	46	0	0	69	0
ign Control		Stop			Stop			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized Intersection Capacity Utilizat						of Service						

PM Existing Conditions

Orlando 06/01/2016 PM Existing Conditions Shane

	٨		7	1	-	•	1	1	1	1	Ŧ	~
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	100	4		2004.2	4			\$			\$	
Fraffic 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	0
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 (%)												
ane Group Flow (vph)	0	2	0	0	60	0	0	94	0	0	217	0
Sign Control		Stop			Stop			Free			Free	
ntersection Summary												

#### PM Existing Conditions 28: Highland Ave & Driveway/Lake Highland D

Analysis Period (min) 15

Orlando 06/01/2016 PM Existing Conditions Shane

Lane Configurations Traffic Volume (wph) Future Volume (wph) Satd. Row (prot) 1 Fit Permitted 0.: Satd. Row (perm) 1: Satd. Row (perm) 1: Satd. Row (RTOR) Confl. Bikes (#hr) Peak Hour Factor 0 Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Nid-Block Traffic (%) Adj. Flow (wph) Shared Lane Traffic (%) Lane Group Flow (wph) Tum Type Po Protected Phases Permitted Phases Total Split (\$) 3	EBL 183 183 183 770 685 276 0.92 00% 2% 0 199	EBT 122 122 1775 1775 19 0.92 100% 2% 0 0%	EBR 49 49 0 0 3 0 92 100% 2% 0	WBL 9 9 0 0 0 0 0 0.92 100%	WBT 49 49 1725 0.964 1670 39 0.92	WBR 48 48 0 0 8	NBL 45 45 1770 0.151 2%1	↑ NBT ↑ 1004 1004 3534 3534 2	NBR 8 0 0 7	SBL 38 38 1770 0.223 415	SBT ↑1> 1202 1202 3511 3511 10	SBR 60 60 0
Lane Configurations Traffic Volume (vph) Future Volume (vph) Satd. Row (prot) 1 Fit Permitted 0.0 Satd. Row (perm) 1: Satd. Row (perm) 1: Satd. Row (RTOR) Confil. Reds. (##hr) Confil. Bikes (##hr) Peak Hour Factor 0 Growth Factor 10 Heavy Vehicles (%) Bus Block ages (##hr) Parking (##hr) Parking (##hr) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pr Protected Phases Permitted Phases Total Split (\$) 3	183 183 770 685 276 0.92 00% 2% 0	122 122 1775 1775 19 0.92 100% 2% 0	49 49 0 0 3 0.92 100% 2%	9 9 0 0 0 0,92 100%	49 49 1725 0.964 1670 39 0.92	48 48 0 0 8 1	45 45 1770 0.151	↑1 1004 1004 3534 3534	\$ \$ 0	38 38 1770 0.223	↑₽ 1202 1202 3511 3511	61 61 1
Traffic Volume (wph)           Future Volume (wph)           Satd. Row (prot)         1           Fit Permitted         0.           Satd. Row (perm)         1           Satd. Row (perm)         1           Satd. Row (perm)         1           Satd. Row (RTOR)         0           Confl. Bikes (#hr)         0           Peak Hour Factor         0           Growth Factor         10           Heavy Vehicles (%)         10           Bus Blockages (#hr)         10           Parking (#hr)         10           Adj. Flow (wph)         10           Shared Lane Traffic (%)         10           Lane Group Flow (wph)         10           Tum Type         Protected Phases           Permitted Phases         10           Statel Split (\$)         3	183 183 770 685 276 0.92 00% 2% 0	122 122 1775 1775 19 0.92 100% 2% 0	49 0 3 0.92 100% 2%	9 0 0 0.92 100%	49 49 1725 0.964 1670 39 0.92	48 0 0 8 1	45 45 1770 0.151	1004 1004 3534 3534	8 0 0	38 38 1770 0.223	1202 1202 3511 3511	6( (
Future Volume (vph)         Satd. Row (prot)       1         Fit Permitted       0.9         Satd. Row (perm)       1         Satd. Row (perm)       1         Satd. Row (RTOR)       1         Confl. Peds. (#hr)       0         Peak Hour Factor       0         Growth Factor       10         Heavy Vehicles (%)       10         Bus Blockages (#hr)       10         Parking (#hr)       10         Adj. Flow (vph)       10         Shared Lane Traffic (%)       10         Lane Group Flow (vph)       10         Tum Type       Point         Permitted Phases       10         Permitted Phases       10	770 685 276 ).92 )0% 2% 0	122 1775 1775 19 0.92 100% 2% 0	0 0 3 0.92 100% 2%	0 0 0.92 100%	1725 0.964 1670 39 0.92	0 0 8 1	1770 0.151	3534 3534	0	1770 0.223	1202 3511 3511	(
Satd. Row (prot)     1       Fit Permitted     0:       Satd. Row (perm)     1:       Satd. Row (RTOR)     1:       Confl. Peds. (#hr)     0       Confl. Bikes (#hr)     0       Peak Hour Factor     0       Growth Factor     10       Heavy Vehicles (%)     0       Bus Blockages (#hr)     0       Parking (#hr)     10       Mid-Block Traffic (%)     10       Adj. Flow (vph)     10       Shared Lane Traffic (%)     10       Lane Group Flow (vph)     10       Tum Type     Protected Phases       Permitted Phases     10       Total Split (%)     3	685 276 ).92 )0% 2% 0	1775 19 0.92 100% 2% 0	0 3 0.92 100% 2%	0 0.92 100%	0.964 1670 39 0.92	0 8 1	0.151	3534	0	0.223	3511	
Fit Permitted     0.       Satd. Row (perm)     1:       Satd. Row (RTOR)     1:       Corfl. Peds. (#hr)     0       Corfl. Bikes (#hr)     0       Peak Hour Factor     0       Growth Factor     10       Heavy Vehicles (%)     0       Bus Blockages (#hr)     0       Parking (#hr)     0       Mid-Block Traffic (%)     0       Adj. Flow (vph)     0       Shared Lane Traffic (%)     0       Lane Group Flow (vph)     0       Tum Type     Protected Phases       Permitted Phases     0       Total Split (%)     3	276 ).92 )0% 2% 0	19 0.92 100% 2% 0	3 0.92 100% 2%	0.92 100%	1670 39 0.92	\$ 1						ì
Satd. Row (RTOR) Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor C Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pr Protected Phases Permitted Phases Total Split (\$) 3	).92 )0% 2% 0	19 0.92 100% 2% 0	3 0.92 100% 2%	0.92 100%	39 0.92	\$ 1	281			415		(
Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor C Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pro Protected Phases Permitted Phases Total Split (\$) 3	00% 2% 0	0.92 100% 2% 0	0.92 100% 2%	100%	0.92	1		2	7		10	
Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor C Growth Factor 10 Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pro Protected Phases Permitted Phases Total Split (\$) 3	00% 2% 0	100% 2% 0	0.92 100% 2%	100%		1			7			
Confl. Bikes (#hr) Peak Hour Factor C Growth Factor 1 C Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pro Protected Phases Permitted Phases Total Split (\$) 3	00% 2% 0	100% 2% 0	100% 2%	100%								1
Peak Hour Factor     C       Growth Factor     1 C       Heavy Vehicles (%)     1 C       Bus Blockages (#hr)     Parking (#hr)       Parking (#hr)     Mid-Block Traffic (%)       Adj. Flow (vph)     Shared Lane Traffic (%)       Lane Group Flow (vph)     Tum Type       Protected Phases     Permitted Phases       Total Split (\$)     3	00% 2% 0	100% 2% 0	100% 2%	100%		A 44			1			1
Growth Factor 1 C Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Po Protected Phases Permitted Phases Total Split (\$) 3	00% 2% 0	100% 2% 0	100% 2%	100%		0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj, Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Po Protected Phases Permitted Phases Total Split (\$) 3	2% 0	2% 0	2%		100%	100%	100%	100%	100%	100%	100%	100%
Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj, Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Po Protected Phases Permitted Phases Total Split (\$) 3	0	0		2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (\$) 3				0	0	0	0	0	0	0	0	
Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (\$) 3	199	0%										
Adj, Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Pr Protected Phases Permitted Phases Total Split (\$) 3	199				0%			0%			0%	
Shared Lane Traffic (%) Lane Group Flow (wph) Tum Type Pr Protected Phases Permitted Phases Total Split (\$) 3	100	133	53	10	53	52	49	1 0 9 1	9	41	1307	65
Lane Group Flow (wph) Turn Type Pr Protected Phases Permitted Phases Total Split (s) 3		100		1.4		02	10	1001	v	-11	1001	
Tum Type Pr Protected Phases Permitted Phases Total Split (§) 3	199	186	0	0	115	0	49	1100	0	41	1372	(
Protected Phases Permitted Phases Total Split (s) 3	erm	NA		Perm	NA		Perm	NA		Perm	NA	
Permitted Phases Total Split (s) 3	onn	8		r onn	4		r.onn	6		- Conn	2	
Total Split (s) 3	8	~		4	-		6	*		2	2	
Sector Context Context Context	0.0	30.0		30.0	30.0		70.0	70.0		70.0	70.0	
	6.5	6.5		00.0	6.5		6.2	6.2		6.2	6.2	
station (19	20.1	20,1			20.1		67.2	67.2		67.2	67.2	
	0.20	0.20			0.20		0.67	0.67		0.67	0.67	
les interior and	).78	0.50			0.31		0.26	0.46		0.15	0.58	
	18.6	27.2			23.8		12.1	9.1		15.1	18.8	
NACE AND ADDRESS OF A DRESS OF A	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
and a second	18.6	27.2			23.8		12.1	9.1		15.1	18.8	
LOS	D	C			C		B	A		B	B	
Approach Delay		38.3			23.8		0	9.2		0	18.7	
Approach LOS		D			C			A			B	
Intersection Summary Cycle Length: 100												_
Actuated Cycle Length: 100												
Offset: 0 (0%), Referenced to pha	0.000	ODTI opr	A C MD TI	Plant of	Groon							
		.opilani	U O.ND IL	, otart ur	Green							
Control Type: Actuated-Coordinat Maximum v/c Ratio: 0.78	leu											
				le:	tersectio	LOPER						
Intersection Signal Delay: 17.8	5 20/	e ::					0					
Intersection Capacity Utilization 6 Analysis Period (min) 15	0.5%	0		IC.	20 Level	of Service						
Milarysis renou ((((1)) 15												
Splits and Phases: 29: N Mills /	Aven	ue & E Ma	arks St									
								1	l hear			
🕈 Ø2 (R)	_							1	Ø4		_	_

Orlando 06/01/2016 PM Existing Conditions Shane

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Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	٢	1	1	1		4ħ	
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							

Analysis Period (min) 15

PM Existing Conditions

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	SBF
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	30	138	11	21	77	48	48	223	47	68	104	14
Future Volume (vph)	30	138	11	21	77	48	48	223	47	68	104	14
Satd. Flow (prot)	0	1830	0	0	1747	0	0	1807	0	0	1811	Ċ
Fit Permitted		0.892			0.899			0.929			0.783	
Satd. Flow (perm)	0	1644	0	0	1581	0	0	1690	0	0	1443	(
Satd. Flow (RTOR)		4			31			11			5	
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	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	150	12	23	84	52	52	242	51	74	113	16
Shared Lane Traffic (%)												
Lane Group Flow (wph)	0	195	0	0	159	0	0	345	0	0	202	C
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)	50.0	50.0		50.0	50.0		50.0	50.0		50.0	50.0	
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	
v/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			С			A			А	
Approach Delay		49.4			22.9			6.6			4.1	
Approach LOS		D			С			A			A	
Intersection Summary												
Cycle Length: 100												
Actuated Cycle Length: 100												
Offset: 45 (45%), Reference	d to phase	2:SBTL,	Start of G	Green								
Control Type: Actuated-Coc	rdinated											
Maximum wc Ratio: 0.68												
Intersection Signal Delay: 1	8.2			In	tersection	LOS: B						
Intersection Capacity Utiliza	tion 44.0%	ć.		IC	CU Level (	of Service	A					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ghland Ave	e & E Mar	ks St									
Ø2 (R)					4	<b>7</b> 4						
					10 NO. T. 10	w.d.s						_
50 s					50 s							

Orlando 06/01/2016 PM Existing Conditions Shane

Lane Configurations         Image: Configuration of the second secon		٠		7	1	-	*	1	t.	1	1	Ŧ	~
Traffic Volume (vph)         18         13         12         7         10         16         8         88         12         3         42         42           Future Volume (vph)         18         13         12         7         10         16         8         88         12         3         42         42           Satd. Row (prot)         0         1756         0         0         1724         0         0         1827         0         0         1833         0           FIt Permitted         0.979         0.989         0.996         0.997         0         1833         0           Corff. Peds. (#hr)         1         1         1         1         1         1         1         1           Corff. Peds. (#hr)         1	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)       18       13       12       7       10       16       8       88       12       3       42       4         Future Volume (vph)       18       13       12       7       10       16       8       88       12       3       42       4         Satd. Row (prot)       0       1756       0       0       1724       0       0       1827       0       0       1833       0         Std. Row (prot)       0       1756       0       0       1724       0       0       1827       0       0       1833       0         Std. Row (perm)       0       1756       0       0       1724       0       0       1827       0       0       1833       0         Confl. Peds. (#hr)       1 </td <td>Lane Configurations</td> <td></td> <td>4</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>4</td> <td>17.00</td> <td></td> <td>\$</td> <td></td>	Lane Configurations		4			4			4	17.00		\$	
Future Volume (vph)         18         13         12         7         10         16         8         88         12         3         42         43           Satd. Row (prot)         0         1756         0         0         1724         0         0         1827         0         0         1833         0           Fit Permitted         0.979         0.989         0.996         0.997         0         1833         0           Satd. Row (perm)         0         1756         0         0         1724         0         0         1827         0         0         1833         0           Confl. Peds. (#hr)         1	Traffic Volume (vph)	18	13	12	7		16	8		12	3		6
Fit Permitted         0.979         0.989         0.996         0.997           Satd. Row (perm)         0         1756         0         0         1724         0         0         1827         0         0         1833         0           Confl. Peds. (#hr)         1	Future Volume (vph)	18	13	12	7	10	16	8	88	12	3	42	5
Satcl. Flow (perm)         0         1756         0         0         1724         0         0         1827         0         0         1833         0           Confl. Peds. (#hr)         1	Satd. Flow (prot)	0	1756	0	0	1724	0	0	1827	0	0	1833	¢
Confl. Peds. (#hr)         1 <th1< th="">         1         1</th1<>	Fit Permitted		0.979			0.989			0.996			0.997	
Confl. Bikes (#hr)         2         2           Peak Hour Factor         0.92         0.93	Satd. Flow (perm)	0	1756	0	0	1724	0	0	1827	0	0	1833	C
Confl. Bikes (#hr)         2         2           Peak Hour Factor         0.92         0.93	Confl. Peds. (#hr)			1	1					1	1		
Growth Factor         100%         00%										2			2
Heavy Vehicles (%)       2%       0       5       0       0       0       0       5       0       0       0       0       5       0       0       0       5       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th< td=""><td>Peak Hour Factor</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td><td>0.92</td></th<>	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
Bus Blockages (#Mr) 0 0 0 0 0 0 0 0 0 0 0 0 Parking (#Mr) Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 20 14 13 8 11 17 9 96 13 3 46 9 Shared Lane Traffic (%) Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Parking (#hr) Mid-Block Traffic (%) 0% 0% 0% Adj. Flow (vph) 20 14 13 8 11 17 9 96 13 3 46 4 Shared Lane Traffic (%) Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 20 14 13 8 11 17 9 96 13 3 46 9 Shared Lane Traffic (%) Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	C
Mid-Block Traffic (%) 0% 0% 0% 0% Adj. Flow (vph) 20 14 13 8 11 17 9 96 13 3 46 9 Shared Lane Traffic (%) Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Parking (#hr)												
Shared Lane Traffic (%) Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph) 0 47 0 0 36 0 0 118 0 0 54 0	Adj. Flow (vph)	20	14	13	8	11	17	9	96	13	3	46	6
	Shared Lane Traffic (%)												
Sign Control Stop Stop Free Free	Lane Group Flow (vph)	0	47	0	0	36	0	0	118	0	0	54	C
	Sign Control		Stop			Stop			Free			Free	

Analysis Period (min) 15

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	~ 1	4	1010		4	20.10		\$			\$	
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												

Analysis Period (min) 15

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		4		1753	\$			\$			\$	
Traffic Volume (vph)	35	549	4	13	424	14	0	1	32	\$	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
Fit 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									
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)	38	597	4	14	461	15	0	1	35	9	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	490	0	0	36	0	0	50	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized Intersection Capacity Utiliza		8				of Service						

PM Existing Conditions 41<sup>-</sup> Brookhaven Dr & Virginia Drive

Orlando 06/01/2016 PM Existing Conditions Shane

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		1					
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
Lane Configurations	Y		<b>†</b> ‡			41	
Traffic 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	
Fit 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 (wph)	223	0	764	0	0	746	
Tum Type	Prot		NA		pm++pt	NA	
Protected Phases	4		21		51	6	
Permitted Phases					6		
Total Split (s)	40.0		60.0		15.0	45.0	
Total Lost Time (s)	5.7		5.7			5.7	
Act Effct Green (s)	11.1		77.5			77.5	
Actuated g/C Ratio	0.11		0.78			0.78	
v/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	
Intersection Summary							
Cycle Length: 100							
Actuated Cycle Length: 100	)						
Offset: 0 (0%), Referenced	to phase 2	:NET, Sta	rt of Gree	n			
Control Type: Actuated-Coo	Jruinated						
Maximum v/c Ratio: 0.71	~					100.0	
Intersection Signal Delay: 6					tersection		
Intersection Capacity Utiliza	ation 67.4%			10	SO Level	of Service C	
Analysis Period (min) 15							

102 (R)		<b>A</b> Ø4	
0 s		40 s	
🖌 øs	🖌 ø6		
15 s	45 s		

Orlando 06/01/2016 PM Existing Conditions Shane

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	5	17	ሻሻ	<b>^</b>	<b>≜</b> î,		
Traffic Volume (vph)	164	781	506	1135	1082	77	
Future Volume (vph)	165	781	506	1259	1169	78	
Satd. Flow (prot)	1770	2787	3433	353.9	3501	Ő	
Fit Permitted	0.950	21.01	0.950	0000	0001		
Satd. Flow (perm)	1770	2787	3433	353.9	3501	0	
Satd. Flow (RTOR)	TH V	16	0400	0000	6		
Confl. Peds. (#hr)		1.4			~	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)	270	270	270	270	270	0	
Parking (#hr)	.0	v	Ŷ	Ų	V.	×.	
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	224	1061	688	1711	1588	106	
Shared Lane Traffic (%)	224	1001	~~~	1111	1000	100	
Lane Group Flow (wph)	224	1061	688	1711	1694	0	
Tum Type	Prot	pt+ov	Prot	NA	NA	v	
Protected Phases	4	41	1	6	2		
Permitted Phases	4	41	100	•	2		
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)	27.8	65.2	30.3	106.5	69.2		
Actuated g/C Ratio	0.19	0.43	0.20	0.71	0.46		
w/c Ratio	0.68	0.43	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	3.8	74.8		
LOS	60.2 E	20.0 C	101.0 F	A	74.0 E		
Approach Delay	35.1	0	102	31.8	74.8		
Approach LOS	00.1			01.0 C	(4.0 E		
Intersection Summary							
Cycle Length: 150							
Actuated Cycle Length: 150	)						
Offset: 54 (36%), Reference		2:SBT a	nd 6:NB T	. Start of	Green		
Control Type: Actuated-Co	and the second second second second						
Maximum v/c Ratio: 1.05							
Intersection Signal Delay: 4	6.2			In	tersection	n LOS: D	
Intersection Capacity Utiliza		,				of Service E	
Analysis Period (min) 15				1997			

#### PM No Build 9 E Dringston St



Orlando 06/01/2016 PM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	<b>†</b> †	1	٦	<b>*††</b>		٦	<b>≜</b> î,	_	٦	<b>^</b>	i
Traffic Volume (vph)	233	\$19	308	52	765	53	264	389	44	198	327	50
Future Volume (vph)	233	828	333	52	769	53	292	433	44	200	353	50
Satd. Flow (prot)	1770	3539	1583	1770	5028	0	1770	3482	0	1770	3539	158
Fit Permitted	0,101			0.119			0.268			0.259		
Satd. Flow (perm)	188	3539	1564	222	5028	0	499	3482	0	482	3539	155
Satd. Flow (RTOR)			243		7			7				6
Confl. Peds. (#/hr)						4			5			
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	0.9
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	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	68;
Shared Lane Traffic (%)												
Lane Group Flow (wph)	317	1125	452	71	1117	0	397	648	0	272	480	68;
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	
Permitted Phases	*	Ť	8	4			6			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.
Act Effct Green (s)	70.0	46.0	72.4	52.0	33.7		67.3	42.0		56.0	35.9	66.
Actuated g/C Ratio	0.47	0.31	0.48	0.35	0.22		0.45	0.28		0.37	0.24	0.4
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	\$7.3	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	\$7.3	\$.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	[
Approach Delay		64.8			56.7		_	51.1		_	45.6	
Approach LOS		E			E			D			D	
Intersection Summary												
Cycle Length: 150												-
Actuated Cycle Length: 15	û.											
Offset: 36 (24%), Referenc		2-SBTI	and 6:NB	TI Stort	of Green							
Control Type: Actuated-Co		2.0011		nic, otari	or oreen							
Maximum v/c Ratio: 1.04	orainatea											
Intersection Signal Delay: 6	55.5			in	tersection	108° E						
Intersection Capacity Utiliza		%			CU Level		G					
Analysis Period (min) 15		(*))				51 001 0100						
	0	0 E Driv	voton Ot									
Chite and Phaces: D: N.												
Splits and Phases: 2: N	Orange Ave	2 (R)	iceton at		1	<u>54</u>			1	<b>0</b> 3		

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### PM No Build

Orlando 06/01/2016 PM No Build Shane

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Synchro 9 Report Page 2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> î,		٦	1	1	ሻ	<b>†</b> 1>	-	٦	<b>↑</b> 1≽	
Traffic Volume (vph)	126	457	122	108	286	183	109	1064	159	326	1319	8
Future Volume (vph)	188	485	129	108	311	183	159	1126	167	326	1319	16
Satd. Flow (prot)	1770	3408	0	1770	1863	1583	1770	3465	0	1770	3465	1
Fit Permitted	0.119			0.137			0.950			0.950		
Satd. Flow (perm)	222	3408	0	255	1863	1553	1770	3465	0	1770	3465	1
Satd. Flow (RTOR)		21				70		13			12	
Confl. Peds. (#hr)			11			3			1			1
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	0.9
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	0	0	0	0	0	0	
Parking (#hr)		Ť										
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	255	659	175	147	423	249	216	1530	227	443	1792	227
Shared Lane Traffic (%)	200	000	110	140	420	240	-217	1000	221	440	1102	
Lane Group Flow (wph)	255	834	0	147	423	249	216	1757	0	443	2019	,
Tum Type	pm+pt	NA	0	pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	9 pm -pt	8		рш-рг 7	4	5	1	6		5	2	
Permitted Phases	8	\$		4	4	4	аг. -	0		0	2	
	18.0	40.4		13.6	36.0	31.0	20.0	65.0		31.0	76.0	
Total Split (s) 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)	44.8	33.7		37.2	29.3	55.0	13.7	58.6		25.0	69.6	
	44.0 0.30	0.22		0.25	0.20	0.37	0.09	0.39		0.17	0.46	
Actuated g/C Ratio w/c Ratio	1.41	1.07		1.07	1.17	0.40	1.34	1.29		1.50	1.25	
	244.8	103.5		138.6	151.7	17.5	218.1	161.9		273.7	139.8	
Control Delay	244.8	0.0		0.0	0.0	0.0		1.3		0.0		
Queue Delay Total Dalay		103.5		138.6	151.7	17.6	0.0 218.1	163.2		273.7	0.2 139.9	
Total Delay	244.8											
LOS	F	F		F	F	В	F	F		F	F	
Approach Delay		136.6			108.6			169.2			164.0	
Approach LOS		F			F			F			F	
ntersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 3 (2%), Referenced	to phase 2	SBT and	6:NBT, 8	Start of Gr	een							
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 1.50												
Intersection Signal Delay: 1	53.8			In	tersectio	n LOS: F						
Intersection Capacity Utiliza	ation 116.49	6		10	OU Level	of Service	H					
Analysis Period (min) 15												
		-	_									
Splits and Phases: 4: N I	Mills Avenu	e & Virgin	nia Drive		100		1.4		1 alto			_
🕈 Ø2 (R)					1	Ø1	1	Ø3	10	ð4		
76 s							18 s		36 s			
+				1			1	Ø7	408			
Ø6 (R)												

#### PM No Build 4: N Mills Avenue & Virginia Driv

Orlando 06/01/2016 PM No Build Shane

	1	*	Ť	1	1	ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٦	1	1	7		412	
Traffic Volume (vph)	199	263	544	232	352	441	
Future Volume (vph)	199	299	580	232	375	469	
Satd. Flow (prot)	1770	1583	1863	1583	0	3461	
Fit Permitted	0.950					0.522	
Satd. Flow (perm)	1770	1583	1863	1547	0	1847	
Satd. Flow (RTOR)		272		311			
Confl. Peds. (#hr)				2			
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%	
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	270	406	788	315	510	637	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	270	406	788	315	0	1147	
Tum Type	Prot	Prot	NA	Perm	pm+pt	NA	
Protected Phases	4	4	6	1 Onti	5	2	
Permitted Phases				6	2	_	
Total Split (s)	27.0	27.0	35.2	35.2	12.8	48.0	
Total Lost Time (s)	5.9	5.9	5.7	5.7		5.7	
Act Effct Green (s)	16.4	16.4	47.0	47.0		47.0	
Actuated g/C Ratio	0.22	0.22	0.63	0.63		0.63	
v/c Ratio	0.70	0.73	0.68	0.29		1.81dl	
Control Delay	33.0	15.9	9.8	0.6		49.1	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	33.0	15.9	9.8	0.6		49.1	
LOS	C	B	A	A		D	
Approach Delay	22.7	0	7.2			49.1	
Approach LOS	C		A			D	
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75				-			
Offset: 39 (52%), Referenci		2:SBTL	and 6:NB	T, Start o	f Green		
Control Type: Actuated-Co	ordinated						
Maximum wc Ratio: 0.99							
Intersection Signal Delay: 2						n LOS: C	
Intersection Capacity Utiliza	ation 92.0%	)		10	CU Level	of Service F	
Analysis Period (min) 15							
dl Defacto Left Lane. Re	code with 1	though la	ane as a l	ett lane.			
Splits and Phases: 7: On							
	ange Ave &	1 0 moli mim					

### PM No Build



Orlando 06/01/2016 PM No Build Shane

	٠		7	1	-	*	1	t	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> ₽			<b>^</b>		٦	1	1	٦	<b>↑</b>	1
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				0.827					0.750		
Satd. Flow (perm)	503	3439	0	0	2910	0	1863	1863	1583	1397	1863	1557
Satd. Flow (RTOR)		25			4				109			317
Confl. Peds. (#/hr)			2									2
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	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%	29
Bus Blockages (#hr)	0	0	0	0	0	2,0	0	0	270	0	2,0	27
Parking (#hr)		v	v	v	v.	~	v	0	v	V	0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	183	1143	216	33	\$55	30	118	11	41	115	39	317
Shared Lane Traffic (%)	100	1140	210	00	000	- 00	110	11	41	110	03	011
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	NA	custor
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6	*		2	-		4		2	8		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
v/c 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	
Approach Delay	~	3.0			7.4		E	55.7	~		22.0	
Approach LOS		3.0 A			7.4 A			E			22.0 C	
		~			· A			C			0	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 15	0											
Offset: 42 (28%), Referenc	ed to phase	2:WBTL	, Start of	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.61												
Intersection Signal Delay: 1	0.1			In	tersectio	h LOS: B						
Intersection Capacity Utiliza	ation \$5.8%	, ,		IC	U Level	of Service	εE					
Analysis Period (min) 15												
Splits and Phases: \$: Alo	den Road &	. E Princel	ton St									
+			44.4000S1			37	<u>م</u>	-	ø4		₩ø3	
/ √/ Ø2 (R) 89 s						14	191	24 5	94	21	- 103 Is	
HALF.								612				

## PM No Build

Orlando 06/01/2016 PM No Build Shane

9: North Alden							12/17/2010
	٨	7	1	Ť	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			et.	4Î		
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							

Analysis Period (min) 15

Orlando 06/01/2016 PM No Build Shane

	٠		7	1	+	*	1	<b>†</b>	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4	_		\$	
Traffic Volume (vph)	64	450	33	35	382	55	22	60	80	29	31	32
Future Volume (vph)	64	468	38	113	405	70	35	71	111	40	37	32
Satd. Flow (prot)	0	1835	0	0	1815	0	0	1720	0	0	1758	0
Fit Permitted		0.994			0.990			0.992			0.982	
Satd. Flow (perm)	0	1835	0	0	1815	0	0	1720	0	0	1758	0
Confl. Peds. (#hr)												
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)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	\$7	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	

Analysis Period (min) 15

Orlando 06/01/2016 PM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	12	\$	5.0	1753	4	2011		\$	1927		\$	
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	
Intersection Summary												

#### PM No Build 15: Alden Rd & South Alden/Brookhaven Dr

Analysis Period (min) 15

Orlando 06/01/2016 PM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	Þ			र्स	1	٦	<b>†</b> ‡		٦	<b>†</b> ‡	
Traffic Volume (vph)	48	42	49	18	31	236	92	1018	14	365	1361	10:
Future Volume (vph)	48	42	49	18	31	236	92	1142	14	365	1448	105
Satd. Flow (prot)	1770	1697	0	0	1829	1583	1770	3531	0	1770	3499	3
Fit Permitted	0.714				0.608		0.950			0.950		
Satd. Flow (perm)	1330	1697	0	0	1133	1558	1770	3531	0	1770	3499	1
Satd. Flow (RTOR)		38		*		321		1			8	
Confl. Peds. (#hr)			3			2			1			
Confl. Bikes (#hr)			ĩ			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	0.9
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)	2,0	0	0	0	0	2,0	0	0	0	0	0	
Parking (#hr)	~	× ×	•	•	v.		Ŷ	•	•	v.		
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	57	67	24	42	321	125	1552	19	496	1967	14
Shared Lane Traffic (%)	00	-07	07.5	24	42	021	120	1002	13	490	1907	144
(an initial) initial and and and	65	124	0	0	66	321	125	1571	0	496	2115	j
Lane Group Flow (vph)		NA	v	Perm				NA	0	Prot		
Tum Type Protostad Phases	pm+pt	NA 8		Perm	NA 4	custom	Prot 1	NA 6		P101 5	NA 2	
Protected Phases	3	×			4	0	4	\$		D	2	
Permitted Phases	8	110		4	245	8	45.5	010		10.0	005	
Total Split (s)	9.5	44.0		34.5	34.5	44.0	15.5	64.0		42.0	90.5	
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			80.0	0.13	0.12	0.39		0.36	0.63	
w/c 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	59.6	46.6			113.4	12.7	62.6	\$\$.5		38.6	72.7	
LOS	E	D			F	В	E	F		D	E	
Approach Delay		51.1			29.8			86.6			66.3	
Approach LOS		D			С			F			E	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150 Offset: \$ (5%), Referenced Control Type: Actuated-Co Maximum wc Ratio: 1.14	to phase 2.	:SBT and	6:NB T, S	tart of Gr	een							
ntersection Signal Delay: 6	9.9			In	tersectio	n LOS: E						
Intersection Capacity Utiliza						of Service	E					
Analysis Period (min) 15		á.		I.								

### PM No Build 22: N Mills Avenue & Nebraska St

 Splits and Phases:
 22. N Mills Avenue & Neoraska St

 Ø3 Ø1
 Ø2 (R)

 Ø3 Ø1
 Ø2 (R)

 Ø5
 Ø6 (R)

 42 s
 64 s

Orlando 06/01/2016 PM No Build Shane

	٨	-+	7	1	-	*	1	Ť	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		٦	<b>†</b> 1>		٦	<b>≜</b> t}	
Traffic Volume (vph)	70	34	29	16	3	6	18	1261	19	15	1413	1
Future Volume (vph)	140	38	132	16	3	6	41	1311	19	15	1420	1
Satd. Flow (prot)	0	1705	0	0	1741	0	1770	3531	0	1770	3531	
Fit Permitted		0.839			0.689		0.043			0.063		
Satd. Flow (perm)	0	1463	0	0	1238	0	\$0	3531	0	117	3531	
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	0.9
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	0	0	0	0	0	0	
Parking (#hr)					•					•		
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	190	52	179	22	4	8	56	1781	26	20	1929	2
Shared Lane Traffic (%)												_
Lane Group Flow (wph)	0	421	0	0	34	0	56	1807	0	20	1951	
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2	_		2	-	
Fotal Split (s)	44.0	44.0		44.0	44.0		106.0	106.0		106.0	106.0	
Total Lost Time (s)		6.3		11.4	6.3		6.2	6.2		6.2	6.2	
Act Effct Green (s)		37.7			37.7		99.8	99.8		99.8	99.8	
Actuated g/C Ratio		0.25			0.25		0.67	0.67		0.67	0.67	
/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	
_05		120.0			D		F	B		A	B	
Approach Delay		123.8			36.3			23.1		· •	12.8	
Approach LOS		F			D			C			B	
ntersection Summary												_
Cycle Length: 150												-
Actuated Cycle Length: 150	)											
Offset: 128 (85%), Reference		e 2'NBSE	and 6	Start of G	ireen							
Control Type: Actuated-Coo					10.00							
Maximum v/c Ratio: 1.10												
ntersection Signal Delay: 2	84			In	tersection	108° C						
ntersection Capacity Utiliza					CU Level		C					
Analysis Period (min) 15					50 20001	54 001 000						
Splits and Phases: 25: N	Mills Aven	ue & Lake	Hidhlan	d Dr								
	NULL AVGIN		Signati	a 101				-	Ø4			
<b>↓</b> Ø2 (R)								250	774			

#### PM No Build 25: N Mills Avenue & Lake Highland Di

Orlando 06/01/2016 PM No Build Shane

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations		\$	205.0		\$			\$			\$	
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
Satd. Flow (prot)	0	1820	0	0	1801	0	0	1816	0	0	1771	0
Tt Permitted		0.986			0.998			0.991			0.972	
Satd. Flow (perm)	0	1820	0	0	1801	0	0	1816	0	0	1771	0
Confl. Peds. (#hr)	3		3	3		3	15					15
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%
leavy 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%	
vdj. Flow (vph)	110	260	27	3	73	23	10	41	7	109	49	30
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	397	0	0	99	0	0	58	0	0	188	0
Sign Control		Stop			Stop			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized ntersection Capacity Utiliza						of Service						

## PM No Build 27: Ferris Ave & Lake Highland Dr

Orlando 06/01/2016 PM No Build Shane

	٦	-+	7	1	+	*	1	Ť	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100	\$		2010.0	4			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												

### PM No Build 28: Highland Ave & Driveway/Lake Highland Dr

Analysis Period (min) 15

Orlando 06/01/2016 PM No Build Shane

	٠		7	1	-	*	1	t	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	ţ,			4		٦	<b>†</b> Ъ	-	7	<b>≜</b> t≽	
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	(
Fit Permitted	0.697				0.963		0.094			0.102		
Satd. Flow (perm)	1298	1775	0	0	1665	0	175	3535	0	190	3511	(
Satd. Flow (RTOR)		6			15			1			8	
Confl. Peds. (#/hr)			3			8			7			3
Confl. Bikes (#hr)			2			2			5			0
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)		Ť										
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	249	170	68	12	68	69	63	1459	11	56	1779	82
Shared Lane Traffic (%)	- 10									•••		
Lane Group Flow (vph)	249	238	0	0	149	0	63	1470	0	56	1861	C
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)	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)	19.7	19.7			19.7		42.6	42.6		42.6	42.6	
Actuated g/C Ratio	0.26	0.26			0.26		0.57	0.57		0.57	0.57	
v/c Ratio	0.73	0.51			0.33		0.64	0.73		0.52	0.93	
Control Delay	37.1	25.5			20.3		50.5	16.6		24.6	23.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	37.1	25.5			20.3		50.5	16.6		24.6	23.9	
LOS	D	C			C		D	В		C	C	
Approach Delay		31.4			20.3		-	18.0		-	23.9	
Approach LOS		С			С			В			C	
Intersection Summary												
Cycle Length: 75												
Actuated Cycle Length: 75												
Offset: 71 (95%), Reference	ed to phase	2:SBTL	and 6:NB	TL, Start	of Green							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 0.93												
ntersection Signal Delay: 2	2.4			Ir	tersection	h LOS: C						
ntersection Capacity Utiliza	ation 87.7%	,		10	OU Level	of Service	Ε					
Analysis Period (min) 15												
Splits and Phases: 29: N	Mills Aven	110 & F M	arks St									
opino ana mases. 23. N	NULLS AVEL	45 GL 101	and of			-						-
🕈 🖤 Ø2 (R)						Ø	4					
41.5 s						33.5 s						
● <b>1</b> Ø6 (R)						4	B					
1 20 (K)			_			- 90			_			_

### PM No Build

Orlando 06/01/2016 PM No Build Shane

	F	٤	*	1	6	*	
Lane Group	WBL	WBR	NET	NER	SWL	SWT	
Lane Configurations	۲	7	1	1		<b>4</b> Ъ	
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							

PM No Build 32: N Orange Ave & Alden Rd

Orlando 06/01/2016 PM No Build Shane

	٨	7	1	t	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		5.0	ŧ	eî.		
Traffic Volume (vph)	0	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)	\$5	0	0	200	256	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza	ation 12.0%	1		10	CU Level	of Service A	

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

Orlando 06/01/2016 PM No Build Shane

	٨	-+	7	1	-	*	1	Ť	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4		dist or being	4			\$		1000000	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	(
Fit Permitted	*	0.902			0.923			0.913			0.754	
Satd. Flow (perm)	0	1663	0	0	1625	0	0	1663	0	0	1392	C
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	(
Parking (#hr)		•			•					•		Ĩ
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 (%)												
Lane Group Flow (vph)	0	248	0	0	202	0	0	461	0	0	276	C
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)		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	
Control Delay		17.9			12.2			13.6			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.9			12.2			13.6			11.4	
LOS		В			В			В			В	
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.)	6											
Control Type: Semi Act-Und	coord											
Maximum v/c Ratio: 0.60												
Intersection Signal Delay: 1	3.7			Ir	tersection	n LOS: B						
Intersection Capacity Utiliza	ation 52.5%	)		10	CU Level	of Service	eΑ					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ighland Ave	e & E Mar	ks St									
₩ø2			ana tanà		2	Ø4						
▼ 104 26 s					24	5						
						4						
<b>≜</b> ¶ Ø6						<b>P</b> Ø8						_
26.6			1		24	-						

## PM No Build

Orlando 06/01/2016 PM No Build Shane

Lane Group Lane Configurations	EBL	EBT					7		1		+	*
Lane Configurations		EBI	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		\$	22.10	1078	\$			\$	17.00		\$	
Traffic Volume (vph)	18	13	12	7	10	16	8	88	12	3	42	5
Future Volume (vph)	18	34	38	56	31	39	8	88	19	22	42	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	
ntersection Summary												
Control Type: Unsignalized												
ntersection Capacity Utilizat	tion 22.5%			10	CU Level	of Service	A					

### PM No Build 37 Ferris Ave & Brookhaven Dr

Orlando 06/01/2016 PM No Build Shane

*	-
SBT	SB
\$	
0	
0	
1713	
0.970	
1713	
0.92	0.9
125%	1259
2%	29
0	
0%	
0	
13	
Stop	

### PM No Build 0 Minginia Driv

Orlando 06/01/2016 PM No Build Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			\$	
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												
Control Type: Unsignalized												
Intersection Capacity Utiliza	tion 69.1%			10	CU Level	of Service	C					

### PM No Build Dr. 9. Virginia Driv

Orlando 06/01/2016 PM No Build Shane

	*	۲	*	4	¥	×	
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
Lane Configurations	Y		<b>≜</b> t≽			412	
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	
Fit 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	\$2	336	861	
Shared Lane Traffic (%)							
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					6		
Total Split (s)	27.7		47.3		12.7	34.6	
Total Lost Time (s)	5.7		5.7			5.7	
Act Effct Green (s)	17.7		45.9			45.9	
Actuated g/C Ratio	0.24		0.61			0.61	
w/c Ratio	0.81		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	С		В			E	
Approach Delay	34.9		10.1			56.8	
Approach LOS	С		В			E	
ntersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 74 (99%), Reference	ed to phase	2:NET. 8	Start of G	reen			
Control Type: Actuated-Coc	operation of the second			10,747			
Maximum wc Ratio: 1.05							
ntersection Signal Delay: 3	4.1			lt	ntersection	h LOS: C	
ntersection Capacity Utiliza						of Service E	
Analysis Period (min) 15							
I Defacto Left Lane. Rec	ode with 1	though la	ine as a li	eft lane			
Phase conflict between I							
x	910 CP						

### PM No Build 45: N Orange Ave & Highland Ave



	٨		+	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्भ	f)		٦	1	
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	
Fit 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						of Service A	

PM No Build					
50: Brookhaven	Dr & Vi	r. Dr. E	East N	/ixed U	se

Orlando 06/01/2016 PM No Build Shane

### PM Alden #1 1: N Mills Avenue

	٨	7	1	Ť	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
ane Configurations	5	77	ኘኘ	<b>^</b>	<b>↑</b> Ъ	200 AU 100	
Traffic Volume (vph)	164	781	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)		18			7		
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)	0	0	0	0	0	0	
Parking (#ĥr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	226	1061	688	1673	1510	125	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	226	1061	688	1673	1635	0	
Tum Type	Prot	pt+ov	Prot	NA	NA		
Protected Phases	4	41	1	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)	27.8	66.4	31.5	106.5	68.0		
Actuated g/C Ratio	0.19	0.44	0.21	0.71	0.45		
//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	3.5	70.6		
LOS	E	С	F	A	E		
Approach Delay	30.9			27.1	70.6		
Approach LOS	С			С	E		
ntersection Summary							
Cycle Length: 150							
Actuated Cycle Length: 150	r						
Offset: 50 (33%), Reference		2:SBT a	nd 6 NR T	Start of	Green		
Control Type: Actuated-Coo	Distance of the second			,			
Maximum wc Ratio: 1.03							
ntersection Signal Delay: 4	15			Ir	tersectio	n108 <sup>.</sup> D	
ntersection Capacity Utiliza						of Service E	
Analysis Period (min) 15							
	dills Avenu	e					1.4
<b>\$</b> Ø1		Ø2 (R)	)				<b>↓</b> Ø4
38.6 s	75	s					36.4 s
¶ø6 (R)							

Orlando 06/01/2016 PM Alden #1 Shane

	٠		7	1	-	*	1	t	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	5	<b>†</b> †	1	7	<b>*††</b>		7	<b>†</b> ‡		٦	<b>^</b>	i
Traffic Volume (vph)	233	777	317	52	\$07	54	264	389	44	198	327	50
Future Volume (vph)	233	834	365	52	817	55	285	422	44	213	377	50
Satd. Flow (prot)	1770	3539	1583	1770	5033	0	1770	3483	0	1770	3539	158
Fit Permitted	0.096			0.113			0.471			0.455		
Satd. Flow (perm)	179	3539	1583	210	5033	0	\$77	3483	0	848	3539	154
Satd. Flow (RTOR)			261		7			7				6
Confl. Peds. (#/hr)						4			5			
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	0.9
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	0	0	0	0	0	0	
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	317	1133	496	71	1110	75	387	573	60	289	512	68:
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	1133	496	71	1185	0	387	633	0	289	512	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	pinto
Permitted Phases	*	×	8	4	- T		6			2	-	
Total Split (s)	35.2	53.0	33.0	23.7	41.5		33.0	41.8		31.5	40.3	35.
Total Lost Time (s)	5.7	6.0	5.9	5.7	6.0		5.9	6.2		6.1	6.2	5.
Act Effct Green (s)	71.0	47.0	74.2	53.8	35.5		35.9	35.6		34.2	34.1	64.
Actuated g/C Ratio	0.47	0.31	0.49	0.36	0.24		0.24	0.24		0.23	0.23	0.4
v/c Ratio	0.80	1.02	0.54	0.27	0.99		1.04	0.76		0.83	0.64	0.9
Control Delay	67.9	\$3.0	8.3	29.7	59.4		99.3	50.3		77.4	56.5	49.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.
Total Delay	67.9	\$3.0	8.3	29.7	59.4		99.3	50.3		77.4	56.5	49.3
LOS	E	50.0 F	A.	20.7 C	600.4 E		55.5 F	D		E	E	43.
Approach Delay	- <b>-</b>	61.5	~	0	57.7		15	68.9		L.	57.3	
Approach LOS		E			E			00.9 E			E	
		Ľ			L.			L				
Intersection Summary												_
Cycle Length: 150												
Actuated Cycle Length: 15												
Offset: 36 (24%), Referenc		2:SBTL	and 6:NE	TL, Start	of Green							
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 1.04												
Intersection Signal Delay: 6					tersection		-					
Intersection Capacity Utiliz	ation 103.39	%		10	CU Level	of Service	e G					
Analysis Period (min) 15												
Splits and Phases: 2: N	Orange Ave	& E Prin	iceton St									
OUND driv Fridses. Z N												
	1	2 (R)			1	22			1	Ø3		

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### PM Alden #1 2: N Orange Ave & E Princeton St

Orlando 06/01/2016 PM Alden #1 Shane Ø5

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Ø6 (R)

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	٨	-+	7	1	+	A.	1	T.	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	5	<b>≜</b> t≽		7	1	1	7	<b>≜</b> t}		7	<b>≜</b> ⊅	
Traffic Volume (vph)	126	457	122	108	243	183	109	1064	158	326	1341	80
Future Volume (vph)	222	501	137	108	299	183	140	1064	158	326	1341	105
Satd. Flow (prot)	1770	3404	0	1770	1863	1583	1770	3465	0	1770	3491	i
Fit Permitted	0.114			0.141			0.950			0.950		
Satd. Flow (perm)	212	3404	0	263	1863	1654	1770	3465	0	1770	3491	1
Satd. Flow (RTOR)		22				116		13			7	
Confl. Peds. (#/hr)			11			3			1			(
Confl. Bikes (#hr)			2			3			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	0.9
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)		Ť	*	~	×.		*	×	~			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	302	681	186	147	406	249	190	1446	215	443	1822	143
Shared Lane Traffic (%)	002	V01	100	141	400	240	100	1440	210	440	1022	144
Lane Group Flow (vph)	302	867	0	147	406	249	190	1661	0	443	1970	(
Tum Type		NA		pm+pt	NA NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	pm+pt 3	8		рш-рг 7	4	pm+00 5	1	6		5	2	
Permitted Phases	8	\$		4	4	4	310	0		0	2	
Total Split (s)	21.0	41.8		14.2	35.0	31.0	19.0	63.0		31.0	75.0	
ALL VICTOR CHOWING AND AND AND A	6.8	41.¢ 6.7		6.2	6.7	6.0	6.3	6.4		6.0	6.4	
Total Lost Time (s)	49.2	35.1		36.8	28.3	54.0	12.7	56.6		25.0	68.6	
Act Effct Green (s)	49.2	0.23		0.25	0.19	0.36	0.08	0.38		0.17	0.46	
Actuated g/C Ratio v/c Ratio	1.39	1.07		1.02	1.16	0.39	1.28	1.26		1.50	1.23	
	235.5	106.1		121.9	149.9	12.8	207.7	158.7		273.0	135.7	
Control Delay	230.0	0.0		0.0	0.0	0.0	0.0			0.0	0.5	
Queue Delay Total Dalay	235.5	106.1		121.9	149.9	12.9	207.7	1.1 159.8		273.0	136.1	
Total Delay	230.0 F	106.1 F		121.9 F	149.9 F	12.9 B	207.7 F	109.8 F		273.0 F	136.1 F	
LOS Annuarah Dalau	F			r-		В	F	5125 (co.) 510		F		
Approach Delay		139.6 F			102.2 F			164.7			161.3 F	
Approach LOS		F			F			F			F	
Intersection Summary												
Cycle Length: 150 Actuated Cycle Length: 15 Offset: 4 (3%), Referenced Control Type: Actuated-Co	to phase 2	:SBT and	6:NB T, S	Start of Gr	een							
Maximum wc Ratio: 1.50												
Intersection Signal Delay: 1						n LOS: F						
Intersection Capacity Utiliz	ation 116.49	%		10	CU Level	of Service	ŧН					
Analysis Period (min) 15												
Polita and Disasas 4:14	rainia Drivo	P. M. Milla	Augentia									
Splits and Phases: 4: Vir	rginia Drive	& IN MILLS	Avenue						44	8		_
<b>N</b> Ø1 🛛 🖢 🕈 Ø2	(R)						10	13	1	Ø4		_
19 s 75 s				<b>\$</b> 05			21 s		35 s			

### PM Alden #1 O NENGUA A

Orlando 06/01/2016 PM Alden #1 Shane

	1	*	t.	1	1	ŧ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	٦	1	1	1		44	
Traffic Volume (vph)	180	249	544	232	358	461	
Future Volume (vph)	208	277	570	254	358	559	
Satd. Flow (prot)	1770	1583	1863	1583	0	3472	
Fit Permitted	0.950					0.545	
Satd. Flow (perm)	1770	1583	1863	1538	0	1929	
Satd. Flow (RTOR)		284		295			
Confl. Peds. (#hr)		204		200			
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%	
	270	270	270	270	270	2%	
Bus Blockages (#hr)	0	v	Ų	Ų	Ų.	0	
Parking (#hr)	0%		0%			0%	
Mid-Block Traffic (%)		070		245	100		
Adj. Flow (vph)	283	376	774	345	486	760	
Shared Lane Traffic (%)		070				10.10	
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	0.020	
Total Split (s)	35.0	35.0	102.2	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	
v/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	7.4	10.5	1.8		18.4	
LOS	E	A	В	A		В	
Approach Delay	28.8		7.8			18.4	
Approach LOS	C		A			В	
Intersection Summary							
Cycle Length: 150							
Actuated Cycle Length: 150	0						
Offset: 65 (43%), Referenci		2:SBTL:	and 6:NB	T, Start o	f Green		
Control Type: Actuated-Co	ordinated						
Maximum v/c Ratio: 0.89							
Intersection Signal Delay: 1	6.7			ir	tersectio	n LOS: B	
Intersection Capacity Utiliza		č.		10	CU Level	of Service F	
Analysis Period (min) 15							
I Defacto Left Lane. Rei	code with 1	though la	ane as a li	eft lane.			
Colita and Discourse 7. Au	ongo 0 0	Manufactor	Deiter				
Splits and Phases : 7: 0r	ange Ave 8	virginia	urive				

# PM Alden #1

106 (R) Orlando 06/01/2016 PM Alden #1 Shane

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8: Alden Road & E			~	1	-	A.	•	t	~	4	Ļ	17/2016
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> ‡			<b>^</b>		٦	1	7	3	4	7
Traffic Volume (vph)	135	841	148	23	629	22	83	8	29	85	26	23
Future Volume (vph)	135	841	220	38	629	22	94	8	31	85	27	23
Satd. Flow (prot)	1770	3409	0	0	3508	0	1770	1863	1583	1770	1863	158
Fit Permitted	0.262	3403	.0		0.705	0	1000	1000	1000	0,750	1000	100
Satd. Flow (perm)	488	3409	0	0	2481	0	1863	1863	1563	1397	1863	155
Satd. Flow (RTOR)	400	42	0	<b>.</b>	2401	0	1000	1000	1003	1007	1000	31
Confl. Peds. (#hr)		42	2		4/				102			01
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	
		100 C C C C C	A STATE OF A									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 (%)	111	0%			0%	10		0%			0%	
Adj. Flow (vph) Shared Lane Traffic (%)	183	1143	299	52	\$55	30	128	11	42	115	37	317
Lane Group Flow (vph)	183	1442	0	0	937	0	128	11	42	115	37	317
Tum Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custon
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		2	8		(
Total Split (s)	17.0	100.0		11.0	94.0		16.0	28.0	94.0	11.0	23.0	100.0
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)	112.6	112.6			99.6		17.1	6.5	99.6	23.8	8.4	112.6
Actuated g/C Ratio	0.75	0.75			0.66		0.11	0.04	0.66	0.16	0.06	0.76
wc Ratio	0.43	0.56			0.57		0.63	0.14	0.04	0.42	0.36	0.2
Control Delay	4.0	2.0			9.8		73.7	72.2	0.1	59.9	76.8	1.2
Queue Delay	0.0	0.3			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.0	2.3			9.8		73.7	72.2	0.1	59.9	76.8	1.2
LOS	A	A			A		E	E	A	E	E	1
Approach Delay		2.5			9.8			56.5			21.5	
Approach LOS		A			A			E			С	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 52 (35%), Referenci		2:WBTL	, Start of	Green								
Control Type: Actuated-Co	ordinated											
Maximum wc Ratio: 0.63												
Intersection Signal Delay: 1					tersection							
Intersection Capacity Utiliza	ation \$5.8%			10	CU Level	of Service	εE					
Analysis Period (min) 15												
Splits and Phases: 8: Ald	den Road &	. E Prince	ton St								1	
(m)							1	j1	<b>1</b> ø4			1
Ø3 Ø2 (R) 94 s							17 6	1	1 1/04			1.0
81.8							17.5		20.5		1	1 2
A JA												

# PM Alden #1

Orlando 06/01/2016 PM Alden #1 Shane

	٠	>	1	Ť	Ļ	~	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٢	1		et.	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							

Orlando 06/01/2016 PM Alden #1 Shane

Lane Configurations         Image: Configuration of the second secon		٠		7	1	+	*	1	t	1	1	ŧ	~
Traffic Volume (vph)         64         429         33         25         392         6         22         76         80         24         31         33           Future Volume (vph)         66         449         33         74         436         10         27         77         158         71         91         33           Satd. Row (prot)         0         1837         0         0         1844         0         0         1703         0         0         1783         0           Fit Pemitted         0.994         0.993         0.995         0.983         0.983         0.983         0.983         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         0         0         0         0         0         0         0	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)         64         429         33         25         392         6         22         76         80         24         31         33           Future Volume (vph)         66         449         33         74         436         10         27         77         158         71         91         33           Satd. Row (prot)         0         1837         0         0         1844         0         0         1703         0         0         1783         0           Fit Pemitted         0.994         0.993         0.995         0.983         0.983         0.983         0.983         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         1783         0         0         0         0         0         0         0         0         0	Lane Configurations	10.73	4	1.5.10		4			\$	179.0		\$	
Satd. Row (prot)         0         1837         0         0         1844         0         0         1703         0         0         1783         0           FIt Permitted         0.994         0.993         0.995         0.983         0.995         0.983         0.983         0.995         0.983         0.001         1703         0         0         1783         0         0         0         0         0         0         0	Traffic Volume (vph)	64		33	25		6	22		80	24		32
Fit Permitted       0.994       0.993       0.995       0.983         Satd. Row (perm)       0       1837       0       0       1844       0       0       1703       0       0       1783       0         Confl. Peds. (#hr)       3       3       1       7	Future Volume (vph)	66	449	33	74	436	10	27	77	158	71	91	39
Satcl. Flow (perm)         0         1837         0         0         1844         0         0         1703         0         0         1783         0           Confl. Peds. (#hr)         3         3         1         -         1837         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937         1937 <td>Satd. Flow (prot)</td> <td>0</td> <td>1837</td> <td>0</td> <td>0</td> <td>1844</td> <td>0</td> <td>0</td> <td>1703</td> <td>0</td> <td>0</td> <td>1783</td> <td>0</td>	Satd. Flow (prot)	0	1837	0	0	1844	0	0	1703	0	0	1783	0
Confl. Peds. (#hr)         3         3         1           Confl. Bikes (#hr)         3         3         1         7           Peak Hour Factor         0.92 <td>Fit Permitted</td> <td></td> <td>0.994</td> <td></td> <td></td> <td>0.993</td> <td></td> <td></td> <td>0.995</td> <td></td> <td></td> <td>0.983</td> <td></td>	Fit Permitted		0.994			0.993			0.995			0.983	
Confl. Peds. (##hr)         3         3         1         7           Confl. Bikes (##hr)         3         3         1         7           Peak Hour Factor         0.92	Satd. Flow (perm)	0	1837	0	0	1844	0	0	1703	0	0	1783	0
Confl. Bikes (#hr)         3         3         1           Peak Hour Factor         0.92 <td></td>													
Growth Factor         125%         125%         125%         125%         126%				3			3			1			1
Heavy Vehicles (%)       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
Bus Blockages (#hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 Parking (#hr) Mid-Block Traffic (%) 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	Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Parking (#hr) Mid-Block Traffic (%) 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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%)         0%         0%         0%         0%         0%         0%         Adj. Flow (vph)         90         610         45         101         592         14         37         105         215         96         124         53           Shared Lane Traffic (%)                   53           Lane Group Flow (vph)         0         745         0         0         707         0         357         0         273         0           Sign Control         Free         Free         Stop         Stop	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	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	Parking (#hr)												
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	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (wph) 0 745 0 0 707 0 0 357 0 0 273 0 Sign Control Free Free Stop Stop	Adj. Flow (vph)	90	610	45	101	592	14	37	105	215	96	124	53
Sign Control Free Free Stop Stop	Shared Lane Traffic (%)												
	Lane Group Flow (vph)	0	745	0	0	707	0	0	357	0	0	273	0
Intersection Summary	Sign Control		Free			Free			Stop			Stop	
	Intersection Summary												

PM Alden #1

Orlando 06/01/2016 PM Alden #1 Shane

ane Group ane Configurations	EBL			+	(1997) — (1)	~	1	T	1	*	ŧ	*
ane Configurations	EDL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	100	4			\$	10		\$	1.000		\$	
raffic Volume (vph)	0	0	0	49	0	9	0	102	60	8	30	0
uture Volume (vph)	19	0	11	49	0	9	60	167	60	8	81	58
atd. Flow (prot)	0	1717	0	0	1749	0	0	1792	0	0	1759	0
It Permitted		0.969			0.959			0.990			0.997	
atd. Flow (perm)	0	1717	0	0	1749	0	0	1792	0	0	1759	0
Confl. Peds. (#hr)				1		4						
Confl. Bikes (#hr)												
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
Browth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
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
Parking (#hr)												
lid-Block Traffic (%)		0%			0%			0%			0%	
vdj. Flow (vph)	26	0	15	67	0	12	\$2	227	82	11	110	79
hared Lane Traffic (%)												
ane Group Flow (vph)	0	41	0	0	79	0	0	391	0	0	200	0
lign Control		Stop			Stop			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized Intersection Capacity Utilizatio						of Service						

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

Orlando 06/01/2016 PM Alden #1 Shane

	<b>^</b>	۲	*	4	¥	×	
Lane Group	NBL	NBR	NET	NER	SWL	SWT	
Lane Configurations	Y		<b>≜</b> t}	_		4ħ	
Traffic Volume (vph)	54	151	744	58	154	598	
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	· • •	~	1002	
Confl. Peds. (#hr)	164		24				
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%	
	2%	125%	125%	125%	125%	2%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#hr)	U	Ų	Ų	Ų	U.	.U.S	
Parking (#hr)	0.01		001			001	
Mid-Block Traffic (%)	0%	0.10	0%		0.40	0%	
Adj. Flow (vph)	76	240	1041	94	342	\$51	
Shared Lane Traffic (%)		1		10	2		
Lane Group Flow (vph)	316	0	1135	0	0	1193	
Tum Type	Prot		NA		Perm	NA	
Protected Phases	2		4			8	
Permitted Phases					\$		
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)	18.5		47.5			47.5	
Actuated g/C Ratio	0.25		0.63			0.63	
wc 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	С		А			D	
Approach Delay	21.5		8.3			38.7	
Approach LOS	C		A			D	
Intersection Summary							
Cycle Length: 75 Actuated Cycle Length: 75							
Actuated Cycle Length: 75	ad to phose	O-MBL -	od C : Ot-	et et Ore-			
Offset: 36 (48%), Reference	Constant and the second second	Z.INBL 3	nu v., sta	in or Gree	811 		
Control Type: Actuated-Coo	orainated						
Maximum Wo Ratio: 1.01						100.0	
Intersection Signal Delay: 2					tersectio		
Intersection Capacity Utiliza	ation \$0.9%	ý.		10	CU Level	of Service D	
Analysis Period (min) 15							
dl Defacto Left Lane. Rec	code with 1	though la	ane as a li	eft lane.			
No.	l Orange Av	e & Highl	ands Ave	9			
*		100	a Second				

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



Shane

22: N Mills Avenue	٨	-+	7	1	+	×	1	Ť	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	4			र्स	1	7	<b>≜</b> t≱		٦	<b>≜</b> ‡}	
Traffic Volume (vph)	48	42	49	18	31	236	92	1018	14	365	1361	109
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	(
Fit Permitted	0.714			*	0.608		0.950		*	0.950		
Satd. Flow (perm)	1330	1691	0	0	1133	1560	1770	3531	0	1770	3495	ć
Satd. Flow (RTOR)		38		*		321		1	*		9	
Confl. Peds. (#hr)			3			2			1			
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%	29
Bus Blockages (#hr)	270	270	2%	2%	270	270	270	270	2%	270	2%	27
Parking (#hr)		× ×	•	•	v.		~	•	~	V.	~	Ì
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	57	67	24	42	321	125	1514	19	496	1889	143
Shared Lane Traffic (%)	00	07	00	24	42	021	120	1014	1.9	430	1003	144
Lane Group Flow (wph)	65	124	0	0	66	321	125	1533	0	496	2037	(
Tum Type		NA	. V	Perm	NA	custom	Prot	NA	0	Prot	2007 NA	
Protected Phases	pm+pt 3	8		remi	4	custom	1	NA 6		5	2	
Permitted Phases	8	\$		4	4	8	SIC.	0		0	2	
	9.5	44.0		34.5	34.5	44.0	15.5	64.0		42.0	90.5	
Total Split (s) Total Loot Time (s)	9.5 4.5	6.5		04.0	6.5	6.5	4.5	6.1		42.0	6.1	
Total Lost Time (s) Not Effect Oregon (s)							4.0	58.6			95.1	
Act Effct Green (s)	21.6 0.14	19.6 0.13			11.6 0.08	19.6 0.13	0.12	0.39		54.7 0.36	0.63	
Actuated g/C Ratio												
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	59.6	46.7			113.4	12.6	65.2	70.9		40.7	71.9	
LOS	E	D			F	В	E	E		D	E	
Approach Delay		51.1			29.8			70.5			65.8	
Approach LOS		D			С			E			E	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150 Offset: 144 (96%), Referen Control Type: Actuated-Co	ced to phas	e 2:SBT (	and 6:NB	T, Start o	f Green							
Maximum wc Ratio: 1.11												
Intersection Signal Delay: 6						n LOS: E						
Intersection Capacity Utiliza	ation 86.6%	) )		10	CU Level	of Service	εE					
Analysis Period (min) 15												

### PM Alden #1 9 Nobraelya St



Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4		5	<b>≜</b> ‡}	-	٦	<b>†</b> 1>	
Traffic Volume (vph)	70	34	29	16	3	6	18	1261	18	15	1413	3
Future Volume (vph)	70	37	108	16	3	6	145	1292	18	15	1428	ć
Satd. Flow (prot)	0	1689	0	0	1739	0	1770	3531	0	1770	3539	(
Fit Permitted		0.878			0.516		0.075			0.097		
Satd. Flow (perm)	0	1507	0	0	926	0	140	3531	0	181	3539	,
Satd. Flow (RTOR)		28			8			3				
Confl. Peds. (#hr)			5			2			2			2
Confl. Bikes (#hr)						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	(
Parking (#hr)							*	~				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	95	50	147	22	4	8	197	1755	24	20	1940	4
Shared Lane Traffic (%)			141		-		101	1100		2.0	1010	
Lane Group Flow (vph)	0	292	0	0	34	0	197	1779	0	20	1944	(
Tum Type	Perm	NA	×	Perm	NA	~	Perm	NA	~	Perm	NA	1
Protected Phases	r onn	4		r onn	4		r orm	2		er onn	2	
Permitted Phases	4	7		4	-		2	2		2	- 2	
Total Split (s)	27.0	27.0		27.0	27.0		123.0	123.0		123.0	123.0	
Total Lost Time (s)	21.9	6.3		21.9	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	
v/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	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.6	
Total Delay		191.7			52.3		410.7	6.9		1.4	4.0	
LOS		191.7 F			02.0 D		F	A		A.	4.0 A	
Approach Delay		191.7			52.3		- F	47.1			4.0	
Approach LOS		F			02.0 D			D			4.0 A	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 138 (92%), Referen		e 2:NBSE	3 and 6:,	Start of G	reen							
Control Type: Actuated-Col	ordinated											
Maximum wc Ratio: 1.81												
Intersection Signal Delay: 3	7.2			In	tersectio	n LOS: D						
Intersection Capacity Utiliza		).		10	U Level	of Service	C					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Hiahlanı	d Dr								
₩ ø2 (R)				10000						\$		

### PM Alden #1 25: N Mills Avenue & Lake Highland Di

Orlando 06/01/2016 PM Alden #1 Shane

	Ma		7	1	-	•	1	Ť	1	1	÷.	-
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
ane Configurations	170073	4	2050		4			\$			\$	
Fraffic Volume (vph)	74	106	20	22	32	17	7	30	5	9	36	18
Future Volume (vph)	\$1	143	20	22	159	17	7	30	5	54	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	0	1771	0
Confl. Peds. (#hr)	3		3	3		3	15					15
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	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)	110	194	27	30	216	23	10	41	7	73	49	30
Shared Lane Traffic (%)												
ane Group Flow (vph)	0	331	0	0	269	0	0	58	0	0	152	0
Sign Control		Stop			Stop			Stop			Stop	
ntersection Summary												
Control Type: Unsignalized												

### PM Alden #1 27 Ferris Ave & Lake Highland Dr.

Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	12	\$		٦	4Î			4	1.000	N1.7X	\$	
Traffic Volume (vph)	0	0	9	44	0	20	0	137	96	14	11	0
Future Volume (vph)	14	58	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	0	1740	0	0	1753	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)	19	79	15	102	144	27	26	205	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												

### PM Alden #1 28: Highland Ave/Highlands Ave & Driveway/Alden Road

Analysis Period (min) 15

Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	4			4		7	<b>†</b> 1>		٦	<b>†</b> 1>	
Traffic Volume (vph)	183	122	49	9	49	48	45	1004	8	38	1202	60
Future Volume (vph)	183	124	50	9	53	55	48	1155	8	40	1294	60
Satd. Flow (prot)	1770	1774	0	0	1715	0	1770	3534	0	1770	3511	i
Fit Permitted	0.555				0.967		0.061			0.103		
Satd. Flow (perm)	1034	1774	0	0	1665	0	114	3534	0	192	3511	3
Satd. Flow (RTOR)		13			29			1			7	
Confl. Peds. (#/hr)			3			8			7			3
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	0.9
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	0	0	0	0	0	0	(
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. 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	3
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)	44.0	44.0		44.0	44.0		106.0	106.0		106.0	106.0	
Total Lost Time (s)	6.5	6.5			6.5		6.2	6.2		6.2	6.2	
Act Effct Green (s)	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	
v/c 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	0.0			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	В		В	A	
Approach Delay		\$2.5			40.9			19.5			7.0	
Approach LOS		F			D			В			A	
Intersection Summary												
Cycle Length: 150												-
Actuated Cycle Length: 150	r											
Offset: 32 (21%), Reference		2'SBTL	and 6.NB	TI Start	of Green							
Control Type: Actuated-Coo				, , , , , , , , , , , , , , , , , , , ,								
Maximum v/c Ratio: 1.00												
Intersection Signal Delay: 2	19			In	tersection	110S C						
Intersection Capacity Utiliza					U Level		E					
Analysis Period (min) 15				100			-					
Splits and Phases: 29: N	Mills Aven	NO & E M	arks St									
opius anu ritases. 29. N	INTES AVELU		ans or					23 777203	240			
N								1	Ø4			

## PM Alden #1

👂 🕈 Ø2 (R)	Ø4
106 s	44 s
▶ ¶ Ø6 (R)	
106 s	44.5

Orlando 06/01/2016 PM Alden #1 Shane

	٨	7	1	t	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٢	*	2.0	÷.	4Î	7.5	
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	
Fit 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 Intersection Capacity Utiliza							

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

Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			4	-		\$	
Traffic Volume (vph)	30	138	11	21	77	48	48	223	47	68	104	14
Future Volume (vph)	36	138	11	21	77	55	48	274	47	71	114	14
Satd. Flow (prot)	0	1827	0	0	1743	0	0	1815	0	0	1813	C
Fit Permitted		0.898			0.924			0.920			0.740	
Satd. Flow (perm)	0	1655	0	0	1621	0	0	1680	0	0	1364	C
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)	49	188	15	29	105	75	65	372	64	96	155	19
Shared Lane Traffic (%)												
Lane Group Flow (wph)	0	252	0	0	209	0	0	501	0	0	270	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)		12.3			12.3			20.2			20.2	
Actuated g/C Ratio		0.28			0.28			0.45			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	
Total Delay		18.0			12.0			15.5			11.6	
LOS		В			В			В			В	
Approach Delay		18.0			12.0			15.5			11.6	
Approach LOS		В			В			В			В	
Intersection Summary												
Cycle Length: 50												
Actuated Cycle Length: 44.	5											
Control Type: Semi Act-Und	coord											
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 1	4.6			In	tersection	LOS: B						
Intersection Capacity Utiliza	ation 52.5%	ų.		IC	CU Level	of Service	Α					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ighland Ave	8 E Mar	ks St									
N	Sugar St 1 and				-							, in the second s
♥ Ø2						Ø4						
20 5					24	A						-
<b>≜</b> 25 c						<b>1</b> Ø8						
64			1		24	-						

## PM Alden #1

Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	22.10		\$			\$	17.55		\$	
Traffic Volume (vph)	18	13	12	7	10	16	8	87	12	3	42	6
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	\$2	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	
ntersection Summary												
Control Type: Unsignalized												

## PM Alden #1 37: Ferris Ave & Brookhaven Dr

Orlando 06/01/2016 PM Alden #1 Shane

EBT 546 645 1835 1835 0.92 125%	EBR 36 82 0 0 5 5 0,92	WBL 2\$ 0 0	WBT 406 459 1856 0.997 1856	WBR 5 5 0 0 2	NBL 18 62 0	NBT 5 5 1689 0.980 1689	NBR 84 84 0 0 1	SBL 6 0	SBT 0 0 1756 0.957 1756	
546 645 1835 1835 0.92	\$2 0 5 5	28 0 0	406 459 1855 0.997 1855	5 0 0	62 0	5 5 1689 0.980	84 0 0	6 0	0 0 1756 0.957	
645 1835 1835 0.92	\$2 0 5 5	28 0 0	459 1855 0.997 1855	5 0 0	62 0	5 5 1689 0.980	84 0 0	6 0	0 0 1756 0.957	
1835 1835 0.92	0 0 5 5	0	1855 0.997 1855	0	0	1689 0.980	0	0	1756 0.957	
1835 0.92	0 5 5	0	0.997 1855	0		0.980	0		0.957	0 0
0.92	5 5		1855		0	and the local division of the local division		0		0
0.92	5 5				0	1689		0	1756	0
and the second se	5			2			1			
and the second se										
and the second se	0.92	0.00								
105.06		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
120 70	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
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%	
876	111	38	624	7	84	7	114	8	0	1
992	0	0	669	0	0	205	0	0	9	0
Free			Free			Stop			Stop	
	0% 876 992	0% \$76 111 992 0	0% 876 111 38 992 0 0 Free	0% 0% 876 111 38 624 992 0 0 669 Free Free	0% 0% 876 111 38 624 7 992 0 0 669 0 Free Free	0% 0% \$76 111 3\$ 624 7 \$4 992 0 0 669 0 0	0% 0% 0% 876 111 38 624 7 84 7 992 0 0 669 0 0 205 Free Free Stop	0% 0% 0% 876 111 38 624 7 84 7 114 992 0 0 669 0 0 205 0 Free Free Stop	0% 0% 0% 876 111 38 624 7 84 7 114 8 992 0 0 669 0 0 205 0 0 Free Free Stop	0%         0%         0%         0%           876         111         38         624         7         84         7         114         8         0           992         0         0         669         0         0         205         0         9           Free         Free         Stop         Stop         Stop

PM Alden #1

Orlando 06/01/2016 PM Alden #1 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1753	\$			\$			\$	
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												
Control Type: Unsignalized												
Intersection Capacity Utiliza	ation 73.5%			10	CU Level	of Service	e D					
Analysis Period (min) 15												

### PM Alden #1 41: Brookhavon Dr.& Virginia Drivo

Orlando 06/01/2016 PM Alden #1 Shane

48: Brookhaven D		MIXEC	I USE L	7UVEW	ау		12/17/2016
	٠	-	+	•	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		र्स	4		7	1	
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	
Fit 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							

PM Alden #1	
48 <sup>.</sup> Brookhaven	Dr & East Mixed Lise Driveway

Orlando 06/01/2016 PM Alden #1 Shane

	1	•	T.	1	1	ŧ	
ane Group	WBL	WBR	NBT	NBR	SBL	SBT	
ane Configurations	Y		ef.		15.70	र्स	
raffic Volume (vph)	65	27	178	123	41	159	
uture Volume (vph)	150	73	257	157	51	211	
atd. Flow (prot)	1722	0	1768	0	0	1844	
It Permitted	0.967					0.990	
atd. Flow (perm)	1722	0	1768	0	0	1844	
onfl. Peds. (#/hr)							
onfl. Bikes (#hr)							
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
rowth Factor	125%	125%	125%	125%	125%	125%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
us Blockages (#hr)	0	0	0	0	0	0	
arking (#hr)							
lid-Block Traffic (%)	0%		0%			0%	
dj. Flow (vph)	204	99	349	213	69	287	
hared Lane Traffic (%)							
ane Group Flow (vph)	303	0	562	0	0	356	
ign Control	Stop		Stop			Stop	
tersection Summary							

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

Analysis Period (min) 15 Description: Alden at Lake Highland

Orlando 06/01/2016 PM Alden #1 Shane

	٠	7	1	Ť	Ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
ane Configurations	7	77	ሻሻ	<b>†</b> †	<b>†</b> 1>		
Fraffic Volume (vph)	164	781	506	1135	1082	77	
Future Volume (vph)	165	781	506	1252	1116	87	
Satd. Flow (prot)	1770	2787	3433	353.9	3494	0	
It Permitted	0.950		0.950				
Satd. Flow (perm)	1770	2787	3433	353.9	3494	0	
Satd. Flow (RTOR)		18			7		
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%	
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
us Blockages (#hr)	0	0	0	0	0	0	
arking (#hr)		•			•		
Mid-Block Traffic (%)	0%			0%	0%		
vdj. Flow (vph)	224	1061	688	1701	1516	118	
Shared Lane Traffic (%)							
ane Group Flow (vph)	224	1061	688	1701	1634	0	
Tum Type	Prot	pt+ov	Prot	NA	NA		
Protected Phases	4	41	1	6	2		
Permitted Phases					-		
fotal Split (s)	36.4		38.6	113.6	75.0		
Fotal Lost Time (s)	8.6		7.1	7.1	7.0		
Act Effct Green (s)	26.7	65.3	31.5	107.6	69.1		
Actuated g/C Ratio	0.18	0.44	0.21	0.72	0.46		
/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		
fotal Delay	70.5	46.8	62.4	3.7	65.4		
.0S	E	40.0 D	02.4 E	A	E		
Approach Delay	50.9	U	L	20.6	65.4		
Approach LOS	D			20.0 C	60.4 E		
pproach E0 a	U			0	E		
ntersection Summary							
Cycle Length: 150							
Actuated Cycle Length: 150	0						
Offset: 132 (88%), Referen	ced to phas	e 2:SBT :	and 6:NB	T, Start of	Green		
Control Type: Actuated-Co	ordinated						
Maximum w/c Ratio: 1.01							
ntersection Signal Delay: 4	1.7			In	tersection	h LOS: D	
ntersection Capacity Utiliza	ation 88.8%	i)		IC	U Level (	of Service E	
Analysis Period (min) 15							
Splits and Phases: 1: N I	Mills Avenue	e & E Prir	nceton St	5	12.1		145 GM
1 ma (n)					\$		<b>₹</b> <i>₀</i> 4
🕈 Ø2(R)						01	<b>→</b> 104
75 c							
75 s					COLORS		30;4 S

PM Alden #2 1: N Mills Avenue & E Princeton St

Orlando 06/01/2016 PM Alden #2 Shane

Lane Group			12.2	•		1959) 1		T.		0.000		200
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>^</b>	1	٦	**		٦	<b>≜</b> t≽	-	٦	<b>^</b>	7
Traffic Volume (vph)	233	\$19	318	52	765	54	264	389	44	198	327	50
Future Volume (vph)	233	952	318	52	771	54	291	430	44	230	327	50
Satd. Flow (prot)	1770	3539	1583	1770	5028	0	1770	3483	0	1770	3539	158
Fit Permitted	0.085			0.097			0.303			0.407		
Satd. Flow (perm)	158	3539	1583	181	5028	0	564	3483	0	758	3539	154
Satd. Flow (RTOR)			275		7			7				6
Confl. Peds. (#hr)						4			5			
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	0.9
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)	270	270	270	270	270	270	270	270	270	270	270	27
Parking (#hr)	N	v	v	v	v	~	v	v	v	v	0	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	317	1293	432	71	1048	73	395	584	60	313	444	68
Shared Lane Traffic (%)	017	1200	402	ाः।	1040	10	000	004	00	010	444	00
Lane Group Flow (vph)	317	1293	432	71	1121	0	395	644	0	313	444	683
Tum Type		1290 NA	402 pm+ov		NA	Ų		NA NA	0		NA	pm+o
Protected Phases	pm+pt 3	NA \$	μιι-οι 1	pm+pt 7	4		pm+pt 1	NA 6		pm+pt 5	2	ршто
	3 8	\$	8	4	4		6	¢		2	2	
Permitted Phases		50.0			11.0			10.1			40.7	
Total Split (s) Total Last Time (s)	37.8	59.0	26.6	23.7	44.9		26.6	40.1		27.2	40.7	37.
Total Lost Time (s)	5.7	6.0 62.2	5.9 88.9	5.7	6.0		5.9 34.2	6.2 33.9		6.1	6.2 34.5	5. 64.
Act Effct Green (s)	77.0			50.5	41.4					34.6		
Actuated g/C Ratio	0.51	0.41	0.59	0.34	0.28		0.23	0.23		0.23	0.23	0.4
//c Ratio	0.79	0.88	0.41	0.46	0.81		1.34	0.81		0.99	0.55	0.9
Control Delay	54.8	48.9	6.8	34.1	35.5		209.2	58.2		107.0	53.8	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.8	48.9	6.8	34.1	35.5		209.2	58.2		107.0	53.8	60.1
LOS	D	D	A	С	D		F	E		F	D	1
Approach Delay		40.9			35.4			115.6			68.4	
Approach LOS		D			D			F			E	
ntersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150	)											
Offset: 45 (30%), Reference	ed to phase	2:SBTL	and 6:NE	TL, Start	of Green							
Control Type: Actuated-Coo	ordinated											
Maximum wc Ratio: 1.34												
ntersection Signal Delay: 6	0.3			In	tersectior	LOS: E						
ntersection Capacity Utiliza		6		IC	U Level (	of Service	e G					
Analysis Period (min) 15												
Splits and Phases: 2: N (	Orange Ave	& F Prir	nceton St									
the second s	N	GL I III	ioston ot	14				+	L.			
<b>\$</b> Ø1	🕈 Ø2 (R)		_		Ø3			-	Ø4			
26.6 s 40	.7 s			37.8	3 s			44.9				

# PM Alden #2

Orlando 06/01/2016 PM Alden #2 Shane

	٨	-+	7	1	+	*	1	T.	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜t</b> ≽		٦	1	1	7	<b>↑</b> ĵ <sub>i</sub>		٦	<b>†</b> 1>	
Traffic Volume (vph)	113	329	116	133	227	100	91	987	159	104	1319	50
Future Volume (vph)	231	364	125	133	263	100	141	987	159	104	1319	85
Satd. Flow (prot)	1770	3379	0	1770	1863	1583	1770	3458	0	1770	3500	(
Fit Permitted	0.120			0.165			0.950			0.950		
Satd. Flow (perm)	224	3379	0	307	1863	1553	1770	3458	0	1770	3500	C
Satd. Flow (RTOR)		29				116		16			6	
Confl. Peds. (#/hr)			11			3			1			6
Confl. Bikes (#hr)			2			3			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)	2,0	0	2,0	0	0	2,0	0	0	0	0	2,0	27
Parking (#hr)	~	~	~	~	×.	~	Ý	~	~	V.		Ì
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	314	495	170	181	357	136	192	1341	216	141	1792	116
Shared Lane Traffic (%)	014	400	17.9	101	007	100	192	1041	210	141	17.52	110
Lane Group Flow (vph)	314	665	0	181	357	136	192	1557	0	141	1907	C
Tum Type		NA		pm+pt	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	pm+pt 3	8		թու-թւ 7	4	pm+00 5	1	6		5	2	
Permitted Phases	8	\$		4	4	4	SIC .	0		0	2	
Total Split (s)	23.0	39.9		18.1	35.0	18.0	19.0	74.0		18.0	73.0	
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)	49.3	33.2		40.7	28.3	41.0	12.7	67.6		12.0	66,6	
Actuated g/C Ratio	49.3	0.22		0.27	0.19	0.27	0.08	0.45		0.08	0.44	
v/c Ratio	1.31	0.86		0.91	1.02	0.27	1.29	0.45		1.00	1.22	
Control Delay	1.31	66.1		\$3.0	111.3	7.4	211.4	54.4		115.9	134.6	
ALC: CONTRACTOR OF CONTRACTOR	0.0	0.0		0.0	0.0	0.0	0.0	21.6		0.0	0,2	
Queue Delay Total Delay	198.5	66.1		\$3.0	111.3	7.4	211.4	76.0		115.9	134.8	
LOS	196.5 F	66.1 E		83.0 F	F	7.4 A	211.4 F	70.0 E		110.9 F	104.0 F	
	E.	⊏ 108.6		:Г		A	E.			E.		
Approach Delay		108.6 F			\$2.7 F			90.9 F			133.5	
Approach LOS		F			E			F			F	
Intersection Summary Cycle Length: 150 Actuated Cycle Length: 15 Offset: 144 (96%), Referen Control Type: Actuated-Co Maximum Wc Ratio: 1.31 Intersection Signal Delay: 1	ced to phas ordinated	e 2:SBT	and 6:NE			n LOS: F						
Intersection Capacity Utiliz Analysis Period (min) 15	ation 103.49		ia Drivo			of Service	G					
Splits and Phases: 4: N	Mills Avenu (R)	s ox virigit			100	75	♪ 23 s € @7		35 s	Ø4		

#### PM Alden #2 - 9 Mircipia Driv

Orlando 06/01/2016 PM Alden #2 Shane

	1	*	t t	1	1	Ŧ		
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT		
ane Configurations	5	1	1	1		4ħ		
Traffic Volume (vph)	199	263	544	232	352	441		
Future Volume (vph)	199	331	544	232	352	441		
Satd. Flow (prot)	1770	1583	1863	1583	0	3461		
Fit Permitted	0.950					0.543		
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%		
Bus Blockages (#hr)	0	0	0	0	0	0		
Parking (#hr)		Ť				20 <b>0</b> 0		
Mid-Block Traffic (%)	0%		0%			0%		
Adj. Flow (vph)	270	450	739	315	478	599		
Shared Lane Traffic (%)	210	100	100	010	41.4			
Lane Group Flow (vph)	270	450	739	315	0	1077		
Tum Type	Prot	Prot	NA	Perm	pm+pt	NA		
Protected Phases	4	4	6	r onn	5	2		
Permitted Phases	-	7	~	6	2	2		
Total Split (s)	41.0	41.0	96.3	96.3	12.7	109.0		
Total Lost Time (s)	5.9	5.9	5.7	5.7	14.1	5.7		
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	64.9	27.8	11.9	2.2		14.4		
LOS	04.9 E	27.8 C	B	2.2 A		B		
Approach Delay	41.7	0	9.0	~		14.4		
Approach LOS	41.7 D		3.0 A			B		
	U					B		
Intersection Summary								
Cycle Length: 150	<b>~</b>							
Actuated Cycle Length: 150				T 01 1				
Offset: 7% (52%), Reference		2:SB1L;	and 6:NB	r, start o	f Green			
Control Type: Actuated-Coo	ordinated							
Maximum wc Ratio: 0.86				-	1	100.0		
ntersection Signal Delay: 1					ntersectio			
ntersection Capacity Utiliza	ation 92.0%	5		1	CO Level	of Service F		
Analysis Period (min) 15		ale es suls i s		all fairs				
I Defacto Left Lane. Rec	code with 1	though la	ine as a li	ert lane.				
Splits and Phases: 7: Ora	ange Ave 8	Viminia	Drive					
	unge Alle o	anginia	LATING				<b>7</b> Ø4	
♥ Ø2 (R)								

PM Alden #2 7: Orange Ave & Virginia Drive

Orlando 06/01/2016 PM Alden #2 Shane

**1**Ø6 (R)

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Lane Group		1000 B	•	*		100.00	1	t t	1		*	
A 1997 AN 1997	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	٦	<b>≜</b> ₽			<b>^</b>		٦	1	1	٦	1	7
Traffic Volume (vph)	135	841	148	23	629	22	\$3	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				0.732		0.784			0.453		
Satd. Flow (perm)	509	3368	0	0	2576	0	1460	1863	1563	844	1863	1556
Satd. Flow (RTOR)		71			5				109			31
Confl. Peds. (#/hr)			2									
Confl. Bikes (#hr)			_			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	0.9
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	0	0	0	0	0	0	2,
Parking (#hr)		~	~	~	×.	~	Ň	~	~	×.	~	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	183	1143	425	45	855	30	121	11	41	115	39	317
Shared Lane Traffic (%)	100	1140	420	40	000	-00	121	11	41	110	- 05	017
Lane Group Flow (vph)	183	1568	0	0	930	0	121	11	41	115	39	317
Tum Type		NA	0	10	NA	Ų			custom			custom
Protected Phases	pm+pt 1	6		pm+pt 5	2		pm+pt 7	4	custom	pm+pt 3	8	custon
	6	¢		2	2		4	4	2	ۍ 8	٥	6
Permitted Phases		100.0		11.0	100.0			000	100.0		02.0	
Total Split (s)	13.0	102.0		11.0			14.0	26.0		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 Effet Green (s)	118.6	118.6			105.6		13.1	8.6	105.6	15.8	8.5	118.0
Actuated g/C Ratio	0.79	0.79			0.70		0.09	0.06	0.70	0.11	0.06	0.79
//c 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	\$3.9	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			\$.5		106.6	66.6	0.1	\$3.9	77.1	0.9
LOS	A	A			A		F	E	A	F	E	ŀ
Approach Delay		1.8			\$.5			78.8			27.5	
Approach LOS		A			A			E			С	
ntersection Summary												
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 75 (50%), Reference Control Type: Actuated-Coo	ed to phase	2:WBTL,	. Start of	Green								
Maximum wc Ratio: 0.85												
ntersection Signal Delay: 11	1.3			In	tersectior	LOS: B						
ntersection Capacity Utiliza	tion \$5.8%			IC	U Level (	of Service	εE					
Analysis Period (min) 15												
Polits and Discoss	on Deed 0	C Drima-4	on 04									
Splits and Phases: \$: Ald	en Road &	E Princet	on st				1		TY			
Ø2 (R)								- Ø1	Yø	3 <b>1</b> 2	<u>54</u>	
100 s JA								3.5	11 5	26 s		
<b>₩</b> 06								₹ø:	5 10	7	Ø8	

Orlando 06/01/2016 PM Alden #2 Shane

Synchro 9 Report Page 5

	٠	7	1	Ť	ŧ	1	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		5.0	ર્સ	4Î		
Traffic Volume (vph)	0	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						of Service A	

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

Orlando 06/01/2016 PM Alden #2 Shane

	٠		7	1	-	*	1	Ť	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			\$			\$	
Traffic Volume (vph)	61	450	33	31	382	55	22	60	\$0	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	C
Fit Permitted		0.994			0.995			0.990			0.975	
Satd. Flow (perm)	0	1837	0	0	1820	0	0	1702	0	0	1796	¢
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	C
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	Ç
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												

PM Alden #2 14: Alden Rd & Virginia Driv

Orlando 06/01/2016 PM Alden #2 Shane

	٠		7	1	+	*	1	t	1	1	ţ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100	\$	5.0	1753	4	2011		4			\$	
Traffic Volume (vph)	0	0	0	13	0	5	0	97	40	\$	20	0
Future Volume (vph)	19	0	12	13	0	5	57	209	40	8	118	59
Satd. Flow (prot)	0	1715	0	0	1729	0	0	1 \$13	0	0	1779	0
Fit Permitted		0.970			0.965			0.991			0.998	
Satd. Flow (perm)	0	1715	0	0	1729	0	0	1 \$13	0	0	1779	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	16	18	0	7	77	284	54	11	160	80
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												

PM Alden #2				
15: Alden Rd & South	Alden	Driveway/Brookhaven	Dr	

Analysis Period (min) 15

Orlando 06/01/2016 PM Alden #2 Shane

	F	۲	1	1	6	×	
Lane Group	WBL	WBR	NET	NER	SWL	SWIT	
Lane Configurations	5	1	<b>≜</b> ti		٦	<b>^</b>	
Traffic Volume (vph)	65	0	722	74	177	622	
Future Volume (vph)	69	Ő	722	80	177	622	
Satd. Flow (prot)	1770	1863	3478	ŏ	1770	3539	
Fit Permitted	0.950	1000	0410	~	0.245	0000	
Satd. Flow (perm)	1770	1863	3478	0	456	3539	
Satd. Flow (RTOR)	1110	1000	35	~	400	0000	
Confl. Peds. (#hr)		1	00	3	3		
Confl. Bikes (#hr)		1		0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	125%	125%	125%	125%	125%	125%	
					125%	2%	
Heavy Vehicles (%)	2%	2%	2%	2%			
Bus Blockages (#hr)	0	0	0	0	0	0	
Parking (#hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	94	0	981	109	240	845	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	94	0	1 0 9 0	0	240	845	
Tum Type	Prot	Perm	NA		Perm	NA	
Protected Phases	8					6	
Permitted Phases		8	4		6		
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	8.3		15.8		188.5	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		F	В	
Approach Delay	8.3		15.8			50.6	
Approach LOS	A		B			D	
Approach 200	~		D.			D	
Intersection Summary							
Cycle Length: 40							
Actuated Cycle Length: 40							
Offset: 0 (0%), Referenced t	to phase 6:	SWTL, S	tart of Gri	een			
Control Type: Actuated-Coc	ordinated						
Maximum wc Ratio: 1.29							
Intersection Signal Delay: 3	2.1			In	tersection	LOS: C	
Intersection Capacity Utiliza				10	U Level	of Service A	
Analysis Period (min) 15							
Splits and Phases: 16: N	Orange Av	e & Lake	Highland	Drive			
	ordinger in	o a bano	rightana	Dilivo	1 2		
					1	Ø4	Parameter a
					20 s		
Kana					F	588	
🖍 🦉 Ø6 (R)						Ø8	

### PM Alden #2 16<sup>°</sup> N Orange Ave & Lake Highland Drive

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	4			Ą	1	7	<b>†</b> ‡		٦	<b>4</b> 1>	
Traffic Volume (vph)	48	42	49	18	31	236	92	1018	14	365	1361	109
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
Fit Permitted	0.516				0.821		0.950			0.950		
Satd. Flow (perm)	961	1691	0	0	1529	1560	1770	3531	0	1770	3495	0
Satd. Flow (RTOR)		38				321		1			9	
Confl. Peds. (#/hr)			3			2			1			
Confl. Bikes (#hr)			7						1			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)	65	57	67	26	42	321	125	1542	20	496	1895	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	124	0	0	68	321	125	1562	0	496	2043	0
Tum Type	pm+pt	NA		Perm	ŇĂ	custom	Prot	NA		Prot	NA	v
Protected Phases	3	8		1 0111	4	outtom	1	6		5	2	
Permitted Phases	*	v		4	7	8				, i	-	
Total Split (s)	9.5	44.0		34.5	34.5	44.0	15.5	64.0		42.0	90.5	
Total Lost Time (s)	4.5	6.5		01.0	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			80.0	0.13	0.07	0.51		0.25	0.68	
v/c 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	F	С		F	E	
Approach Delay	-	52.3			25.2			26.3			73.0	
Approach LOS		D			C			С			E	
Intersection Summary												
Cycle Length: 150 Actuated Cycle Length: 150 Offset: 144 (96%), Referenc Control Type: Actuated-Coo	ed to phas	e 2:SBT a	and 6:NB	T, Start of	f Green							
Maximum v/c Ratio: 1.12	Janacoa											
Intersection Signal Delay: 5'	19			In	tersectio	n LOS: D						
Intersection Capacity Utiliza						of Service	E					
Analysis Period (min) 15							1					
Splits and Phases: 22: N	Mills Avenu	ie & Nebi	raska St			Te	8078	1.4	1	10		0
🛡 Ø2 (R)							<b>1</b> Ø1	1	øз 🕈	ø4		
90.5 s				10		1	5.5 s	9.5 \$	34.5	5		
*				1				2	-			

### PM Alden #2 22<sup>.</sup> N Mills Avenue & Nebraska St

Orlando 06/01/2016 PM Alden #2 Shane

	٠	-+	7	1	+	*	1	t t	1	1	↓ I	~
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations		4			4		7	<b>≜</b> ‡}	-	٦	<b>≜</b> t}	
raffic Volume (vph)	70	40	29	16	3	22	115	1261	19	15	1413	2
uture Volume (vph)	70	44	125	16	3	23	161	1310	19	15	1422	2
Satd. Flow (prot)	0	1687	0	0	1677	0	1770	3531	0	1770	3526	
It Permitted		0.893			0.608		0.069			0.090		
Satd. Flow (perm)	0	1528	0	0	1039	0	129	3531	0	168	3526	3
Satd. Flow (RTOR)		31		*	31			3			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	0.9
Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	1259
leavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	29
Bus Blockages (#hr)	2%	270	270	270	270	270	270	270	2%	270	270	27
Parking (#hr)	v	Ŷ	Ŷ	v	V.		Ŷ	¢	Ŷ	0	Ŷ	
Aid-Block Traffic (%)		0%			0%			0%			0%	
vdj. Flow (vph)	95	60	170	22	4	31	219	1780	26	20	1932	3.
Shared Lane Traffic (%)	90	00	170	22	4	୍ୟା	219	1760	20	20	1995	0
ane Group Flow (vph)	0	325	0	0	57	0	219	1806	0	20	1966	j
Tum Type	Perm	NA	. V	Perm	NA	Ų	Perm	NA	0	Perm	NA	
Protected Phases	renn	4		remi	4		renn	2		rem	2	
Permitted Phases	4	4		4	4		2	2		2	2	
	29.0	00.0		29.0	29.0		121.0	121.0			121.0	
fotal Split (s) Fotal Last Time (s)	29.0	29.0		29.0						121.0		
fotal Lost Time (s)		6.3			6.3 22.7		6.2	6.2		6.2	6.2 114.8	
Act Effct Green (s)		22.7					114.8	114.8		114.8		
Actuated g/C Ratio		0.15			0.15		0.77	0.77		0.77	0.77	
/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	
)ueue Delay		0.0			0.0		0.0	0.0		0.0	1.4	
fotal Delay		190.9			34.6		600.4	7.2		2.3	6.2	
.0\$		F			С		F	A		А	A	
pproach Delay		190.9			34.6			71.4			6.2	
Approach LOS		F			C			E			A	
ntersection Summary												
Cycle Length: 150 Actuated Cycle Length: 150	1											
Offset: 136 (91%), Reference		e 2:NBSE	3 and 6:,	Start of G	reen							
Control Type: Actuated-Coo												
Maximum wc Ratio: 2.23												
ntersection Signal Delay: 5	0.3			In	tersection	h LOS: D						
ntersection Capacity Utiliza		č.				of Service	E					
Analysis Period (min) 15												
Splits and Phases: 25: N	Mills Aven	ue & Lake	e Highlanı	d Dr								
Later and the state of the second state of the second				in a second					- 1	<b>*</b> <sub>Ø4</sub>		-

### PM Alden #2 25: N Mills Avenue & Lake Highland Di

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	100.000	\$	205.0		\$			\$			\$	
Traffic Volume (vph)	74	85	20	2	31	17	7	30	5	9	36	18
Future Volume (vph)	\$2	130	20	2	77	17	7	30	5	64	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	0	1771	0
Confl. Peds. (#hr)	3		3	3		3	15					15
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	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)	111	177	27	3	105	23	10	41	7	87	49	31
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	
ntersection Summary												
Control Type: Unsignalized												

## PM Alden #2 27: Ferris Ave & Lake Highland Dr

Orlando 06/01/2016 PM Alden #2 Shane

	٠	7	1	Ť	ŧ	~	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y			1	1		
Traffic Volume (vph)	1	1	0	ò	Ò	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%	
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)	122	5	0	107	148	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	127	0	0	107	148	0	
Sign Control	Stop			Free	Free		
Intersection Summary							
Control Type: Unsignalized							
Intersection Capacity Utiliza	ation 6.7%			10	CU Level	of Service A	

Orlando 06/01/2016 PM Alden #2 Shane

Satd. Row (perm) Satd. Row (RTOR) Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor	EBL 183 183 1770 0.563 1049 0.92 125% 2% 0 0	EBT 122 125 1774 1774 13 0.92	EBR 49 50 0 0	WBL 9 9 0	WBT 49 53 1719 0.966	WBR 48 53 0	NBL 1 45 48	NBT <b>†</b> 1004 1094	NBR \$	SBL	SBT <b>≜1</b> ≯	SBR
Traffic Volume (vph) Future Volume (vph) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Satd. Flow (perm) Satd. Flow (RTO R) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	183 183 1770 0.563 1049 0.92 125% 2%	122 125 1774 1774 13	50 0 0	9 0	49 53 1719	53	45	1004	8	٦	<b>†</b> 1>	
Traffic Volume (vph) Future Volume (vph) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Satd. Flow (perm) Satd. Flow (RTO R) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	183 183 1770 0.563 1049 0.92 125% 2%	122 125 1774 1774 13	50 0 0	9 0	49 53 1719	53	45	1004	8			
Future Volume (vph) Satd. Flow (prot) Fit Permitted Satd. Flow (perm) Satd. Flow (perm) Satd. Flow (RTO R) Confl. Peds. (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	1770 0.563 1049 0.92 125% 2%	1774 1774 13	0	0	1719		48	1004		38	1202	60
Satd. Row (prot) Fit Permitted Satd. Row (perm) Satd. Row (perm) Satd. Row (RTO R) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	0.563 1049 0.92 125% 2%	1774 13	0			Û.		1.034	8	41	1304	60
Fit Permitted Satd. Flow (perm) Satd. Flow (perm) Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	1049 0.92 125% 2%	13		0	0.966		1770	3534	0	1770	3511	C
Satd. Flow (RTO R) Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	0.92 125% 2%	13		0			0.058			0.118		
Satd. Flow (RTO R) Confl. Peds. (#hr) Confl. Bikes (#hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	125% 2%		2		1668	0	108	3534	0	220	3511	C
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Block ages (#/hr) Parking (#/hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	125% 2%	0.00			27			1			7	
Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	125% 2%	0.00	5			8			7			1
Peak Hour Factor Growth Factor Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	125% 2%	0.00				1			1			1
Heavy Vehicles (%) Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	2%	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 (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	2%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Bus Blockages (#hr) Parking (#hr) Mid-Block Traffic (%) Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Lane Group Flow (vph) Trum Type Protected Phases Permitted Phases Total Split (s)	0	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#hr) Mid-Block Traffic (%) Adj. Flow (wph) Shared Lane Traffic (%) Lane Group Flow (wph) Tum Type Protected Phases Permitted Phases Total Split (s)	V	0	0	0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%) Adj. Flow (wph) Shared Lane Traffic (%) Lane Group Flow (wph) Tum Type Protected Phases Permitted Phases Total Split (s)												
Adj. Flow (vph) Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)		0%			0%			0%			0%	
Shared Lane Traffic (%) Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)	249	170	68	12	72	72	65	1486	11	56	1772	82
Lane Group Flow (vph) Tum Type Protected Phases Permitted Phases Total Split (s)												
Tum Type Protected Phases Permitted Phases Total Split (s)	249	238	0	0	156	0	65	1497	0	56	1854	0
Protected Phases Permitted Phases Total Split (\$)	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Permitted Phases Total Split (s)		8			4			6			2	
Total Split (s)	8			4			6			2		
	43.2	43.2		43.2	43.2		106.8	106.8		106.8	106.8	
	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	
v/c 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	
	105.1	51.6			41.4		109.1	15.6		7.9	5.3	
LOS	F	D			D		F	В		A	A	
Approach Delay		79.0			41.4			19.5			5.4	
Approach LOS		E			D			В			A	
Intersection Summary												
Cycle Length: 150												
Actuated Cycle Length: 150												
Offset: 24 (16%), Referenced to	o nhase	2:SBTL	and 6 NB	TI Start	of Green							
Control Type: Actuated-Coordin	and of the second	. 2.0012.		re, ordri	or oreen							
Maximum v/c Ratio: 0.97	naroa											
Intersection Signal Delay: 20.8				Ir	tersectio	108.0						
Intersection Capacity Utilization						of Service	F					
Analysis Period (min) 15	1.01.1 /											
Splits and Phases: 29: N Mill	ls Aven	ue & E Ma	arks St					44				
Ø2 (R)								4	Ø4			

Orlando 06/01/2016 PM Alden #2 Shane Synchro 9 Report Page 14

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	Y		5.0	é.	4	10	
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)	\$7	0	0	228	332	0	
Sign Control	Stop			Free	Free		
ntersection Summary							
Control Type: Unsignalized ntersection Capacity Utiliz						of Service A	

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			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	16
Satd. Flow (prot)	0	1829	0	0	1743	0	0	1 \$ 11	0	0	1813	(
Fit Permitted		0.902			0.924			0.916			0.746	
Satd. Flow (perm)	0	1663	0	0	1621	0	0	1671	0	0	1375	C
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	C
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			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-Und	coord											
Maximum v/c Ratio: 0.63												
Intersection Signal Delay: 1	4.1			Ir	tersection	h LOS: B						
Intersection Capacity Utiliza	ation 52.5%	)		10	CU Level	of Service	Α					
Analysis Period (min) 15												
Splits and Phases: 34: Hi	ighland Ave	e & E Mar	ks St									
N					-	Ø4						ĺ.
<b>♥</b> Ø2						Ø4						
20 5			1		24	<u>s</u>						
<b>≜</b> ¶ Ø6					-	<b>1</b> Ø8						
26.0			1		24	20						

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$	22.10		\$			\$	17.55		\$	
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
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												

## PM Alden #2 37: Ferris Ave & Brookhaven Dr

Analysis Period (min) 15

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	~	\$			\$	29.10	5.005	\$	1	~	\$	
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	\$75	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												
Intersection Summary Control Type: Unsignalized Intersection Capacity Utiliza						of Service	_					

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1212	\$			\$		12022	\$	
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
Fit 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												
Control Type: Unsignalized												
Intersection Capacity Utiliza Analysis Period (min) 15	tion \$7.2%			10	CU Level	of Service	E					

#### PM Alden #2 41: Brookhavon Dr.& Virginia Drivo

Orlando 06/01/2016 PM Alden #2 Shane

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	100	र्स	f)		٦	1	
Traffic Volume (vph)	0	28	11	0	0	Ó	
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						of Service A	

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

Orlando 06/01/2016 PM Alden #2 Shane

Lane Configurations         Image: Configuration of the second secon		٠		7	1	+	•	1	† 1	1	1	Ŧ	1
Traffic Volume (vph)         21         122         127         40         16         23         12         137         57         57         33         13           Future Volume (vph)         22         122         132         45         16         69         16         259         99         68         132         133           Satd. Row (prot)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Satd. Row (prot)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Satd. Row (perm)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Confl. Peds. (#hr)         0         1737         0         0         1699         0         1792         0         0         1818         0           Confl. Peds. (#hr)         0         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)         21         122         127         40         16         23         12         137         57         57         33         13           Future Volume (vph)         22         122         132         45         16         69         16         259         99         68         132         133           Satd. Row (prot)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Satd. Row (perm)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Confl. Peds. (#hr)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Confl. Peds. (#hr)         0         1737         0         0         1699         0         1792         0         0         1818         0           Confl. Peds. (#hr)         0         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92         0.92	Lane Configurations		\$			4			\$			\$	
Satcl. Row (prot)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           FIt Permitted         0.996         0.983         0.998         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.998         0.998         0.998         0.998         0.998         0.998         0.998         0.992         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         0.92	test weight been the weight	21		127	40		23	12		57	57		13
Satcl. Row (prot)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           FIt Permitted         0.996         0.983         0.998         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.984         0.998         0.998         0.998         0.998         0.998         0.998         0.998         0.998         0.992         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         0.92	Future Volume (vph)	22	122	132	45	16	69	16	259	99	68	132	13
Satcl. Flow (perm)         0         1737         0         0         1699         0         0         1792         0         0         1818         0           Confl. Peds. (#hr)         Confl. Bikes (#hr)		0	1737	0	0	1699	0	0	1792	0	0	1818	0
Confl. Peds. (#hr)           Confl. Bikes (#hr)           Peak Hour Factor         0.92         9.92         0.92         0.92         0.94         23	Fit Permitted		0.996			0.983			0.998			0.984	
Confl. Bikes (#hr)           Peak Hour Factor         0.92 <t< td=""><td>Satd. Flow (perm)</td><td>0</td><td>1737</td><td>0</td><td>0</td><td>1699</td><td>0</td><td>0</td><td>1792</td><td>0</td><td>0</td><td>1818</td><td>0</td></t<>	Satd. Flow (perm)	0	1737	0	0	1699	0	0	1792	0	0	1818	0
Peak Hour Factor         0.92 <th0.92< th="">         0.92         0.92</th0.92<>	Confl. Peds. (#hr)												
Growth Factor         125%         125%         125%         126%	Confl. Bikes (#hr)												
Heavy Vehicles (%)         2%         0	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
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	Growth Factor	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%	125%
Parking (#hr) Mid-Block Traffic (%) 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	Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
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	Bus Blockages (#hr)	0	0	0	0	0	0	0	0	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	Parking (#hr)												
Shared Lane Traffic (%) Lane Group Flow (vph) 0 375 0 0 177 0 0 509 0 0 289 0	Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph) 0 375 0 0 177 0 0 509 0 0 289 0	Adj. Flow (vph)	30	166	179	61	22	94	22	352	135	92	179	18
	Shared Lane Traffic (%)												
Sign Control Stop Stop Stop Stop	Lane Group Flow (vph)	0	375	0	0	177	0	0	509	0	0	289	0
	Sign Control		Stop			Stop			Stop			Stop	

Analysis Period (min) 15

Orlando 06/01/2016 PM Alden #2 Shane