S.R. 426 Coalition Planning Report

S.R. 426 from S. Park Avenue to N. Lakemont Avenue

Financial Management Number: 451282-1
Contract Number: CAC29

Prepared for:

Florida Department of Transportation – District Five

Prepared by:

WSP USA Inc.

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1 PROJECT BACKGROUND

S.R. 426 is programmed for a RRR investment; the design phase of which will begin design in late 2023 and anticipated to begin construction in the summer of 2025. The study limits are from west of S. Park Avenue to east of N. Lakemont Avenue, a distance of 1.7 miles. In order to improve safety along the corridor, FDOT is also incorporating traffic safety upgrades into the RRR project. To achieve this objective, FDOT established the S.R. 426 Coalition, partnering with the City of Winter Park, stakeholders, and the community. This report summarizes the S.R. 426 Coalition Phase (Planning Phase) of this project.

FIGURE 1: PROJECT LOCATION

Purpose and Need: The S.R. 426 Coalition evaluated a variety of factors including safety, pedestrian and bicyclist mobility, speed management, and traffic operations. The goal of this maintenance project is to rehabilitate the pavement while incorporating improvements within the existing right of way that will increase safe travel along the corridor for all users.

A local advocacy group called Fix426 has been documenting issues and opportunities along this stretch of S.R. 426 and provided first-hand insights into the safety concerns for this corridor to advance during the Coalition. Fix426 was initiated to bring the community together and collaborate with agencies and leaders with a focus on preventing crashes and improving the overall corridor safety and bike/pedestrian mobility on S.R. 426. The following is a link to their website - https://www.fix426.com/.

The key requests from Fix426 during the S.R. 426 Coalition included:

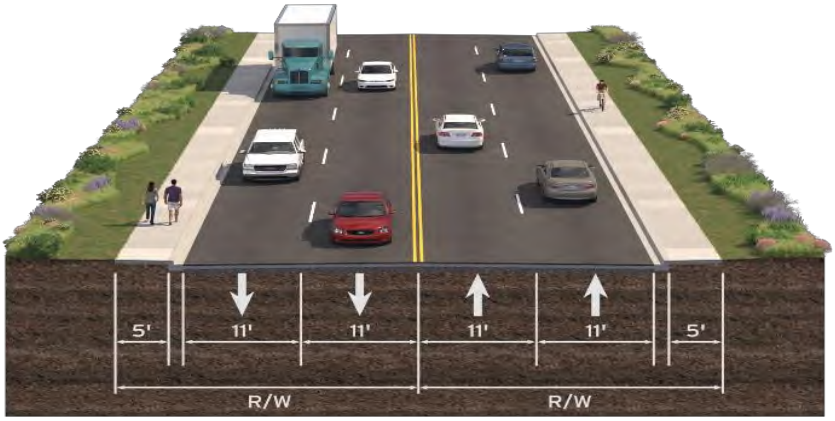
- Reduce the number of lanes from 4 to 2 or 3 to allow for a center turn lane and/or median with openings, and wider sidewalks and bike lanes.
- Add traffic signals at Henkel Circle/Trismen Terrace and near Cortland Avenue to allow for improved turning movements into and out of the neighborhood streets.
- Add pedestrian crossings along the corridor, with a focused request at Trismen Park.
- Widen the sidewalks/provide greater separation between travel lanes and the sidewalk.

2 EXISTING CONDITIONS

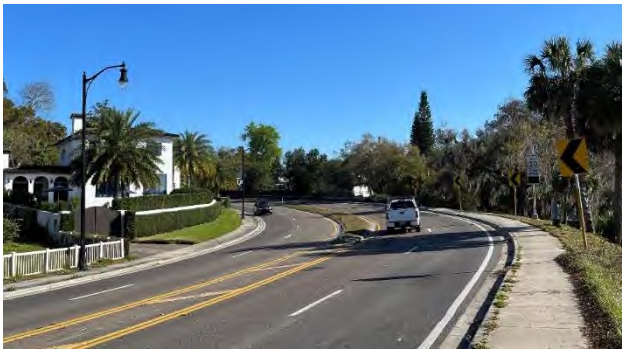
S.R. 426 is a 4-lane arterial roadway within the city limits of Winter Park, Florida. The project limits are from west of South Park Avenue to east of North Lakemont Avenue for a total length of 1.7 miles, as shown above in **Figure 1**.

The existing roadway is posted at 30 miles per hour (MPH) with advisory speeds of 25 MPH through the two horizontal curves. The existing typical section is shown in **Figure 2** has two 11-foot eastbound and two 11-foot westbound lanes, with attached five-foot sidewalks on either side. There is one segment of the corridor, at Henkel Circle and Trismen Terrace, where the lanes were narrowed to 9-feet to provide a center turn-lane.

FIGURE 2: EXISTING TYPICAL SECTION



Below are a series of photos that are representative of the corridor characteristics.



2.1 Crash Analysis

To further understand the current conditions, a safety analysis was completed for the corridor using Signal 4 Analytics data between January 2017 through August 2022. The full Safety Analysis is found in **Appendix A**.

Based on the historical crash analysis, the following observations are noted.

- Since the year 2020, there has been an increase in crashes, particularly fatal and serious injury crashes.
- The majority of crashes occurred during the daytime in a clear, dry weather condition.
- Rear-end, sideswipe, and left-turn crashes were the prevalent crash types, which indicates lack of left-turn/right-turn opportunities along the corridor to the driveways/cross-streets.
- Distracted driving, lane departure and aggressive driving/speeding were found as the major contributing causes.

2.2 Crash Frequency

A summary of the crash data is included in **Table 1**. In total, 629 crashes occurred within the study corridor between January 2017 and August 2022. The crash trend suggests a declining trend during the pre-COVID period (2017-2019), lower crashes during year 2020, and an increasing trend in recent period (2021-2022). Out of the 629 crashes, two fatal crashes occurred recently in 2021 and 2022. There were two fatal crashes, 203 crashes that involved injury, and 424 crashes with property damage.

TABLE 1: CRASH DATA SUMMARY BY YEAR

Year	Total	No. of Crashes		
		With Fatality	With Injury	With Property Damage
2017	**126**	**0**	**41**	**85**
2018	**132**	**0**	**48**	**84**
2019	**112**	**0**	**34**	**78**
2020	**87**	**0**	**27**	**60**
2021	**99**	**1**	**34**	**64**
2022	**73*** **(110)****	**1**	**19**	**53**
Total	629	2	203	424
Percent	100%	0.3%	32.3%	67.4%

** Represents crashes occurred between January 2022 to August 2022*

*** Represents crashes for the full year of 2022 using a linear extrapolation*

Figure 3 and Figure 4 summarize the crash facts and the crash factors for the S.R. 426 corridor.

FIGURE 3: CRASH FACTS

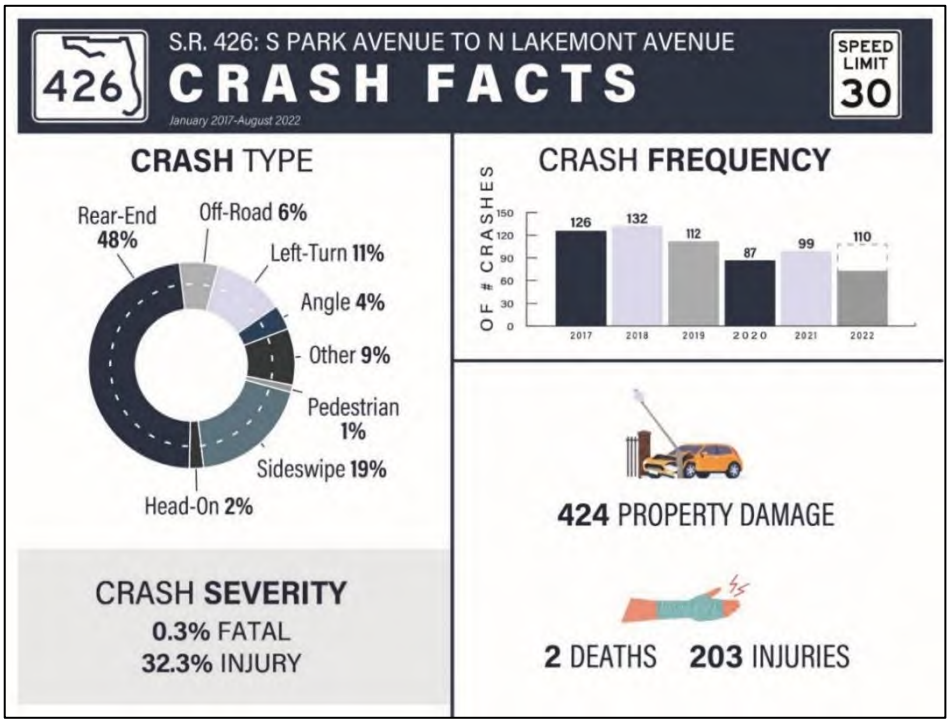
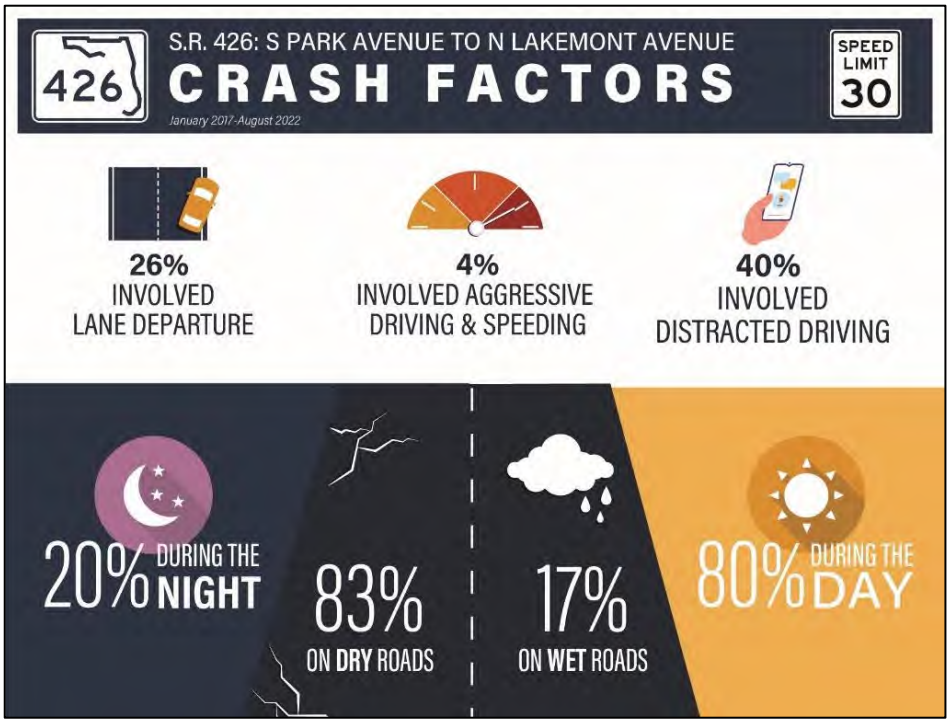


FIGURE 4: CRASH FACTORS



2.3 Traffic Operations

Five intersections and three roadway segments along the study corridor were analyzed to understand existing traffic conditions. Based on the traffic operational analysis, the following observations were noted.

- The traffic signal cycle length is 220 seconds at the intersections of S. Park Avenue, Ollie/Chase Avenue and N. Lakemont Avenue in the afternoon hours. Cross street approaches (NB/SB) are experiencing LOS E or LOS F during the AM and PM peak hours. Signal retiming is recommended to improve overall traffic operations along the study corridor.
- Based on the intersection analysis, all intersections except S.R. 426 and N. Lakemont Avenue are currently operating at an acceptable LOS. The S.R. 426 and N. Lakemont Avenue intersection is currently operating at LOS E in the AM and PM peak hours. However, none of the intersection approaches are failing (LOS F) at this intersection.
- Utilizing the 2020 FDOT Quality/Level of Service Handbook for Urban Arterials on State Highway System, the three segments along the study corridor are carrying more volume than the recommended roadway vehicular capacity, resulting in all three segments being categorized as LOS F.

Figure 5 presents a summary of the existing traffic operational analysis for both intersections and segments along the study corridor. The full Traffic Operations Analysis is found in Appendix A.

FIGURE 5: EXISTING TRAFFIC CONDITIONS

2.4 Bicycle and Pedestrian

There are 5-foot sidewalks on both sides of the road, along the entire S.R. 426 corridor. In various locations, utility poles or signage is within the sidewalk, resulting in impediments to pedestrians.

There are no bicycle lanes or shared use paths along S.R. 426.

2.5 Transit

The S.R. 426 corridor hosts LYNX transit bus route Link 443 with 14 bus stops within the project corridor, 8 eastbound and 6 westbound. At the intersection of N Lakemont Avenue, Links 6 and 13 connect at the bus transfer station, south of S.R. 426. All bus stops within the corridor are in-lane stops with no separated bus bays. Only one stop, located on eastbound S.R. 426 just east of Interlachen Avenue, includes a bus shelter, seating, and garbage receptacle. The project team coordinated with LYNX regarding opportunities to consolidate and/or relocate stops to improve transit operations and service that can occur during the construction of the RRR improvements.

3 ALTERNATIVES ANALYSIS

The process of identifying alternatives started by gathering existing data and studies, conducting a series of field visits, and meeting with stakeholders. As discussed in the previous sections, the data was analyzed and reviewed to obtain a more in-depth understanding of the issues and opportunities along the corridor, including the preparation of a series of traffic operations reports.

Following the detailed existing conditions analysis, the coalition team identified three preliminary concepts for study. These concepts are listed below and then described in further detail.

- Addition of a new traffic signal(s);
- Replacement of the existing traffic signal at S.R. 426 and Chase Avenue/Ollie Avenue with a roundabout; and
- Elimination of a lane(s) to provide for pedestrian and bicycle improvements.

3.1 Traffic Analysis

To understand the full opportunity of improvements, the following traffic analyses were completed:

- **Traffic Signal Analysis:** A warrant analysis was completed for the Henkel Circle/Trismen Terrance intersection as well as the Jo-Al-Ca Avenue intersection. Warrants were not met for any of the volume-based warrants (1 through 4) while warrants 5, 6, 8 and 9 do not apply. Warrant 7 was also investigated, but the crash history did not meet the minimum requirement of five crashes that could be correctable by a signal. Therefore, no new traffic signals were proposed for this project.

TABLE 2: TRAFFIC SIGNAL WARRANT

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

- **Roundabout Analysis:** Due to the existing right-of-way configuration at the intersection of Ollie Avenue/Chase Avenue with S.R. 426, a roundabout was analyzed for traffic operations and roadway feasibility at this location. A traffic operations analysis showed the 2-lane roundabout operating with acceptable levels of service into year 2047 while the northbound and southbound directions of the traffic signalization failed in 2027. However, based on the preliminary design of the 2-lane roundabout, right-of-way (ROW) will be required on the northwest corner as well as minor takes on southeast and southwest corners. As the S.R. 426 improvements will be incorporated into a RRR project, no ROW takes can be included, therefore the roundabout was removed from consideration at this time.
- **Lane Repurposing:** As the ROW for S.R. 426 falls at the back of the sidewalk on both sides of the road (see Figure 2), there is no ability to make improvements such as widening sidewalks or adding bike lanes within the existing ROW. As such, a lane repurposing analysis was completed to understand the opportunity to reassign vehicular space to improve mobility for pedestrians and bicyclists. Four

scenarios were analyzed including: a 3 lane with center turning lane; 2 eastbound lanes and 1 westbound lane; 2 westbound lanes and 1 eastbound lane; or removing 2 lanes through the curves. The 2022 AADT for S.R. 426 within the project limits was 41,000 vehicles per day and the directional split was measured as even between eastbound and westbound traffic. Per the FDOT 2023 QLOS capacity of a C4 4-Lane arterial is 36,100 vehicles per day. Since traffic volumes are already over capacity, it was not possible to consider a lane repurposing at this time.

3.2 Alternatives Developed

After the three traffic concepts above were analyzed and removed from consideration, the team proposed two corridor wide conceptual alternatives, which retained all four travel lanes while adding approximately 30 types of safety improvements; all improvements are within the existing right-of-way.

The two alternatives, as shown in Figure 6 and Figure 7 were developed to support the project goals of providing a safer corridor for all users.

FIGURE 6: ALTERNATIVE 1

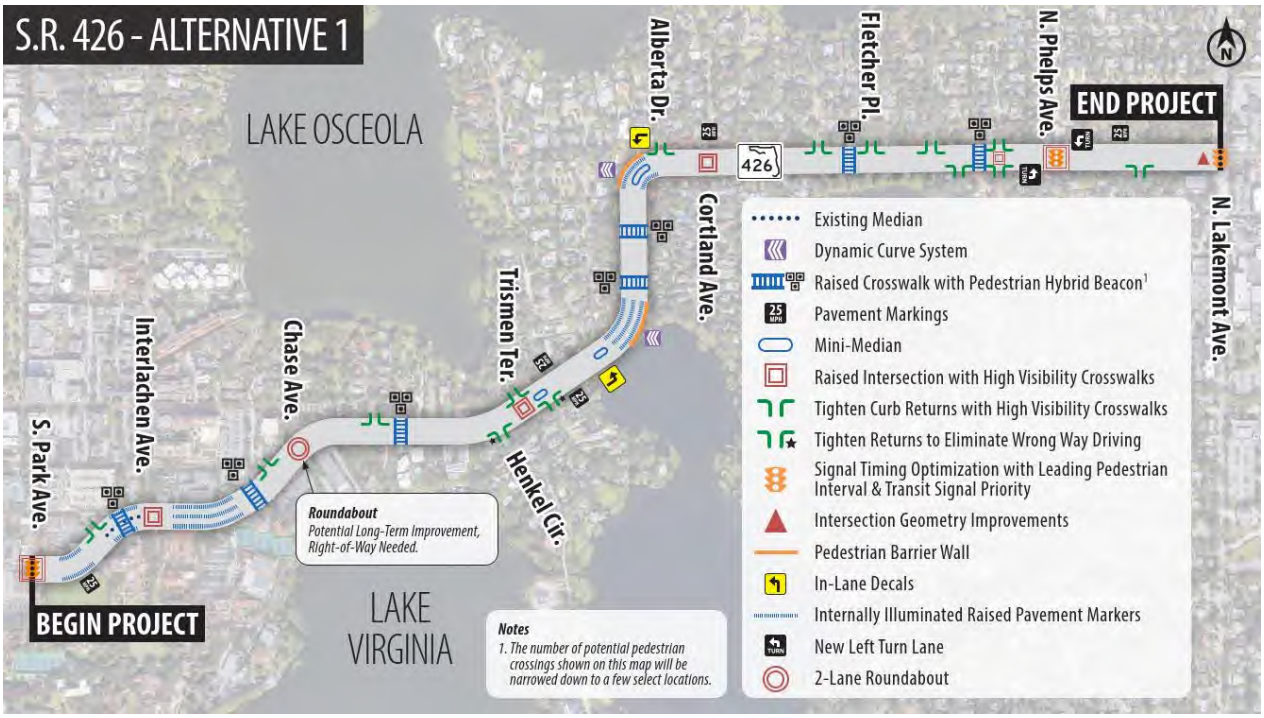
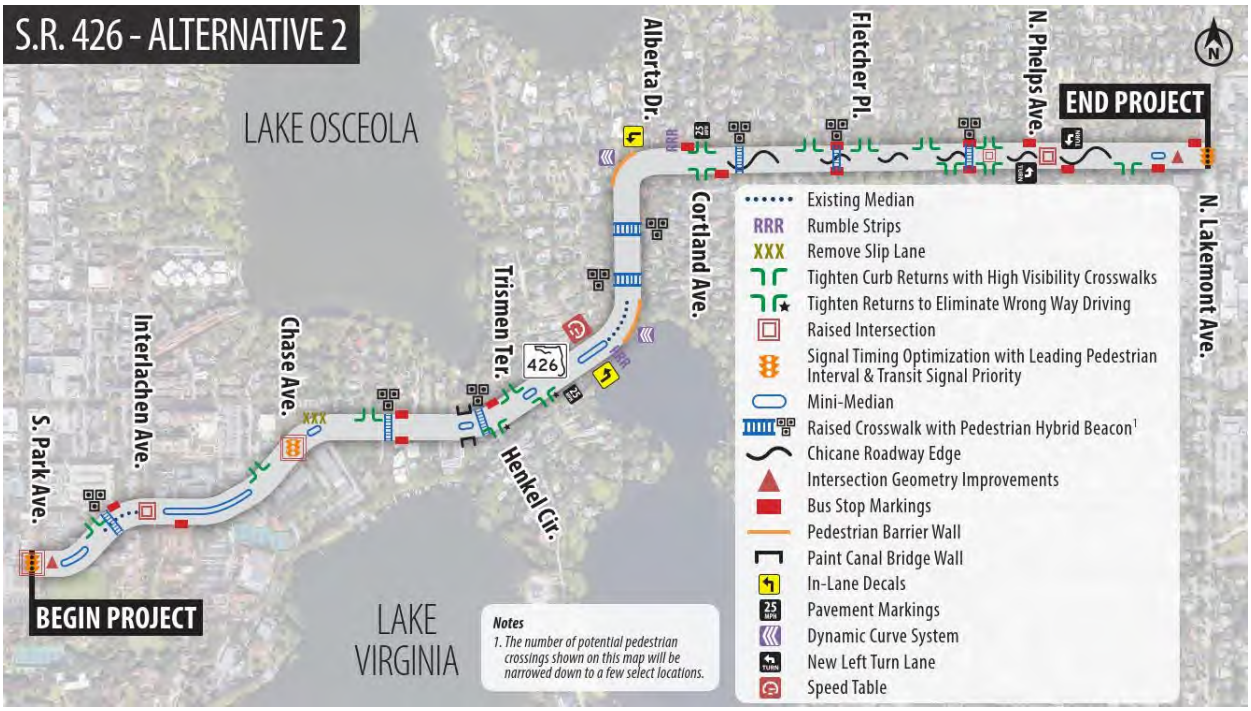


FIGURE 7: ALTERNATIVE 2



3.3 Alternative 1 and 2 Improvements *Not* Moving Forward

Alternatives 1 and 2 included a wide array of potential safety countermeasures. These Alternatives were vetted with the leadership of Fix426, the Project Visioning Team, the City of Winter Park, and the general public. Details of the community engagement process can be found in the Section 5 PUBLIC ENGAGEMENT PROCESS that follows. Based on engineering judgement, coupled with the input from each of these groups, several of the potential improvements were not advanced from the Draft Alternatives into the Preferred Alternative. Those improvements that were removed include:

- **2-Lane Roundabout at Chase Avenue/Ollie Avenue Intersection**. The traffic operations analysis showed promising outputs for the roundabout as compared to the traffic signal in 20 years, however the design required a 2-lane configuration due to existing traffic volumes (41,000 AADT). A 2-lane roundabout required right-of-way on the northwest, and potentially the southwest and southeast corners to make the proposed layout work. The roundabout was removed from the Preferred Alternative but could be considered by the FDOT and the City of Winter Park as part of a future improvement.
- **Roadway Chicane**. By narrowing the lanes from 11-feet to 10-feet, Alternative 2 included shifting the roadway 4-feet north, then south between Cortland Avenue to Phelps Avenue. This improvement did not provide a great enough safety benefit to justify moving several thousand feet of curb and gutter. Therefore, this improvement was removed from consideration due to a low return on investment.

- **Rumble Strips**. In an effort to reduce lane departures, in-ground, 6-inch wide rumble strips along the centerline, edge line, and skip stripes were proposed approaching and through both Brewer's Curve and the Southern Curve. Rumble strips are typically utilized on rural highways or interstates for high speed, non-residential conditions. The use of rumble strips was removed from this project due to the concerns of noise and context application in this residential area.
- **High-Friction Surface Treatment.** This pavement type was considered within the two tight horizontal curves along S.R. 426 as a countermeasure to reduce lane departures but removed from consideration due to the low speeds being implemented on corridor. As this treatment has only been tested to date in high-speed conditions, the benefits are unknown for this application on S.R. 426.
- **Left Turn Lanes at N. Phelps Avenue.** In order to provide dedicated left turn lanes to reduce left turn crashes at N. Phelps Avenue, the proposed alternatives included restriping the lanes to 9-feet wide to create a 9-foot left turn pocket for eastbound and westbound traffic. Through City and public meeting coordination, these lanes were removed due to the non-standard lane width.
- **Signal at Cortland Avenue.** Requested by the City and Fix426, the full traffic signal was initially reviewed for a warrant analysis, and none of the warrants were met. Residents shared that travel patterns are to utilize the signal at N. Phelps Avenue to access the neighborhood. FDOT Traffic Operations programmed additional intersection counts to be collected at the end of September 2023 for five intersections to understand the demand while also evaluating the safety and construction feasibility based on current geometry and limited ROW. These counts and the subsequent evaluation did not support the addition of a traffic signal.
- **Remove Slip Lane at Chase Avenue/Ollie Avenue.** To improve safety while reducing speeds, the removal of the high-speed slip lane (continual right turn lane) along westbound S.R. 426 at Chase Avenue was recommended. The City of Winter Park indicated, and the public comments suggested that the slip lane was well utilized as both a back entrance into Park Avenue, and as an opportunity to provide an easier movement for trucks with boats traveling across S.R. 426 to Dinky Dock. There was also concern that removal of the slip lane would negatively impact the operations of the intersection at Chase Avenue/Ollie Avenue. It was agreed that the existing YIELD sign at Chase Avenue would be replaced with a STOP sign.

4 PREFERRED ALTERNATIVE

The Preferred Alternative presented in this Summary Report is a compilation of community input, FDOT and City of Winter Park direction, and engineering judgement to provide the best outcomes to meet the goals of the project while staying within the RRR requirements. This Preferred Alternative will be moving into the design phase in late 2023 and be further refined with the additional tools of ground survey and underground utility investigation. Figure 8 below shows the Preferred Alternative icon map. Appendix C includes the Roll Plots of the Preferred Alternative.

FIGURE 8: PREFERRED ALTERNATIVE ICON MAP

4.1 Preferred Alternative Improvements

- **Dynamic Curve System.** Due to the design speed of 25 MPH required within both Brewers Curve and the Southern Curve, dynamic curve systems are recommended. These LED chevrons systems will increase visibility and enhance safety. The system will be designed to levels which will not create light pollution for nearby homes.
- **Speed Radar Signs.** The integration of traffic technology through speed radar signs will further support the roadway infrastructure changes in the design to achieve 30 mph traveling speeds. One existing sign will remain while two additional eastbound and three eastbound are proposed. Signs assemblies require a solar panel and approximate base width of 18-inches constructed within the back of sidewalk.
- **Raised Crosswalks with Pedestrian Hybrid Beacons (PHB).** Three signalized pedestrian crossings will provide improved pedestrian connectivity and safe crossings to local destinations. Raised crosswalks

will be designed to 4-inches above grade with 10-foot tapers. High emphasis crosswalks will be 10-feet wide (the design of the raised crosswalks is consistent with the design recently implemented by FDOT on Orange Blossom Trail in Orange County, south of downtown Orlando). Drainage grates will be utilized between existing curbs with ADA upgrades and new raised crosswalk to allow existing drainage patterns to remain.

- **25 MPH Pavement Markings.** In lane pavement markings to reinforce the target speed of 25 MPH will be installed using thermoplastic pavement symbols within the lanes in approach of Brewer's Curve and the Southern Curve.
- **Medians.** To create separation between eastbound and westbound traffic, and to provide landscape opportunities for side friction to reduce speeds, medians will be created when possible. Medians less than 7-feet wide will include low shrubs while medians greater than 7-feet wide will include shade trees and groundcover.
- **Raised Intersection with High Emphasis Crosswalks.** Four proposed raised intersections on the corridor will reduce speeds while improving pedestrian safety. Pedestrians will be raised 4-inches off ground level while walking on high visibility crosswalks to improve visibility and safety. Crosswalks will be within the raised intersection while tapers of approximately 10-feet will be striped with white chevron arrows to inform the motorist of the raised element and direction of travel.
- **Tighten Curb Returns & High Emphasis Crosswalks.** All current curb returns allow a flare approaching the intersection which allows for higher speed turning movements. Curb returns will be reduced to 25-feet maximum on the right side of the street (egress) to allow for the appropriate lane widths (10-feet per lane). There is one exception to tightening the curb return on only one side of the street, which is the Henkel Circle exit, which will have curb returns reduced on both sides of the street due to issues with wrong way turns into Henkel Circle (see further detail below). This narrowing will reduce the speed of turning vehicles while shortening the crosswalk distance to reduce the risk of collisions with pedestrians.
- **Henkel Circle Curb Returns.** As Henkel Circle is a one-way street, the curb returns can be narrowed significantly to allow for only one lane (approximately 14-feet maximum). The curb return will be designed for one-way by designing a 5-foot return on one side and 25-foot on the other to help to reduce wrong-way driving while also creating a much shorter pedestrian crossing with high emphasis crosswalks.
- **Signalization Improvements.** Several signalization improvements are proposed including signal timing improvements at N. Lakemont Avenue and Chase/Ollie Avenue, the addition of Leading Pedestrian Interval (LPI) timing at all four signalized intersections and adding signal backplates at all signalized intersections as an FHWA proven safety countermeasure.
- **New Turn Lane.** In an effort to utilize space efficiently and improve traffic operations, a new (dual) left turn lane is proposed on S.R. 426, eastbound to northbound at N. Lakemont Avenue.
- **Pedestrian Barrier Wall.** To provide additional safety and protection for pedestrians, a concrete barrier wall of approximately 32-inches in height will be constructed on the outside curb line of the

Brewer's Curve and the Southern Curve. With existing additional City ROW in these areas, the sidewalk can be widened behind walls to meet FDOT recommended widths. Pedestrian handrails along the back of sidewalk will need to be evaluated for slope conditions.

- **In-Lane Decals**. To further advise motorists of the impending tight curves, additional pavement decals with the curve warning sign (W1-1L) within the approaching lanes is recommended.

- **Internally Illuminated Raised Pavement Markers.** Due to the dark conditions and horizontal curvature of the corridor, the use of internally illuminated raised pavement markers is recommended along the edge lines and lane lines in the appropriate yellow and white colors within Brewer's Curve and the Southern Curve. This countermeasure will help to addresses the lane departures on corridor.
- **Lighting Upgrades.** The existing corridor has decorative streetlight poles at a staggered offset 100-foot spacing. To enhance night-time safety for all users, a new fixture is recommended with a brighter LED light through replacement of the fixture only on all existing poles/arms.
- **Bus Stop Markings.** With limited space to enhance transit access, the implementation of red bus stop boxes at dedicated LYNX bus stop locations is recommended. This includes the use of red (MMA) materials within the outside lane measured to 8' wide by 40' long with the message "BUS STOP" in white thermoplastic pavement markings.
- **Raised Speed Table.** Vertical elements along the corridor will create desired traffic calming to induce the posted speed limit of 30 mph. A raised speed table just east of Osceola Court will be constructed to compliment other vertical elements (crosswalks, intersections) to provide a consistent spacing of approximately 500-feet between raised elements along this corridor. The raised table design will mimic the raised crosswalk design with a 4-inch vertical height, 23-foot table surface and 10-foot tapers. White thermoplastic chevron arrows will be included on tapers.
- **Slip Lane STOP Sign at S.R. 426 and Chase Avenue.** To slow traffic turning onto Chase Avenue, and to provide improved safety for pedestrians, the existing YIELD sign at Chase Avenue will be replaced with a STOP sign.
- **Pedestrian Safety Signage.** Specific locations on the corridor (particularly N. Lakemont Avenue) were identified by the public to need pedestrian safety enhancements, including advising drivers to be more aware of pending pedestrian crossings. It is recommended to add signage (R10-15M) to all the corners of Lakemont Avenue.

4.2 Summary

The Preferred Alternative is a compilation of community input, FDOT and City direction, and engineering judgement to provide the best outcomes to meet the goals of the project while staying within the RRR parameters.

The renderings that follow show the before and after conditions of key locations along the S.R. 426 corridor.

FIGURE 9: PREFERRED ALTERNATIVE: RENDERINGS OF PROPOSED IMPROVEMENTS

**Rendering of Existing View (Left) and Proposed View (Right) of S.R. 426 Looking East of Chase Avenue/Ollie Avenue*

**Rendering of Existing View (Left) and Proposed View (Right) of S.R. 426 Looking East from Osceola Court*

**Rendering of Existing View (Left) and Proposed View (Right) of S.R. 426 Looking East from Trismen Terrace*

**Rendering of Existing View (Left) and Proposed View (Right) of S.R. 426 Looking West at Brewer's Curve*

**Rendering of Existing View (Left) and Proposed View (Right) of S.R. 426 Looking Southeast at N. Phelps Avenue*

5 PUBLIC ENGAGEMENT PROCESS

Public engagement for the S.R. 426 Coalition included extensive collaboration between the FDOT, the City of Winter Park, Fix426, the Project Visioning Team (PVT) and the public. It included recurring meetings with the following:

- **Fix426:** Leadership of the local advocacy organization, representing the community.
- **Project Visioning Team (PVT):** Approximately 30 stakeholders along the S.R. 426 project corridor. The list of PVT members is included in Appendix C.
- **City of Winter Park:** City representatives were also part of the PVT, however as the City was critical to this project, numerous one-on-one meetings were held between FDOT and the City.
- **Community Meetings:** General public engagement via open house community events.

The Project Visioning Team (PVT) was developed to represent the different stakeholders along the corridor to include residents, businesses, and institutions to further understand the holistic needs of the corridor as well as specific safety and mobility issues.

The City of Winter Park was engaged in all meetings in partnership with the FDOT team when presenting to the community. Below is a listing of the formal public engagement meetings for this project.

TABLE 3: PUBLIC MEETINGS

Meeting Name	Date	Location
Fix 426 Initial Meeting	October 27, 2022	City Hall, Winter Park
PVT #1 Meeting	November 14, 2022	Winter Park Community Center
Fix426 Alternatives Review Meeting	May 23, 2023	City Hall, Winter Park
PVT #2 Meeting	June 1, 2023	Woman's Club of Winter Park
Community Meeting #1	June 13, 2023	Winter Park Events Center
Fix426 Preferred Alternative Meeting	August 31, 2023	City Hall, Winter Park
PVT #3 Meeting	September 21, 2023	Winter Park Community Center
Community Meeting #2	October 4, 2023	Winter Park Events Center

The Fix426 and PVT meetings were by invitation and communications were sent to attendees via email. Community meetings were open to the public and advertised via flyers, newspaper, FAR postings, social media (Fix426/PIO/City), and website calendar (FDOT/City).

The first round of meetings with the City, Fix426, and the PVT included a presentation of the crash analysis and existing conditions assessment followed by a listening session with community members to the current issues along the corridor.

From the understanding of the issues, the project goals were established to be:

- Improve safety for all modes
- Reduce crashes and speeding
- Increase multimodal opportunities along corridor

Safety and traffic analyses were completed (see **Section 2 EXISTING CONDITIONS**) which led to the second round of meetings (Fix 426, PVT, and public) during which Alternative 1 and Alternative 2 were presented to the public for feedback. Feedback was received in multiple forms including documenting comments on roll plot via conversations, written comments forms and emails, as well as through the virtual meeting portal.

After receiving input on Alternative 1 and 2, the third round of meetings occurred with Fix426, the PVT and the public. At these meetings, the Preferred Alternative was presented for input. Appendices D through J include the full packet of materials for each of the meetings identified above.

6 NOTES TO DESIGN TEAM

There were several items that were analyzed during the Coalition phase of this project that the Design team should be aware of as there are either outstanding points of discussion, or that need to be confirmed during final design. These items are described below.

- **Traffic Signals:** The City and community have asked for a new signal to be added at Henkel Circle/Trismen Terrace and near Cortland Avenue to allow for improved turning movements into and out of the neighborhood streets. This was studied previously by D5 and during this Coalition. Warrants were not met. D5 Traffic Operations also collected new counts at five intersections at the end of September. Traffic Operations then looked at the five intersections collectively to determine whether the combined counts would justify a new signal.

The counts were collected on S.R. 426 (Section 75090) at the following locations:

  - Trismen Terrace (MP 0.625)/Henkel Cir (MP 0.592)
  - Cortland Avenue (MP 1.051)
  - Sylvan Boulevard (MP 1.170)/ Jo Al Ca Ave (MP 1.181)
  - Phelps Avenue (MP 1.463)
  - Lakemont Avenue (MP 1.653)

The most recent traffic signal analysis again determined that a new signal was not warranted.

- **Pedestrian Crossing Locations:** There are three locations in the Preferred Alternative that have raised pedestrian crossings with pedestrian hybrid beacons. The City is still working to determine whether to shift the easternmost PHB at Jo-Al-Ca/Fletcher Avenue further west to between Cortland Avenue and Jo-Al-Ca Avenue. FDOT will determine the final locations during the Design phase, in coordination with the City's leadership.
- **Pedestrian Hybrid Beacons** (PHB): The City supports PHBs if there is room to add a pedestrian refuge area. The City does not support narrowing the lanes to 9-feet to provide the space needed for a pedestrian refuge area. A pedestrian refuge is planned for the Trismen Terrace location since the travel lanes are already 9-feet in this location which will allow for the center median, but it cannot be included in the Trismen Park or Jo-Al-Ca locations without narrowing the lanes to less than 10-feet. The City previously expressed a preference for RRFBs over PHBs.
- **Location of PHBs:** The City would like to consider moving the pedestrian crossing shown in the Preferred Alternative at Trismen Park to the straightaway portion of the roadway, closer to Cortland Avenue. The Design team will need to locate the PHB crossings based on best engineering judgement.
- **PHB Mast Arm Placement:** The attached sidewalks are only 5-feet wide, and FDOT does not own any land beyond the sidewalks. It was determined that at Trismen Terrace, the mast arm and signal cabinet can be located in the median that will be added. At Trismen Park and near Jo-Al-Ca Avenue, the sidewalks will be widened by reducing the lanes to 10' so that the mast arms can be included at the edge of the ROW.

- **Speed Tables:** There are four included in the Preferred Alternative, the design of which was coordinated with emergency responders.
- **Improved Pedestrian Facilities:** The ROW is at the back of the sidewalk, which prevents sidewalk widening without narrowing or reducing the number of lanes. The City does not want the lanes to be narrowed and S.R. 426 is not a candidate for a lane repurposing/elimination due to the volumes.
- The Coalition consultant team did assess the feasibility of widening the sidewalk/adding a grass buffer on a portion of the south side of S.R. 426 by reducing the existing lanes from 11-feet to 10-feet. However, it was only possible to widen a short segment, from west of Henkel Circle to Chase Avenue/Ollie Avenue because the lanes are already 9-feet from west of Henkel Circle exit to east of the Henkel Circle entrance, leaving no extra width to reallocate to the sidewalk. This left only a very short segment that might be able to be widened, and for the limited benefit, it was determined that it would be more beneficial to spend the money on other improvements that would have a more significant impact on safety.
- **Median Curbs:** The City of Winter Park has requested that the curbs of all medians are mountable to allow his emergency vehicles to be able to drive over them when needed during an emergency response.
- **Bus Stop Locations**: There are several bus stops along S.R. 426. LYNX has been a close partner during the Coalition, and they have assessed the best placement for bus stops along the corridor. They will work with D5 to align their bus stops with the future crosswalk locations. The Design team should also work with LYNX during the Design phase to determine the final placements of the red bus stop markings in the travel lanes.
- **Stormwater**: The City and FDOT had a virtual meeting regarding the S.R. 426 improvements and ongoing sedimentation issues at Lake Virginia, Lake Mizell and Lake Sylvan. The City requested FDOT to install large trash and sediment removal structures as a part of the S.R. 426 project to address these issues.

FDOT's ROW area is small relative to the overall area draining to each lake (i.e., less than 1% of Lake Virginia's drainage basin), and no impairments are present at these three lakes. FDOT did not favor the use of the large outfall structures due to their substantial costs and detrimental impacts to the hydraulics of the storm drain systems. FDOT offered to install fence systems at the outfalls of their storm drain systems to prevent trash from entering the lakes as well as providing increased frequency of street sweeping to collect sediment and debris before it enters the storm drain system. The City was not supportive of the fence systems but agreed that street sweeping would be beneficial.

7 COST SHARING AND MAINTENANCE ITEMS

Discussions were held with the City of Winter Park and FDOT to establish cost sharing items and responsibility for maintenance of several of the improvements as shown below. Some of these items are still being discussed and will need to be finalized during the Design phase.

7.1 25 MPH Pavement Markings

- FDOT will maintain all in-lane pavement markings and decals.

7.2 Dynamic Curve System

- FDOT will maintain the dynamic curve system.
- This will be added to traffic operations contract to maintain.

7.3 Medians

- FDOT will be responsible for maintaining the median curbs.
- The City will be responsible for maintaining the landscaping (trimming of landscaping, mowing of grass) in the medians (Item 4).

7.4 Landscaping

- FDOT will pay for the landscaping.
- FDOT will pay for the installation.
- FDOT will install the landscaping.
- The City will be responsible for maintaining all landscaping.
- After construction is complete, the City will take over the maintenance via an agreement (the agreement will be done in the design phase). This will require an agreement (JPA, local funding agreement, etc.) in perpetuity that will be finalized in the design phase. If maintenance of the landscaping does not occur, removal of that landscaping can occur.

7.5 Pedestrian Barrier Wall in Curves

- FDOT will be responsible for maintaining the concrete structure.
- The City will be responsible for initial aesthetic treatment (painting), as well as for the maintenance of the treatment.

7.6 Bus Stop Markings

- The City will maintain the in-lane bus stop markings.

7.7 Decorative Intersections

- FDOT will install brick or brick-look intersections. The City will pay the cost difference between standard asphalt and the decorative treatment.
- FDOT will construct improvements. The City will be responsible for maintaining the decorative treatments after the initial installation.

7.8 Internally Illuminated RPMs (IIRPMs)

- The department will install and maintain IIRPMs. FDOT will have one of their ITS/traffic operations contracts maintenance contractors handle maintenance.

7.9 Speed Feedback Signs

- FDOT will fund and install these devices. The speed feedback sign or speed activated warning display (SAWD) is a compensation unit included in the traffic signal maintenance and compensation agreement (TSMCA). If the City agrees to maintain the device, it will be added to Winter Park's Exhibit A. If the City cannot meet the maintenance requirements, per the language in the TSMCA, please contact Tricia Ballard. In that case, the Department would not add it to the Exhibit A and instead, would have one of their ITS maintenance contractors handle maintenance.

7.10 Flashing STOP Sign on Interlachen Avenue

- FDOT will install the sign. The City of Winter Park would need to maintain this sign.

7.11 Additional Lighting Prior to PHBs

- Lighting will be provided in advance of each mid-block crossing. One light pole will be constructed at each approach. Lighting is to be installed by FDOT and maintenance will be confirmed during later phases of the project. Proposed lights will be added to the existing Highway Lighting Maintenance and Compensation agreement between FDOT and the City for maintenance costs.
- The City will pay the difference between standard and decorative lighting and will be responsible for the maintenance and operations of the lights in perpetuity.

8 SUMMARY

The Preferred Alternative presented in this Summary Report is a compilation of community input, FDOT and City direction, and engineering judgement to provide the best outcomes to meet the goals of the project while staying within the RRR parameters. This Preferred Alternative will be moving into the design phase in late 2023 and be further refined with the additional tools of ground survey and underground utility investigation.

- **Design Phase**: The RRR project is anticipated to begin design in November 2023. Martina Paradysz, PE will be District 5's Project Manager for the Design phase.
- **Construction Phase**: The construction phase is funded for FY26-27, with an anticipated letting date of August 2, 2025.

Appendix A: Traffic Reports

SAFETY ANALYSIS

S.R. 426 Coalition
(From West of S. Park Avenue to East of N. Lakemont Avenue)
Section 75090000 – MP 0.0 to 1.653
City of Winter Park, Orange County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5 TRAFFIC OPERATIONS
719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720

Contract Number: CAC29
Task Work Order: 19

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

January 2023

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

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

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EXECUTIVE SUMMARY

This memorandum summarizes the safety analysis completed for the S.R. 426 Coalition Study between S. Park Avenue and N. Lakemont Avenue including crash data source, study period, crash frequencies, crash types, crash contributing causes, and crash attributes for fatal, bicycle, and pedestrian crashes. This study analyzed crash data from the Signal4 Analytics for the most recent full 5 years, 2017-2021, along with January to August of 2022 to account for the most recent fatal and injury crashes. It should be noted that the crash data includes both long form (represents severe crashes) and short form (represents less severe crashes). Based on the historical crash analysis, the following observations are noted.

- Since the year 2020, there has been an increase in crashes, particularly fatal and serious injury crashes.
- The majority of the crashes occurred during the daytime in a clear, dry weather condition.
- Rear-end, sideswipe, and left-turn crashes were the prevalent crash types, which indicates lack of left-turn/right-turn opportunities along the corridor to the driveways/cross-streets.
- Distracted driving, lane departure and aggressive driving/speeding were found as the major contributing causes.

An infographic has been presented in **Figure 1 and Figure 2** to summarize crash analysis findings and crash factors analysis.

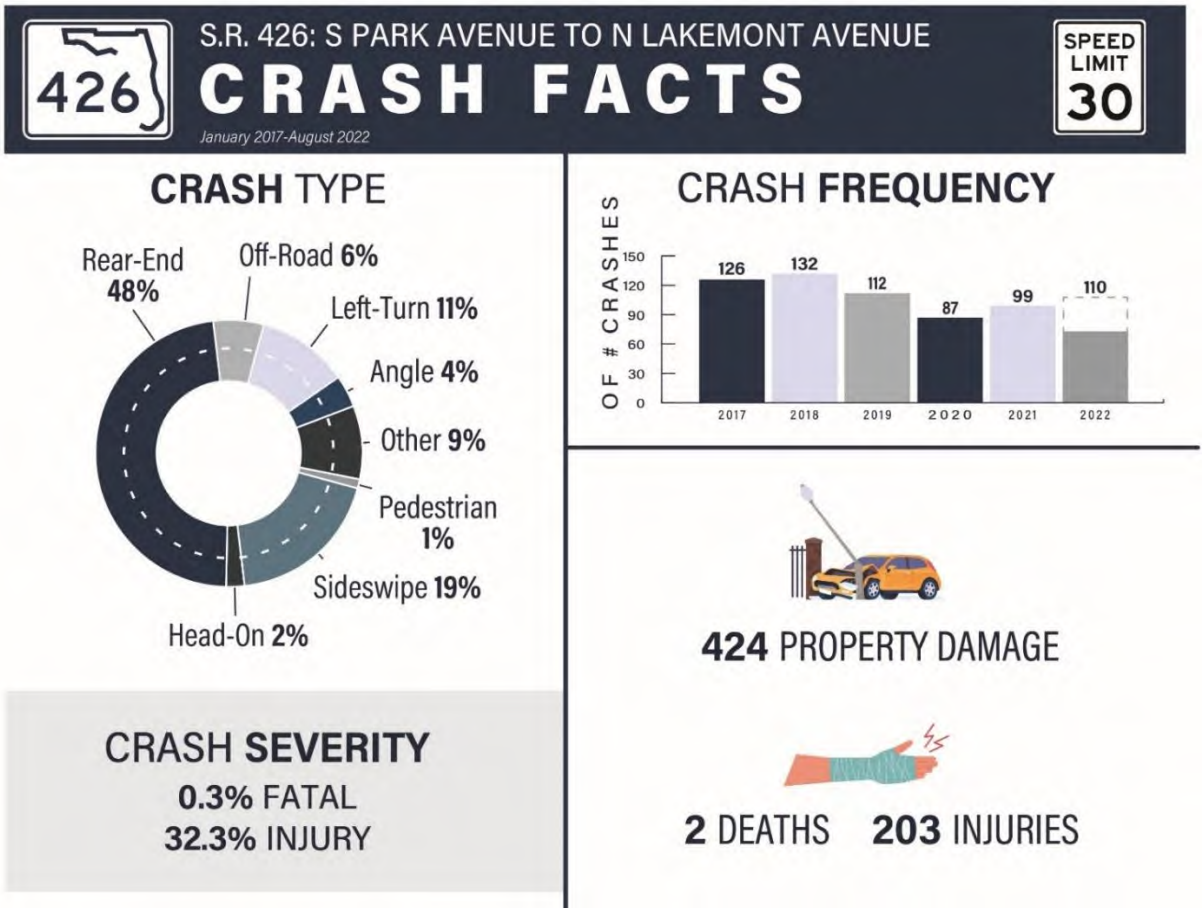


Figure 1: Infographic – Crash Analysis Findings

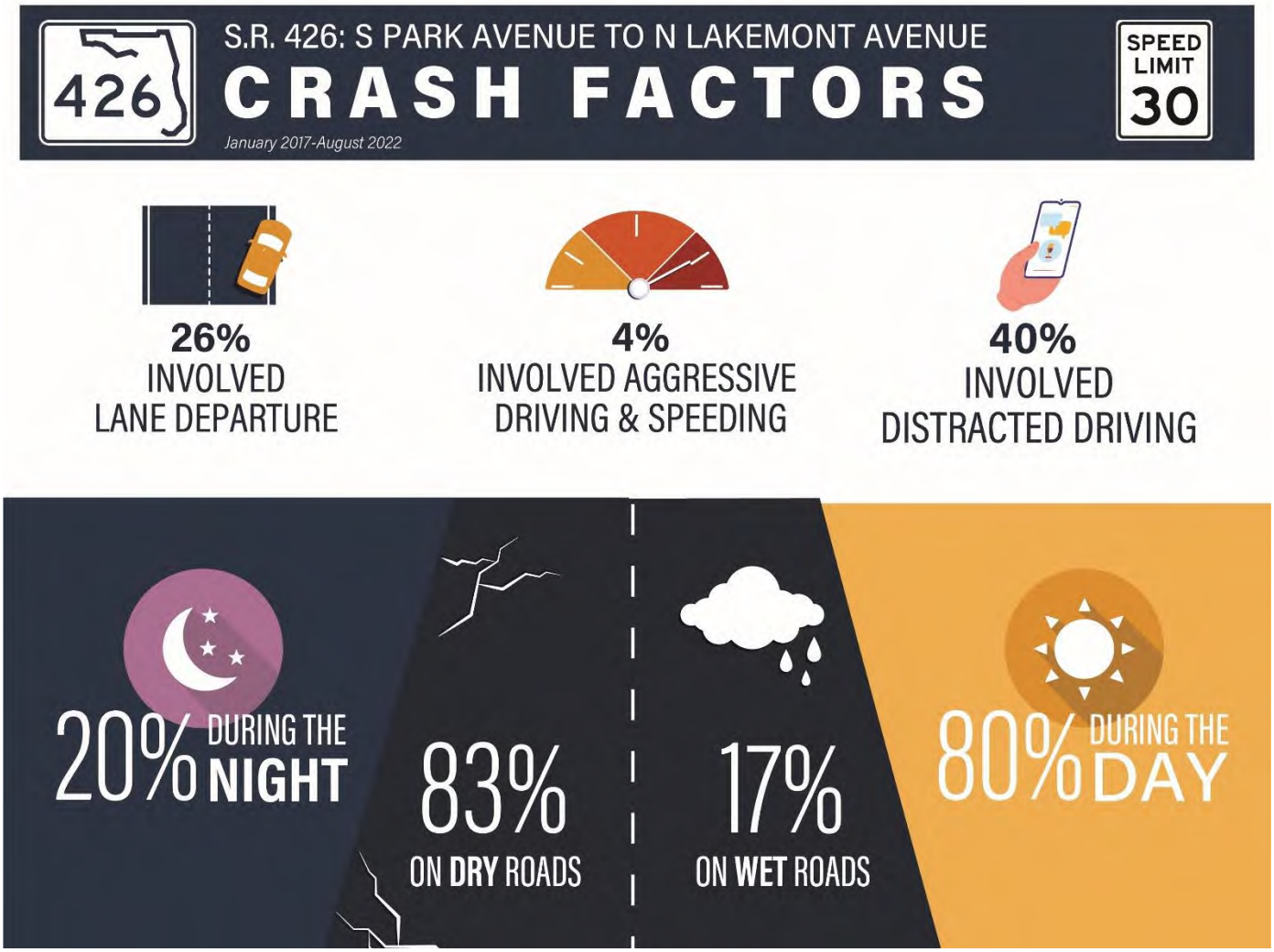


Figure 2: Infographic – Crash Factors Analysis

INTRODUCTION

A study was conducted on S.R. 426 to analyze existing traffic safety and operational issues and present proven safety countermeasures. As part of the effort, this safety analysis documents crash data analysis including crash data source, study period, crash frequencies, crash types, crash contributing causes, and crash attributes for all crashes including fatal, bicycle, and pedestrian crashes.

The study area is defined as west of S. Park Avenue to east of N. Lakemont Avenue located in the City of Winter Park, Orange County, Florida. **Figure 3** presents the study corridor along S.R. 426, which is an east/west arterial roadway that extends east from S.R. 424 to the Orange/Seminole County line and beyond.

Figure 3: Study Area

CRASH ANALYSIS

A historical crash review was performed for the study corridor to identify crash frequency trends, major crash types, obvious crash contributing causes, and crash attributes for all crashes over the study period.

Crash Data Source

Both CARS data and Signal4 Analytics data were initially considered as a crash data source. However, the decision was made to utilize Signal4 Analytics data for several reasons listed below:

- The most recent crash data available from CARS is 2019 whereas Signal4 Analytics data includes crashes as recent as to a prior day. Given there were recent fatalities on the corridor, Signal4 Analytics data was deemed more suitable for this study.
- The nature of this study requires several attributes information of each individual crashes including latitude/longitude of crash location, injury severity, bicycle involved crashes, pedestrian involved crashes, crash contributing factors, crash reports, which are readily available in Signal4 Analytics data.

Study Period

The study period is defined as the most recent full five years (2017-2021) along with January to August of 2022 to account for the recent fatal and injury crashes. After gathering crash data from Signal4 Analytics, crash events were reviewed against crash reports to verify all crashes were within the study corridor of S.R. 426.

Crash Frequency

A summary of the crash data is included in **Table 1**. In total, 629 crashes occurred within the study corridor between January 2017 and August 2022. The crash trend suggests a declining trend during the pre-COVID period (2017-2019), lower crashes during year 2020, and an increasing trend in recent period (2021-2022). Out of the 629 crashes, two fatal crashes occurred recently in 2021 and 2022. There were 203 crashes that involved injury and 424 crashes with property damages.

Table 1: Crash Data Summary by Year

Year	Total	No. of Crashes		
		With Fatality	With Injury	With Property Damage
2017	126	0	41	85
2018	132	0	48	84
2019	112	0	34	78
2020	87	0	27	60
2021	99	1	34	64
2022	73* (110)**	1	19	53
Total	***629***	***2***	***203***	***424***
Percent	***100%***	***0.3%***	***32.3%***	***67.4%***

***** *Represents crashes occurred between January 2022 to August 2022*

****** *Represents crashes for the full year of 2022 using a linear extrapolation*

It should be noted that both fatal crashes and all but one injury crashes were reported in the long forms. The majority of the property damage crashes (248 out 424 property damage crashes) were reported in the short forms.

As shown in **Figure 4** below, about 20% of the crashes (126 out of the 629) occurred in the nighttime and about one-sixth of the crashes (110 out of the 629) occurred during wet conditions. This data suggests adverse weather conditions are not responsible for the majority of the crashes. More than one-third of the crashes (240 out of the 629) occurred at the intersections, which indicates unsafe operations of the intersections along the corridor.

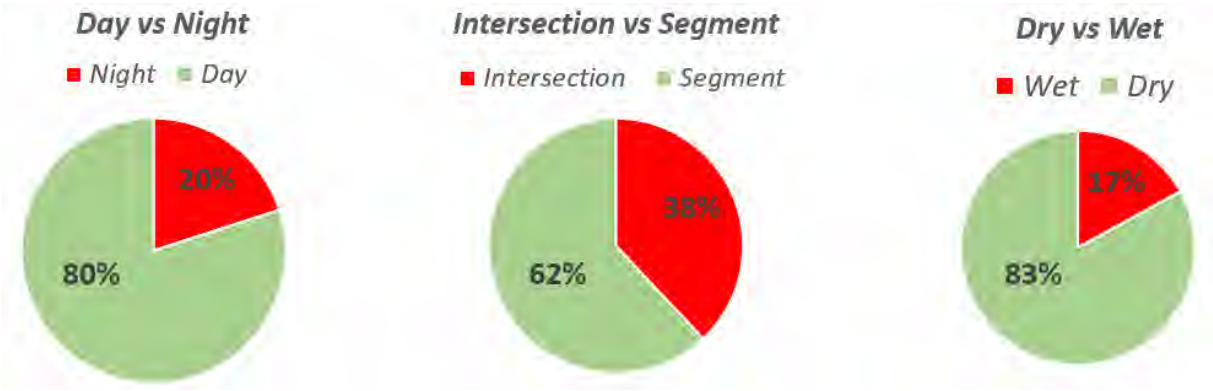


Figure 4: Crash Attributes

Crash Types

For the entire corridor, the most frequent crash type was rear-end crashes (48 percent), followed by sideswipe (19 percent), and left-turns (11 percent) crashes. The high propensity of rear-end, sideswipe, and left-turn crashes indicate lack of left-turn/right-turn opportunities along the corridor to the driveways/cross-street. Out of the 629 crashes, there was one crash that involved a bicycle, and eight crashes that involved pedestrians. Crash frequencies by crash types are presented in **Table 2.**

Table2: Crash Frequency by Crash Types

Crash Type	Frequency	Frequency %
Rear-End	302	48%
Sideswipe	117	19%
Left Turn	70	11%
Other*	53	8%
Off Road	38	6%
Angle	25	4%
Head-On	15	2%
Pedestrian	8	1%
Bicycle	1	0%
Total	629	100%

***** *Other includes single vehicle, parked vehicle, unknown, and other type of crashes*

Crash Contributing Causes

Crash frequencies by contributing causes are presented in **Table 3.** It should be noted that the contributing cause list shown in Table 3 is not exhaustive and there can be multiple factors for a single crash. Therefore, the sum of each contributing cause would not be equal to total crashes (629).

From the contributing causes noted in the crash reports, distracted driving and lane departure crashes were found as the most significant contributors for the crashes, respectively 40% for distracted driving crashes and 26% for lane departure crashes. Additionally, aggressive driving and speeding were responsible for a combined 10% of the crashes. Based on feedback from the City of Winter Park Police Chief and the high number of tickets written for speeding, it appears that speeding is significantly under-reported in the crash reports. Alcohol and drug involvement were also found in some instances as the contributing causes, specifically in the fatal crashes.

Table 3: Crash Frequency by Contributing Causes

Contributing Cause*	Frequency	Frequency %
Distracted Driving	252	40%
Lane Departure	161	26%
Aggressive Driving	35	6%
Speeding	26	4%
Alcohol Involved	19	3%
Drug Involved	3	0.5%

***** *Contributing Cause list is not exhaustive and there can be multiple contributing factors*

Fatal, Bicycle, and Pedestrian Crash Attributes

With a priority to reduce fatal and injury crashes on the corridor, a deeper evaluation was completed for the fatal crashes as well as vulnerable roadway user crashes (bicycle and pedestrian crashes). As mentioned previously, there were 2 fatal crashes, 1 bicycle, and 8 pedestrian crashes in the study corridor during the study period. **Figure 5** and **Figure 6** presents the location and dates of these crashes.

Analyzing each of these crash attributes, the following observations were noticed:

- Both fatal crashes were head-on crashes between two vehicles and occurred at nighttime in clear, dry conditions.
    - The 2021 fatal vehicular crash occurred just east of Chase Avenue/Ollie Avenue. Alcohol involvement, drug involvement, distracted driving, and lane departure were identified as the contributing causes for this crash.
    - The 2022 fatal vehicular crash occurred near Henkel Circle T-intersection. Alcohol involvement and distracted driving were identified as the contributing causes for this crash.

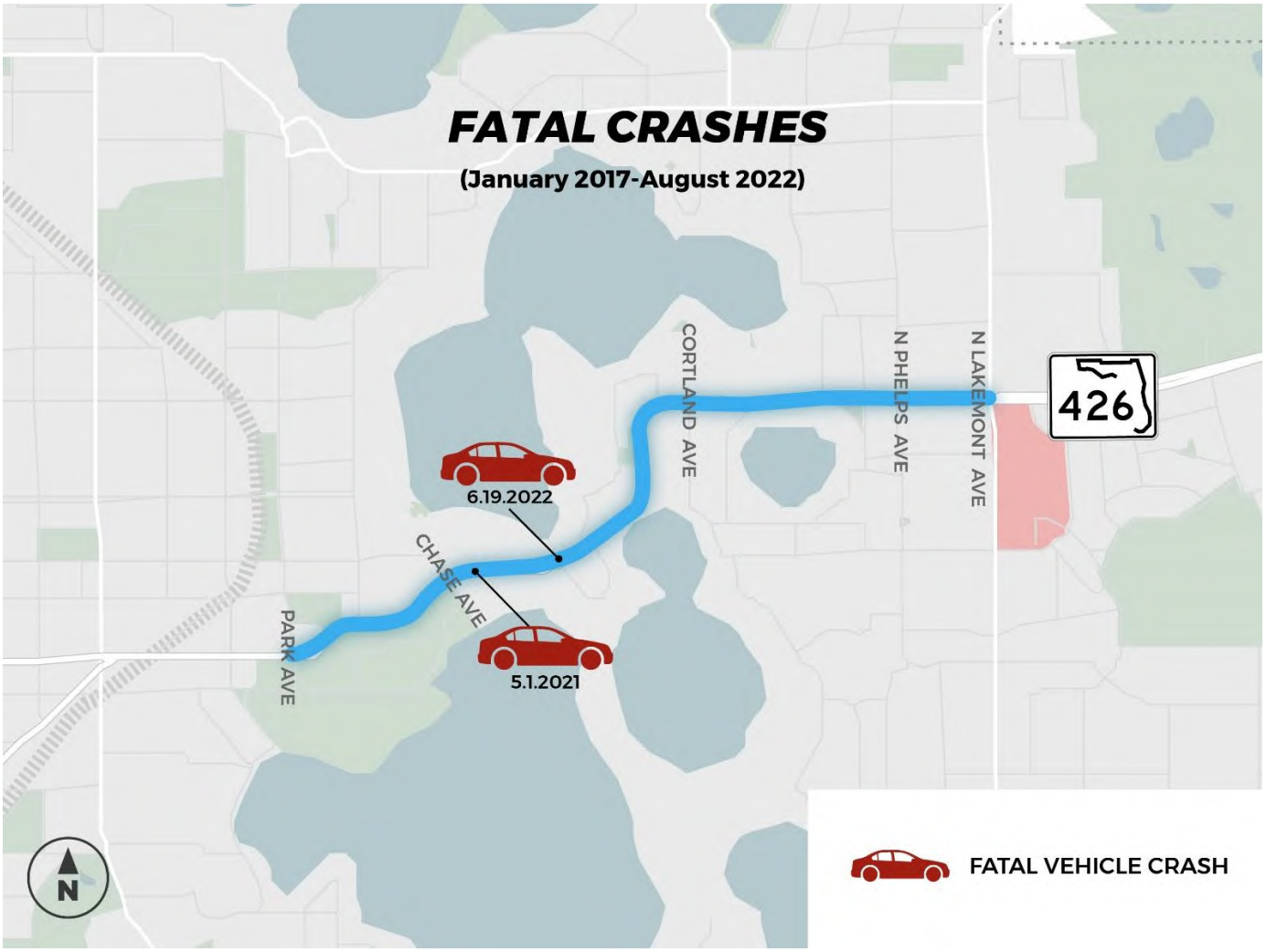


Figure 5: Fatal Crash Attributes

- The bicycle crash in 2018 occurred while riding bicycle on the sidewalk during the daytime in a clear, dry condition, which resulted in non-incapacitating injury.
- There were at total of 8 pedestrian crashes, of which 6 resulted in injury.
    - The majority of the (6 out of the 8) pedestrian crashes occurred at signalized intersections.
    - 7 out of the 8 pedestrian crashes occurred in dry roadway surface conditions.
    - 6 out of the 8 pedestrian crashes occurred in clear weather conditions.
    - Failure to Yield Right of Way and Disobeying Traffic Signal (vehicle) along with Inattentiveness (pedestrian) were identified as the major contributing causes.

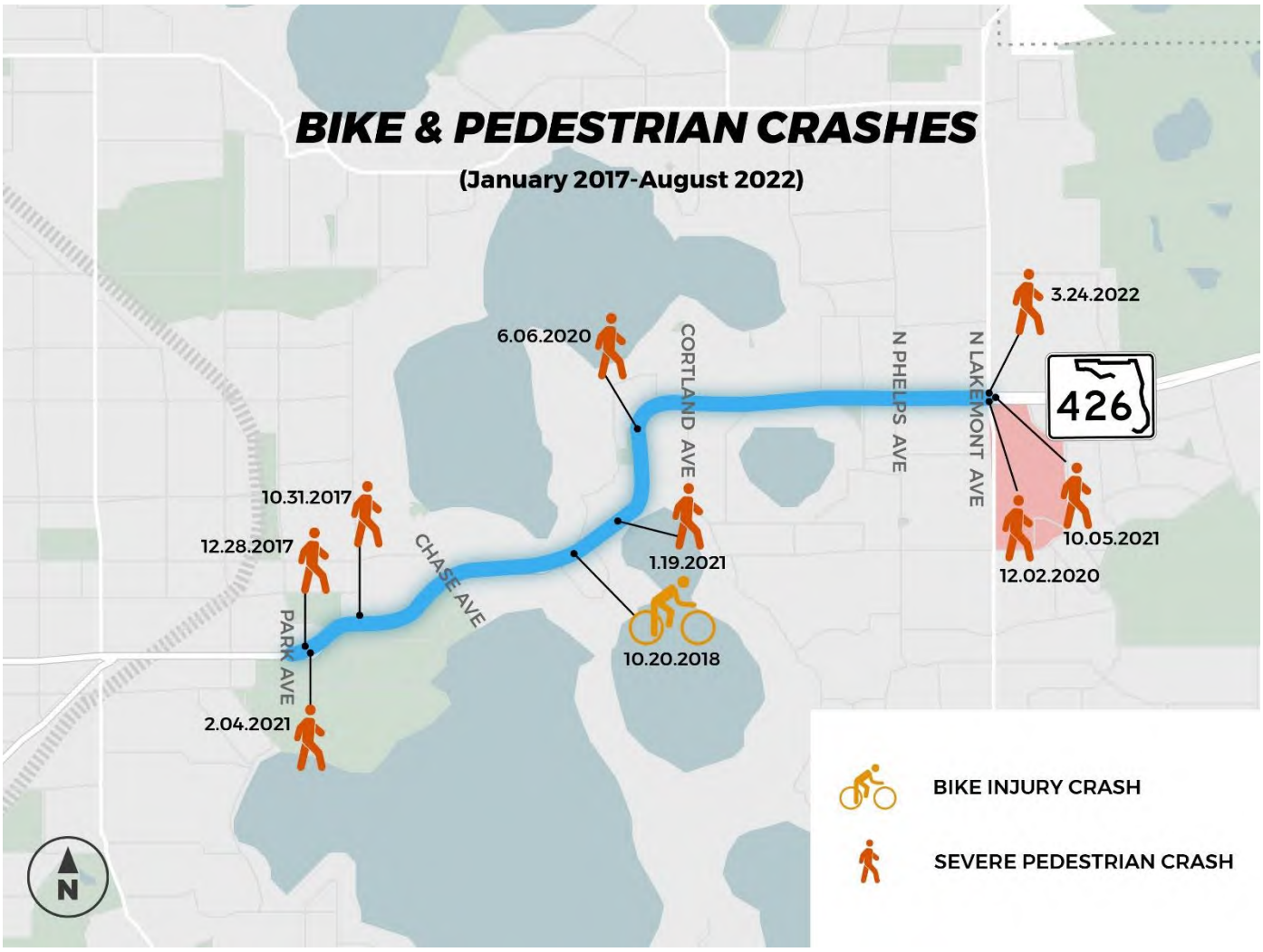


Figure 6: Bicycle and Pedestrian Crash Attributes

SUMMARY

Based on the historical crash analysis along the S.R. 426 corridor, the following observations are noted.

- Since the year 2020, there has been an increase in crashes, particularly fatal and serious injury crashes.
- The majority of crashes occurred during the daytime in clear, dry weather conditions.
- A significant (38%) portion of crashes occurred at intersections, which is indicative of limited sight distance, high speeds along the corridor, lack of turn lanes etc.
- Rear-end, sideswipe, and left-turn crashes were the prevalent crash types, which indicates lack of left-turn/right-turn opportunities along the corridor to the driveways/cross-streets.
- Distracted driving, lane departure, and aggressive driving/speeding were found as the major contributing causes.
- Two fatal crashes occurred within the last two years. They were head-on vehicular crashes and occurred at nighttime in a clear, dry conditions.
- There was one bicycle and eight pedestrian injury crashes which occurred during the study period.

Based on the identified crash patterns and above observations, the following countermeasures could be considered to improve the overall safety of the study corridor. It should be noted that the following recommendations are only for consideration purposes and selection of countermeasures will be vetted as part of the overall alternatives development process.

- Overall Safety: increase lighting, reduce/remove shrubbery/vegetation in FDOT right of way to improve sight distance, add signal backplates, and re-time signals.
- Speed Management Strategies: narrow lanes, pavement markings, sliver medians, minor chicanes and raised intersections.
- Curve Safety: concrete barrier wall with sidewalk, paint curbs in key locations, rubberized rumble strips (vibratory), internally illuminated reflective pavement markers, dynamic chevron signs, advanced radar sign with slow down message, angled lines into lanes and thermoplastic decals on roadway.
- Pedestrian Safety: high visibility crosswalks, raised crosswalks, radar for pedestrians along with LED flashing sign, tighten curb returns, barrier wall, relocate utilities outside of sidewalk, narrow one-way roads, raised intersections, signal retiming to reduce wait time, and HAWK/pedestrian hybrid beacon.
- Bicycle Safety/Transit Mobility: remove unused driveways, bus stop painted in outside lane and green time extension (pre-emption/GPS) for transit.

TECHNICAL MEMORANDUM

To: FDOT District 5, City of Winter Park

From: Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I (WSP USA)

Subject: Lane Repurposing (Elimination) Analysis

Date: January 25, 2023

The objective of this memorandum is to present the lane repurposing (elimination) analysis for the S.R. 426 study corridor. This study considered 3 different alternatives for the lane repurposing (elimination) scenario, all of which represents a 4 to 3-lane conversion:

(i) a center turn-lane throughout the corridor
(ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction and
(iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction

Lane repurposing (elimination) analysis was considered in this study as one of the top recommendations from local residents to improve overall safety of the corridor. While it is true that in certain cases, lane repurposing (elimination) can create a more attractive and safer environment for pedestrians and bicyclists, typically it works best for moderate volume roadways with Annualized Annual Daily Traffic (AADT) ranges in between 8,000 ~ 15,000. As shown below, most of the agencies adopted 20,000 or below AADT volume thresholds for a 4 to 3-lane conversion.

Agency/City	AADT Threshold
FHWA	20,000
Missouri DOT	20,000
City of Santa Monica, CA	20,000
Michigan DOT	15,000 – 17,500
Iowa DOT	15,000 – 17,500

According to FHWA, there is an increased chance that traffic congestion will increase to the point of diverting traffic to alternative routes if lane repurposing (elimination) was done on four-lane roadways with an AADT of more than 20,000. The S.R. 426 study corridor is currently carrying 35,000 ~ 41,000 AADT, which results in an existing roadway operating condition of Level of Service (LOS) F. Given the considerably higher volume, lane repurposing (elimination) is unlikely to work for the study corridor as it would significantly reduce capacity. The following sections present the impacts of lane repurposing (elimination) at both roadway segments level and intersections level.

Lane Repurposing (Elimination) Impacts – Roadway Segments

Table 1 presents lane repurposing (elimination) impacts at the roadway segments level. The corridor was divided into three segments based on the placement of Portable Traffic Monitoring Site (PTMS) stations along the study corridor : 755075 (0.2 mile East of Park Avenue), 755077 (0.11 mile East of Trismen Terrace) and 755078 (0.12 mile West of Lakemont Avenue). For each segment, AADT volumes were compared against the 2020 FDOT Q/LOS threshold volumes.

Table 1: Lane Repurposing (Elimination) Impacts – Roadway Segments

Scenarios	Volume by Capacity (V/C) Comparison					
	S. Park to Lyman Avenue		Lyman to Phelps Avenue		Phelps to N. Lakemont Avenue	
	V/C (LOS)	% Increase	V/C (LOS)	% Increase	V/C (LOS)	% Increase
Existing Condition	1.11 (F)	-	1.62 (F)	-	1.07 (F)	-
Lane Repurposing Scenarios	2.28 (F)	105%	2.63 (F)	62%	2.31 (F)	116%

As shown in **Table 1**, all three segments represent LOS F in the existing condition. For the lane repurposing (elimination) scenario, LOS stayed at F (LOS F is the worst operating condition) but V/C ratio increased substantially in the range of 62% to 116% compared to the existing condition. This means a 4 to 3-lane repurposing (elimination) would increase congestion along the study corridor by 1.62 to 2.16 times.

Lane Repurposing (Elimination) Impacts – Intersections

Table 2 and **Table 3** below presents lane repurposing (elimination) impacts at the intersections level for both AM and PM Peak periods. It should be noted that Interlachen Avenue is not listed in the tables, as this intersection is only activated by pedestrian movements, which led to even more drastic impacts (i.e., existing condition delay is only 0.3 sec, whereas the lane repurposing (elimination) scenarios delay is about 40 seconds, which suggests that the lane repurposing (elimination) scenario would incur 130 times more delay than the existing condition.

Table 2: Lane Repurposing (Elimination) Impacts – Intersections (AM Peak)

Scenarios	Intersection Delay (LOS) Comparison - AM Peak							
	S. Park Avenue		Ollie Avenue/Chase Avenue		Phelps Avenue		N. Lakemont Avenue	
	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase
Existing Condition	18.8 (B)	-	17.9 (B)	-	28.8 (C)	-	57.8 (E)	-
Lane Repurposing with center turn lane	126.2 (F)	[illegible]	151.7 (F)	[illegible]	126.4 (F)	[illegible]	139.5 (F)	[illegible]
Lane Repurposing with 2 lanes in East and 1 lane in West	22.6 (C)	20%	24.3 (C)	36%	36.7 (D)	27%	67.4 (E)	17%
Lane Repurposing with 2 lanes in West and 1 lane in East	121 (F)	[illegible]	143.1 (F)	[illegible]	117.2 (F)	[illegible]	132 (F)	[illegible]

*Delay is measured in Seconds

As shown in **Table 2** and **Table 3,** lane repurposing (elimination) scenarios would incur additional intersection delay as high as 747% (in the case of Ollie/Chase Avenue, AM Peak) and the LOS would change from acceptable to unacceptable conditions (LOS F) in most cases.

Table 3: Lane Repurposing (Elimination) Impacts – Intersections (PM Peak)

Scenarios	Intersection Delay (LOS) Comparison - PM Peak							
	S. Park Avenue		Ollie Avenue/Chase Avenue		Phelps Avenue		N. Lakemont Avenue	
	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase	Intersection Delay* (LOS)	% Increase
Existing Condition	35.6 (D)	-	29.9 (C)	-	12.7 (B)	-	66.5 (E)	-
Lane Repurposing with center turn lane	130.7 (F)	[illegible]	107.4 (F)	[illegible]	63.1 (E)	[illegible]	171.9 (F)	[illegible]
Lane Repurposing with 2 lanes in East and 1 lane in West	97.8 (F)	[illegible]	76.3 (E)	155%	53.6 (D)	322%	131.7 (F)	[illegible]
Lane Repurposing with 2 lanes in West and 1 lane in East	66.1 (E)	86%	64.0 (E)	114%	26.0 (C)	105%	107.7 (F)	[illegible]

*Delay is measured in Seconds

Additional Scenario

An additional scenario has been looked at as an alternative to 4 to 3-lane conversion where the lane elimination is only considered along the curve. In this scenario, the curve section (between west of Henkel Circle and Cortland Avenue) would be 1 lane in each direction (2 lanes in total) and the sections of S.R. 426 preceding and following the curve, would be 2 lanes in each direction (4 lanes in total).

In this scenario, the curve section would incur similar congestion level as presented in **Table 1.** The intersection level impact could not be quantified for this scenario as there is no intersection on the curve section. However, engineering judgement implies merging/diverging points near west of Henkel Circle and Cortland Avenue will be turned into bottleneck points on the S.R. 426 corridor. As a consequence, continuous traffic flow would break down, frictions between the vehicles near merging/diverging points would increase and may increase sideswipe/read-end crashes, queueing spillback would impact upstream and downstream intersections, cross-streets (used by the local residents) would get limited opportunity to get onto the S.R. 426 corridor etc. Additionally, in this scenario, the post-curve section will likely experience aggressive driving behavior as vehicles will not have any traffic in front of them after passing the bottleneck points, which would encourage them to drive in a free-flow condition.

Summary

The magnitude of increases in congestion and intersection delay suggest traffic operations would be considerably deteriorated along the corridor if a 4 to 3-lane repurposing (elimination) is implemented.

TECHNICAL MEMORANDUM

To: FDOT, City of Winter Park

From: Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I (WSP USA)

Subject: Roundabout Analysis at S.R. 426 & Chase Avenue /Ollie Avenue

Date: January 25, 2023

The objective of this memorandum is to document the traffic operational analysis performed at the intersection of S.R. 426 and Chase Avenue/Ollie Avenue in Winter Park, Florida as part of the S.R. 426 Coalition study.

In the existing condition, the study intersection is a signalized intersection. To enhance the corridor safety and speed management, a roundabout was evaluated at this intersection as a build alternative. Considering the traffic demand and the existing right-of-way constraint, the proposed roundabout was determined to consist of two lanes on the circulatory roadway. The lane configurations of the approaches are shown in **Figure 1**.

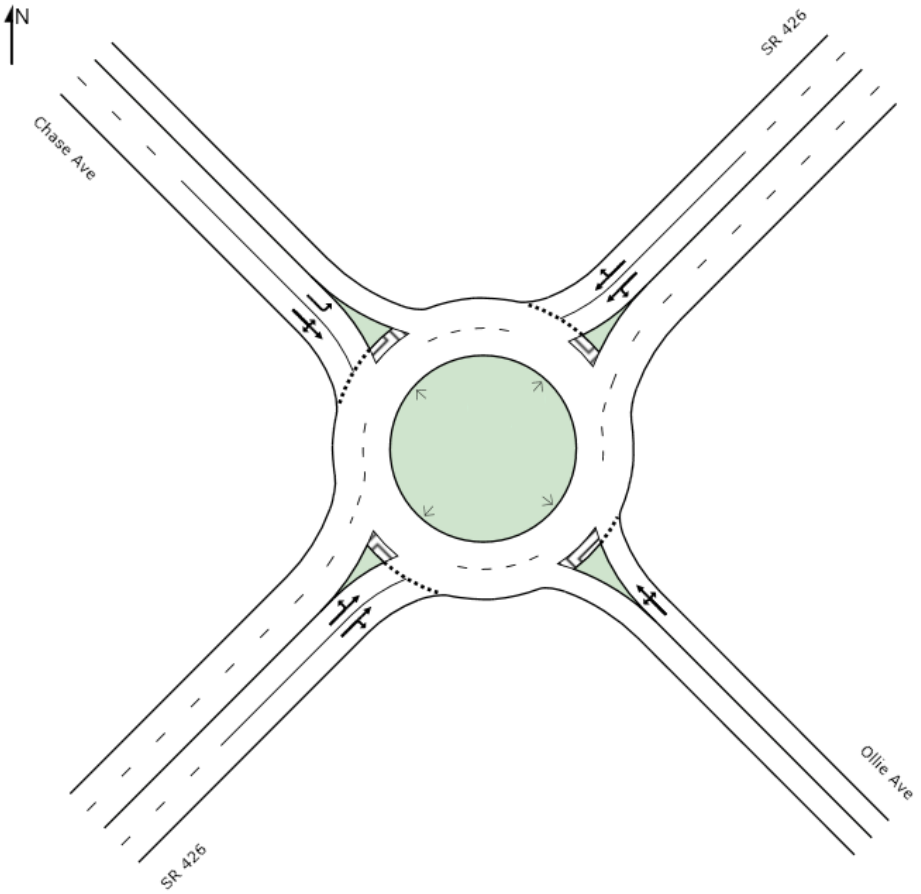


Figure 1: Proposed Roundabout Geometry

The most recent (November 2018) volumes available from FDOT were utilized as the existing turning movement volumes. Since this data was collected in the pre-COVID period, it was considered to represent typical demand. Hence, no adjustments or growth factors were applied for the existing condition. For the future year volumes, the FDOT Trend Analysis Tool was utilized to determine the annual growth rate using historical AADTs of the previous 10 years at the following Portable Traffic Monitoring Site (PTMS) stations along the study corridor: 755075 (0.2 mile East of Park Avenue), 755077 (0.11 mile East of Trismen Terrace) and 755078 (0.12 mile West of Lakemont Avenue) The trend analysis resulted in a negative growth rate. To be conservative, an annual growth rate of 0.5% was applied at the study intersection to linearly grow existing volumes to the opening year (2027) and design year (2047).

Considering the PM peak hour is the highest peak hour, the traffic analysis was only performed for the PM peak hour. To evaluate traffic operational conditions for the build (Roundabout) and no-build (Traffic Signal) alternatives, the latest versions of the traffic software packages were used. Traffic models were developed in Synchro 11 for the signalized intersection and in SIDRA Intersection 9 for the roundabout.

Table 1 below summarizes the Measure of Effectiveness (MOE) for the traffic signal and roundabout alternatives. The MOEs (delays and LOS) were compared in three analysis years; existing (2019), opening (2027) and design (2047) for all the approaches and the overall intersection.

Table 1: Traffic Signal vs Roundabout Comparison (PM Peak)

Year	Alternatives	EB (Delay/LOS)	WB (Delay/LOS)	NB (Delay/LOS)	SB (Delay/LOS)	Intersection (Delay/LOS)
Existing	Roundabout	18.8/C	8.7/A	28.6/D	16.0/C	14.4/B
	Traffic Signal	18.6/B	18.1/B	107.1/F	105.9/F	29.9/C
2027	Roundabout	21.9/C	9.1/A	32.9/D	17.7/C	16.2/C
	Traffic Signal	20.2/C	19.6/B	107.6/F	105.4/F	31.2/C
2047	Roundabout	35.6/E	10.4/B	48.0/E	24.0/C	23.9/C
	Traffic Signal	24.5/C	23.8/C	108.2/F	105.3/F	34.9/C

**Delay is measured in seconds*

Summary

A two-lane roundabout appears to be operationally viable and outperforms a traffic signal in all analysis years. The operational benefits are particularly prevalent in the side streets (NB/SB) where the roundabout operates at acceptable LOS, but the traffic signal operates at LOS F. A design analysis is currently underway to determine if a 2-lane roundabout would fit within the existing ROW.

TECHNICAL MEMORANDUM

To: FDOT District 5, City of Winter Park

From: Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I (WSP USA)

Subject: Trismen Terrace-Henkel Circle Intersection Traffic Control Improvements

Date: January 25, 2023

The objective of this memorandum is to present traffic control improvement options at the intersection of the S.R. 426 and Trismen Terrace-Henkel Circle in Winter Park, Florida as part of the S.R. 426 Coalition study. As shown in **Figure 1**, Henkel Circle is a one-way loop on the south side of S.R. 426 whereas Trismen Terrace is a two-way connector, located in between the Henkel Circle loop, on the north side of the S.R. 426. This intersection has a left-turn pocket on both directions of S.R. 426. However, no traffic signal is installed here to control left-turn movements from S.R. 426 to Trismen Terrace and Henkel Circle.

Figure 1: S.R. 426 and Trismen Terrace-Henkel Circle Intersection

Two traffic control improvement options were considered at this intersection: (i) Pedestrian Crossing and (ii) Traffic Signal installation.

Pedestrian Crossing: A study was conducted in 2018 by the FDOT at this intersection to determine the need for an uncontrolled pedestrian crosswalk. The study did not recommend a pedestrian crosswalk because it did not meet the demand threshold for pedestrians and bicyclists.

However, based on the 2023 FDOT Traffic Engineering Manual (section 5.2.5.1), pedestrian demand is not needed for certain context classes (C2T, C3C, C4, C5, and C6). The context classification system broadly identifies the various built environments in Florida. According to the system, built intensity increases in the higher context classes. For instance, C1 represents lands preserved in a natural condition whereas C2 and C2T refer to rural areas. Similarly, C3R and C3C refer to suburban areas while C4, C5, and C6 refer to urban areas. The S.R. 426 study corridor represents context classes of C4 & C5, which qualified the corridor for a pedestrian crosswalk.

Traffic Signal Installation: A signal warrant study was conducted in June 2022 by the FDOT at this intersection to determine if a traffic signal should be installed. The study did not recommend a traffic signal installation as Warrant # 7 was not satisfied (using crash data up to March 2022). One of the criteria of Warrant # 7 states that ***"Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period".***

During the S.R. 426 Coalition Study, more recent crash data were considered (up to Aug 2022). Recent crash data suggests that there were 5 crashes occurred within the last 12-month period (September 2021 to August 2022). However, only 2 (head on and left turn crashes) out of those 5 crashes are susceptible to correction by a traffic control signal [the remaining 3 crashes are single vehicle and same direction sideswipe (2)]. Hence, Warrant # 7 is still not met. Therefore, we recommend that the crash statistics at this location are continuously monitored in order to evaluate a traffic signal installation in the future.

Summary

A pedestrian crosswalk may be considered at the Trismen Terrace-Henkel Circle intersection.

Regarding traffic signal installation, Warrant # 7 is currently not satisfied. We recommend that the crash statistics at this location are continuously monitored in order to evaluate a traffic signal installation in the future.

TECHNICAL MEMORANDUM

To: FDOT District 5, City of Winter Park

From: Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP2I (WSP USA)

Subject: N Lakemont Avenue Intersection Improvements

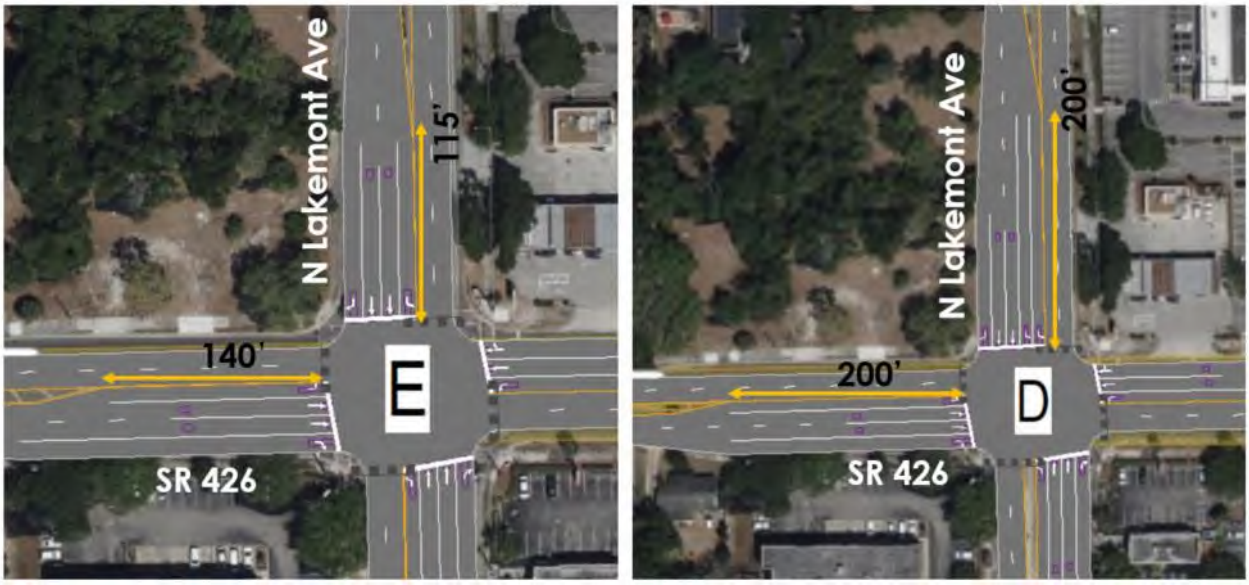
Date: January 25, 2023

The objective of this memorandum is to present potential traffic operational improvements and the associated geometric improvements required at the intersection of S.R. 426 & N Lakemont Avenue in Winter Park, Florida as part of the S.R. 426 Coalition study.

With the existing configuration, the S.R. 426 and N Lakemont Avenue intersection is currently operating at Level of Service (LOS) E in both AM and PM peak periods. Given FDOT's target LOS for the Urban State Highway System is LOS D, the following improvements were considered at the study intersection, which results in improving the intersection LOS from LOS E to LOS D.

1. Re-timing of traffic signal: Only splits were optimized. Cycle length remained unchanged.
2. Extension of left turn lane storage lengths were considered as follows:
    - EBL: From 140 ft 200 ft
    - SBL: From 115 ft 200 ft
3. Adding a SBL turn lane: 2 left turn lane pockets were considered instead of 1 left turn lane pocket.

The first two proposed improvements as listed above can be implemented within the existing right-of-way and with minimal investment (e.g., signal retiming, extension of storage length). The third proposed improvement would require coordination with the developer at the northwest corner of the intersection as there would be minor additional right-of-way required for the additional left turn lane pocket in the southbound direction. There is currently a development proposal that has been submitted to the City of Winter Park, and we recommend that the City negotiates with the developer as part of the City of Winter Park permit approval process. The existing and proposed configuration of the S.R. 426 and N Lakemont Avenue intersection is provided in **Figure 1**.



Existing Configuration Proposed Configuration

Figure 1: N Lakemont Avenue Geometry – Existing and Proposed Configuration

Table 1 below summarizes the Measure of Effectiveness (MOE) for the existing and proposed configurations at the S.R. 426 and N Lakemont Avenue intersection. The MOEs (delays and LOS) were compared in both AM and PM peak periods for all the approaches and the overall intersection.

Table 1: N Lakemont Avenue Intersection Operations

Time Period	Alternatives	EB (Delay/LOS)	WB (Delay/LOS)	NB (Delay/LOS)	SB (Delay/LOS)	Intersection (Delay/LOS)
AM Peak	Existing	55.6/E	49.3/D	75.3/E	79.9/E	61.2/E
	Proposed	32.3/C	36.9/D	67.5/E	83.9/F	51.6/D
PM Peak	Existing	73.0/E	67.0/E	67.6/E	58.7/E	67.8/E
	Proposed	41.2/D	39.0/D	75.1/E	86.9/F	54.7/D

**Delay is measured in seconds*

Summary

The proposed intersection re-configuration offers the potential to improve the N Lakemont Avenue intersection operation from LOS E to LOS D and helps this intersection to achieve FDOT's target LOS.

TRAFFIC OPERATIONAL ANALYSIS

S.R. 426 Coalition
(From West of S. Park Avenue to East of N. Lakemont Avenue)
Section 75090000 – MP 0.0 to 1.653
City of Winter Park, Orange County

Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 5 TRAFFIC OPERATIONS
719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720

Contract Number: CAC29
Task Work Order: 19

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

February 2023

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

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

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EXECUTIVE SUMMARY

This memorandum documents existing traffic operational analysis for the intersections and segments along the study corridor of S.R. 426 from west of S. Park Avenue to east of N. Lakemont Avenue. The study analyzed five intersections and three roadway segments along the study corridor. Based on this traffic operational analysis, the following observations are noted.

- Traffic signal cycle length is 220 seconds at the intersections of S. Park Avenue, Ollie/Chase Avenue and N. Lakemont Avenue in the afternoon hours. Cross street approaches (NB/SB) are experiencing LOS E or LOS F during the AM and PM peak hours. Signal retiming is recommended to improve overall traffic operations along the study corridor.
- Based on the intersection analysis, all intersections except S.R. 426 and N. Lakemont Avenue are currently operating at an acceptable LOS. The S.R. 426 and N. Lakemont Avenue intersection is currently operating at LOS E in the AM and PM peak hours. However, none of the intersection approaches are failing (LOS F) at this intersection.
- Utilizing the 2020 FDOT Quality/Level of Service Handbook for Urban Arterials on State Highway System, the three segments along the study corridor are carrying more volume than the recommended roadway vehicular capacity, resulting in all three segments being categorized as LOS F.

Figure 1 presents existing traffic operational analysis summary for both intersections and segments along the study corridor.

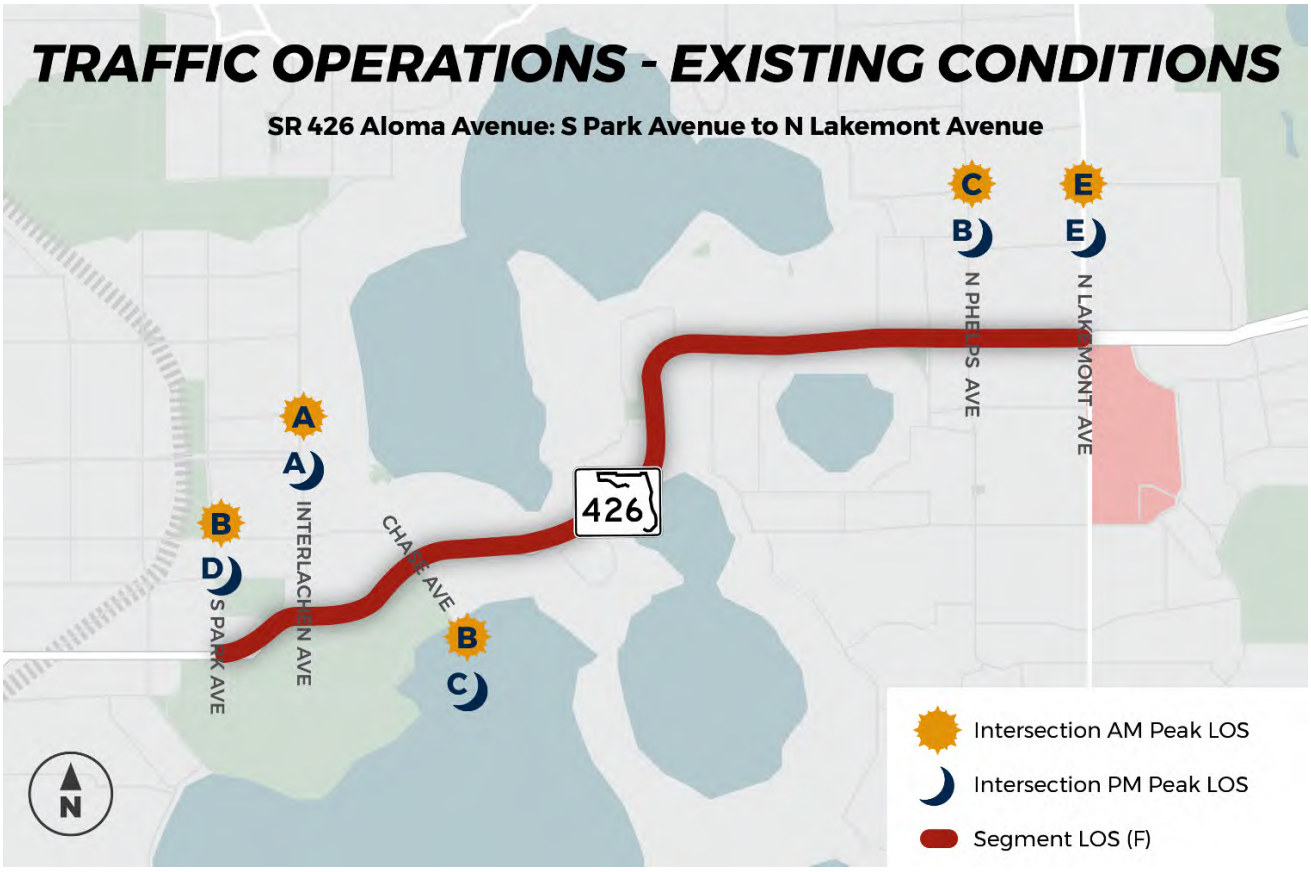


Figure 1: Existing Traffic Operational Analysis - Summary

INTRODUCTION

A study was conducted on S.R. 426 to analyze existing traffic operations within the study corridor and identify opportunities for traffic operational improvements. This effort includes performing both intersections and segments analysis to capture existing roadway operating conditions.

The study corridor is defined as S.R. 426 from west of S. Park Avenue to east of N. Lakemont Avenue, located within the City of Winter Park, Orange County, Florida. **Figure 2** presents the study corridor, which is an east/west state arterial roadway that extends east from S.R. 424 to the Orange/Seminole County line and beyond.

Figure 2: Study Corridor

TRAFFIC OPERATIONAL ANALYSIS

A traffic operational analysis was performed along the study corridor to understand how the existing travel demand is being served by the current roadway capacity. S.R. 426 is currently two lanes in each direction, undivided for the majority of the corridor, and with limited left turn lanes in the segment from Brewer's Curve to N. Lakemont Avenue.

Data Source

Traffic volume and traffic signal timing are two critical inputs for the traffic operational analysis, which were provided by the FDOT.

- Intersection turning movement counts (TMCs) were gathered from recently conducted (Nov 2018 and Dec 2019) 8-hour turning movements counts at all five study intersections (provided in **Appendix A**). Since this data was collected in the Pre-COVID period, it was considered to represent typical demand. Hence, no adjustments or growth factors were applied.

- Segment Annualized Annual Daily Traffic (AADTs) volume counts were obtained from recently conducted (September 2021, February 2022 and March 2022) counts data at the three portable traffic monitoring sites (PTMS) along the corridor.
- Traffic signal timings and phasing data was provided by the FDOT (Provided in **Appendix B**). It should be noted that traffic signal plan was set on 2020.

Intersection Analysis

Level of service (LOS), a widely used measure to represent roadway operating conditions, was used to determine traffic operational conditions. **Table 1** provides LOS criteria for signalized intersections, as described in the Highway Capacity Manual (HCM). Signalized intersection LOS is defined in terms of the average total vehicle delay of all movements through an intersection and expressed in seconds as intersection delay. Intersection delay is associated with the time lost to a vehicle because of the operation of the signal and the geometric and traffic conditions present at the intersection. Intersection delay represents the time difference between the travel time actually experienced and the reference travel time that would result during ideal conditions; in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road.

Table 1: HCM Level of Service (LOS) Criteria for Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	Generalized Description
A	≤10	Free Flow
B	>10-20	Stable Flow (slight delays)
C	>20-35	Stable Flow (acceptable delays)
D	>35-55	Approaching Unstable Delay (tolerable delay)
E	>55-80	Unstable Delay (intolerable delay)
F	>80	Forced Flow (jammed)

Table 2 and **Table 3** summarize existing intersection operations during the AM peak (8:00 AM to 9:00 AM) and PM peak (5:00 PM to 6:00 PM) periods, respectively. The peak hours were determined as the system peak hour using turning movement counts (TMC) from all five intersections. Intersection analysis was conducted utilizing Synchro 11. Detailed Synchro output reports are included in **Appendix C.** It should be noted that the FDOT recommends intersections in urban areas to operate at LOS D or better.

Table 2: Existing Conditions Intersections Operations - AM Peak LOS

Intersections	Delay* (LOS)				
	EB	WB	NB	SB	Intersection
1. S.R. 426 & S. Park Avenue	13.4 (B)	13.1 (B)	89.9 (F)	62.8 (E)	18.8 (B)
2. S.R. 426 & Interlachen Avenue	0.2 (A)	0.3 (A)	-	-	0.3 (A)
3. S.R. 426 & Ollie/Chase Avenue	7.8 (A)	16.3 (B)	85.9 (F)	83.2 (F)	17.9 (B)
4. S.R. 426 & Phelps Avenue	8.5 (A)	21.8 (C)	107.6 (F)	66.2 (E)	24.4 (C)
5. S.R. 426 & N Lakemont Avenue	55.6 (E)	49.3 (D)	75.3 (E)	75.9 (E)	61.2 (E)

**Measured in Seconds*

Table 3: Existing Conditions Intersections Operations - PM Peak LOS

Intersections	Delay* (LOS)				
	EB	WB	NB	SB	Intersection
1. S.R. 426 & S. Park Avenue	31.7 (C)	19.4 (B)	75.5 (E)	60.7 (E)	31.2 (C)
2. S.R. 426 & Interlachen Avenue	0.3 (A)	0.2 (A)	-	-	0.3 (A)
3. S.R. 426 & Ollie/Chase Avenue	11.6 (B)	18.1 (B)	103.7 (F)	102.6 (F)	26.3 (C)
4. S.R. 426 & Phelps Avenue	6.9 (A)	13.6 (B)	48.8 (D)	44.1 (D)	13.2 (B)
5. S.R. 426 & N. Lakemont Avenue	73.0 (E)	67.0 (E)	67.6 (E)	58.7 (E)	67.8 (E)

**Measured in Seconds*

A graphical representation of the intersection operational analysis has been presented in **Figure 3.**

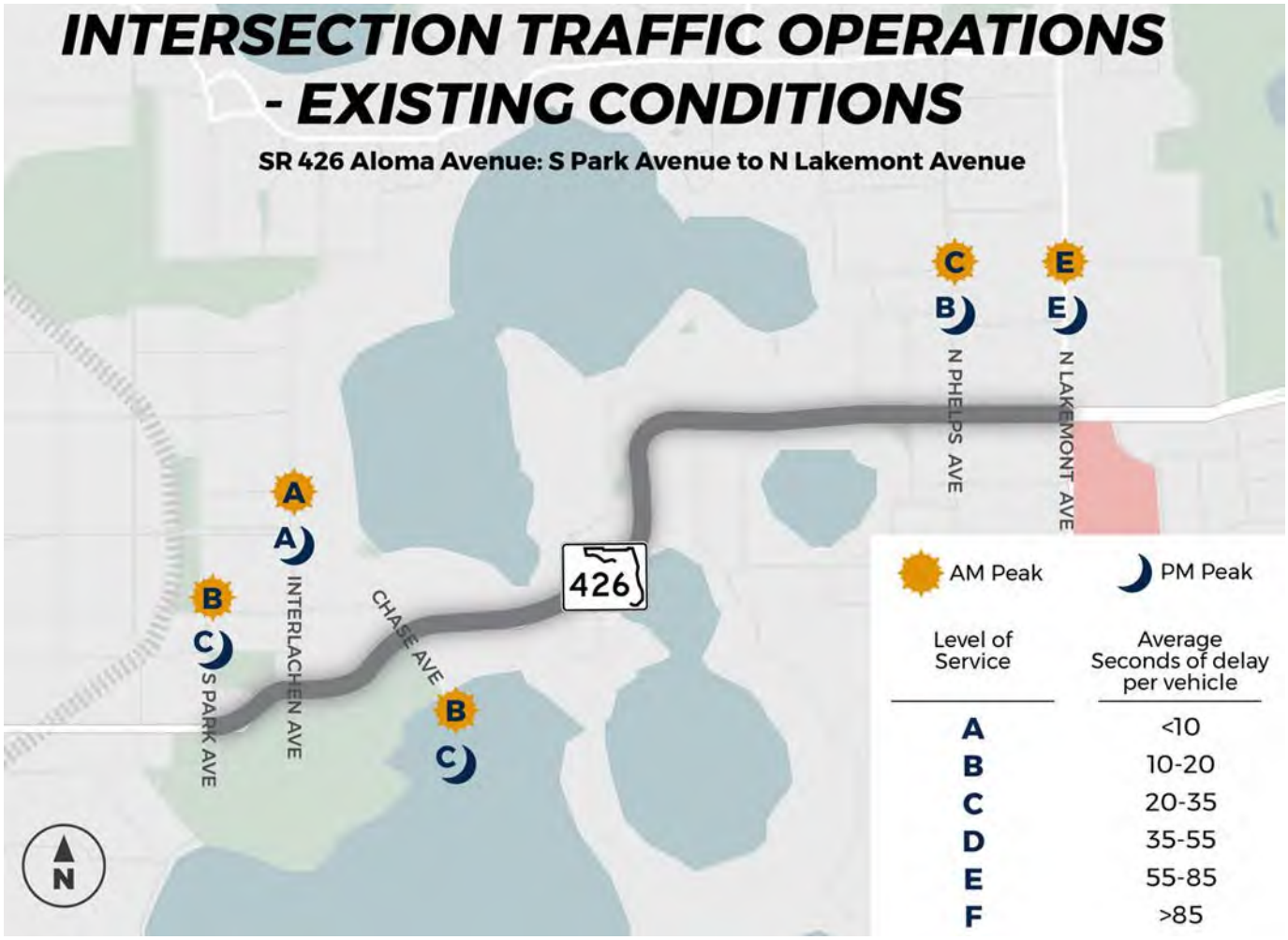


Figure 3: Existing Traffic Operational Analysis - Intersections

Table 4 presents a queue length summary of the studied intersections during AM and PM peak hours. The 95th percentile queue length as indicated in the table, represents the queue length that has only a 5% probability of being exceeded during a given analysis period. A queue analysis was performed in Synchro to test if queues from adjacent intersections spill back to nearby intersections, thereby impacting operations. It has been identified that this is often the case, particularly at the S.R. 426 and Phelps Avenue and S.R. 426 and N. Lakemont Avenue intersections. Queue spill back from the S.R. 426 and Phelps Avenue intersection impacts the adjacent S.R. 426 and N. Lakemont Avenue intersection for the westbound movements, and queue spill back from the S.R. 426 and N. Lakemont Avenue intersection impacts the adjacent S.R. 426 and Phelps Avenue intersection for the eastbound movements. For instance, WBT queue length in AM Peak period is 1148', which is higher than the distance (940') to the N. Lakemont Avenue intersection. Thus, negatively impacting operations at the N. Lakemont Avenue intersection.

Table 4: Existing Conditions Intersections Operations – Queue Summary

Intersection	Approach	Movement	AM Peak	PM Peak
			Queue Length 95th (ft)	Queue Length 95th (ft)
1. S.R. 426 & S. Park Avenue	EB	EBL	73	99
		EBT	374	750
	WB	WBL	28	47
		WBT	539	239
	NB	NBL	45	67
		NBT	222	211
	SB	SBL	74	155
		SBT	67	220
2. S.R. 426 & Interlachen Avenue	EB	No queues are reported at this intersection (Ped Signal)		
	WB			
	NB			
	SB			
3. S.R. 426 & Ollie/Chase Avenue	EB	EBL	12	18
		EBT	197	332
	WB	WBL	18	27
		WBT	964	753
	NB	NBL	0	65
	SB	SBL	171	383
		SBT	67	270
4. S.R. 426 & Phelps Avenue	EB	EBT	357	366
	WB	WBT	1148	675
	NB	NBL	258	114
		NBT	69	84
	SB	SBL	49	24
		SBT	161	86
5. S.R. 426 & N. Lakemont Avenue	EB	EBL	164	294
		EBT	543	943
		EBR	135	190
	WB	WBL	321	367
		WBT	873	746
	NB	NBL	373	234
		NBT	196	388
		NBR	58	128
	SB	SBL	430	352
		SBT	335	289
		SBR	221	57

Based on the tables above, the following observations can be made for the study intersections.

- The S.R. 426 and S. Park Avenue intersection operates at LOS B in the AM peak hour and LOS D in the PM peak hour. This intersection is currently operating at acceptable levels of service during both peak hours.
- The S.R. 426 and Interlachen Avenue intersection operates at LOS A in the AM and PM peak hours. This intersection is currently operating at acceptable LOS during both peak hours. It should be noted that this signal is a pedestrian signal for north-south directions and vehicular operations are being measured in the east-west directions only.
- The S.R. 426 and Ollie Avenue/Chase Avenue intersection operates at LOS B in the AM peak hour and LOS C in the PM peak hour. This intersection is currently operating at acceptable LOS in both peak hours.
- The S.R. 426 and Phelps Avenue intersection operates at LOS C in the AM peak hour and LOS B in the PM peak hour. This intersection is currently operating at acceptable LOS in both peak hours. However, queue spillback from N. Lakemont Avenue intersection often impacts this intersection operation, which is not captured in the LOS determination.
- The S.R. 426 and N. Lakemont Avenue intersection operates at LOS E in the AM and PM peak hours, which is beyond the FDOT recommended LOS guideline. However, no intersection approach or overall intersection is failing (LOS F). However, queue spillback from Phelps Avenue intersection often impacts this intersection operation, which is not captured in the LOS determination.

In general, east-west directions of the study corridor are currently operating at acceptable LOS while north-south directions of cross streets are experiencing LOS E or LOS F. This happens because of major street traffic prioritization. Allocating less green time to minor street traffic is a common practice of signal phasing/timings to increase vehicle throughput along the major street. Given excessive side street delay and consequent safety are major concerns of local residents, traffic signal retiming along the study corridor is recommended to improve cross street traffic operations.

Segment Analysis

A segment LOS analysis was performed using the 2020 FDOT Quality Level of Service (QLOS) Handbook, Table 1 for Urban State Arterials. The study corridor is 4 lanes with a posted speed limit of 30 mph. For segment analysis, the study corridor was divided into three segments as FDOT has three traffic counting (PTMS) stations within the study corridor. For each segment, Annualized Annual Daily Traffic (AADT) volumes were compared against the Q/LOS threshold volumes. As shown in **Table 5**, all three segment represented volumes greater than the LOS E threshold, resulting in LOS F.

It should be noted that intersection LOS and segment LOS cannot be directly compared as they are measured using different tools and different capacity analysis methodologies.

Table 5: Existing Roadway Segments Analysis

Roadway Segments			AADT	LOS Threshold		Segment LOS
Segments	From	To		LOS E Threshold	Adjusted LOS E Threshold	
Segment 1	S. Park Avenue	Lyman Avenue	35,500	33,800	32,110*	**LOS F**
Segment 2	Lyman Avenue	Phelps Avenue	41,000	33,800	25,350**	**LOS F**
Segment 3	Phelps Avenue	N. Lakemont Avenue	36,000	33,800	33,800	**LOS F**

***** *'-5%' adjustment factor was applied for undivided median with exclusive left but without exclusive right lanes*
****** *'-25%' adjustment factor was applied for undivided median without any exclusive left and right lanes*

A graphical representation of the segment operational analysis has been presented in **Figure 4.**

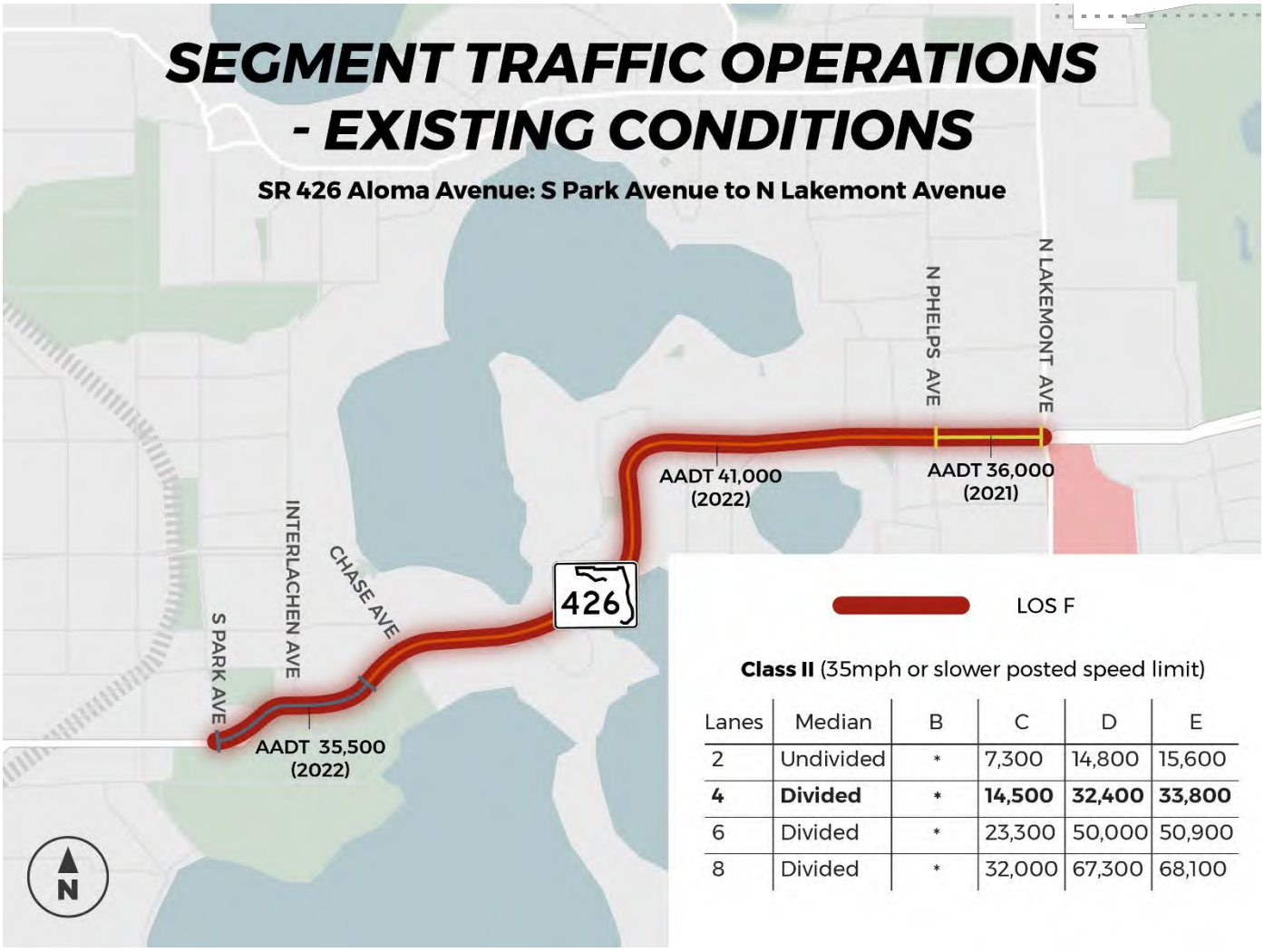


Figure 4: Existing Traffic Operational Analysis - Segments

TRANSIT OPERATIONS

The S.R. 426 corridor hosts LYNX transit bus Route 443 with 14 bus stops within the project corridor, 8 eastbound and 6 westbound. At the intersection of N Lakemont Avenue, Routes 6 and 13 are available at transfer station, south of SR426 Aloma Avenue. All bus stops within the corridor are in-lane stops with no separated bus bays. Only one stop, located on eastbound S.R. 426 just east of Interlachen Avenue, includes a bus shelter, seating, and garbage receptacle. The project team will review and coordinate with LYNX to discuss opportunities to consolidate and relocate stops to improve operations and service.

SUMMARY

Based on the existing traffic operational analysis along the S.R. 426 corridor, the following observations are noted.

- Traffic signal cycle length is 220 seconds at the intersections of S. Park Avenue, Ollie/Chase Avenue and N. Lakemont Avenue in the afternoon hours. Cross street approaches (NB/SB) are experiencing LOS E or LOS F during the AM and PM peak hours.
- Based on the intersection analysis, all intersections except S.R. 426 and N. Lakemont Avenue are currently operating at an acceptable LOS. The S.R. 426 and N. Lakemont Avenue intersection is currently operating at LOS E in the AM and PM peak hours. However, none of the intersection approaches are failing (LOS F) at this intersection.
    - Queue analysis suggests queues from adjacent intersections spill back to nearby intersections, thereby impacting operations, particularly at the S.R. 426 and Phelps Avenue and S.R. 426 and N. Lakemont Avenue intersections.
- Utilizing the 2020 FDOT Quality/Level of Service Handbook for Urban Arterials on State Highway System, the three segments along the study corridor are carrying more volume than the recommended roadway vehicular capacity, resulting in all three segments being categorized as LOS F.

Based on the goals of the S.R. 426 project to improve safety for all modes while moving vehicles effectively, the following recommendations should be considered.

- Signal retiming is recommended to improve overall traffic operations along the study corridor.
- For intersection approaches with LOS greater than LOS D, design team shall evaluate the possibility of adding turn pockets or extending turn lanes especially at N. Lakemont Avenue. Besides, turn lane addition shall also be considered in segment 2 especially between Brewer's Curve and Phelps Avenue to provide easy access to local neighborhood.
- In order to prioritize pedestrians, Leading Pedestrian Intervals (LPI) should be evaluated along the corridor especially at S. Park Avenue, Ollie/Chase Avenue, and N. Lakemont Avenue.
- Transit operational improvement opportunities should be evaluated.

Appendix A (for the Traffic Operations Report) - Turning Movement Counts

8-Hour Turning Movement Counts
(Weekday)

State Road 426
at
Park Avenue

Orange County

Prepared for:

TSM&O Continuing Services

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

Prime Consultant:
Atkins North America, Inc.
Financial Project ID: 440412-1-32-01
FDOT Contract No: C-9V30
TEDS Contract No: 11036
Work Order: 7
Study No: 3

Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

November 2018

Prepared by: Halley Ferrell

Professional Engineer:
Fred D. Ferrell, PE
PE No. 41902
11.21.18

LEGEND

- UTILITY POLE
- LUMINAIRE
- 3-SECTION SIGNAL HEAD
- 5-SECTION SIGNAL HEAD
- SIGNAL CONTROLLER
- PEDESTRIAN SIGNAL
- CONCRETE STRAIN POLE
- MAST ARM SIGNAL POLE
- POST MOUNTED SIGN
- OVERHEAD MOUNTED SIGN

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT PARK AVENUE
ORANGE COUNTY – FLORIDA

Northbound Photographs
State Road 426 & Park Avenue

Looking North Toward Intersection

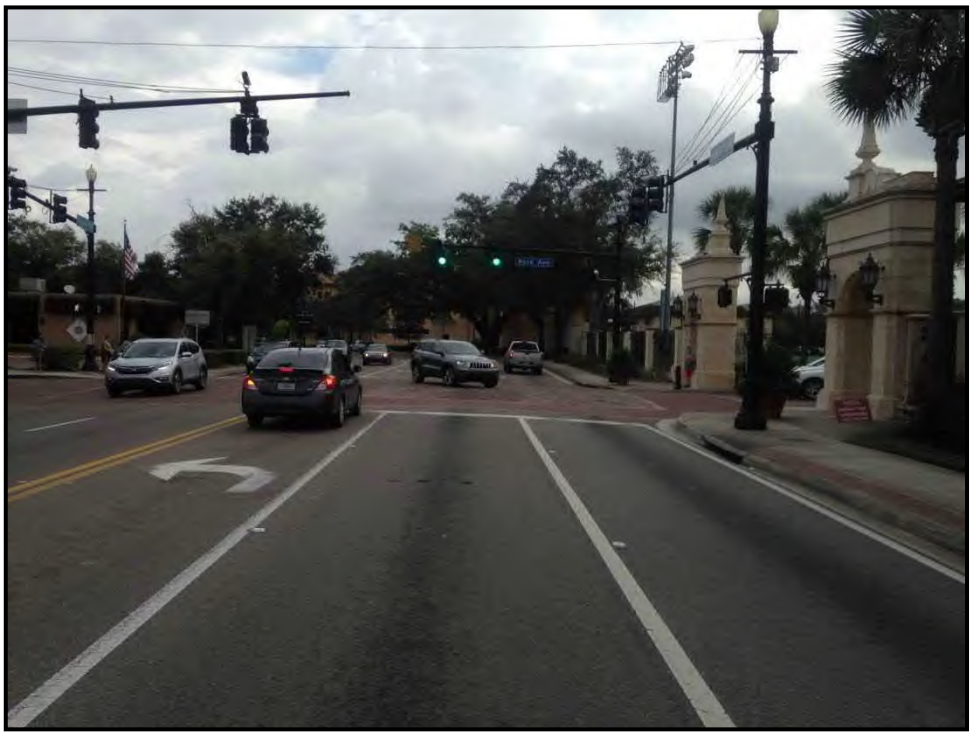
Looking South Away from Intersection

Southbound Photographs
State Road 426 & Park Avenue

Looking South Toward Intersection

Looking North Away from Intersection

Eastbound Photographs
State Road 426 & Park Avenue



Looking East Toward Intersection

Looking West Away from Intersection

Westbound Photographs
State Road 426 & Park Avenue

Looking West Toward Intersection

Looking East Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION

CITY Winter Park **COUNTY** Orange

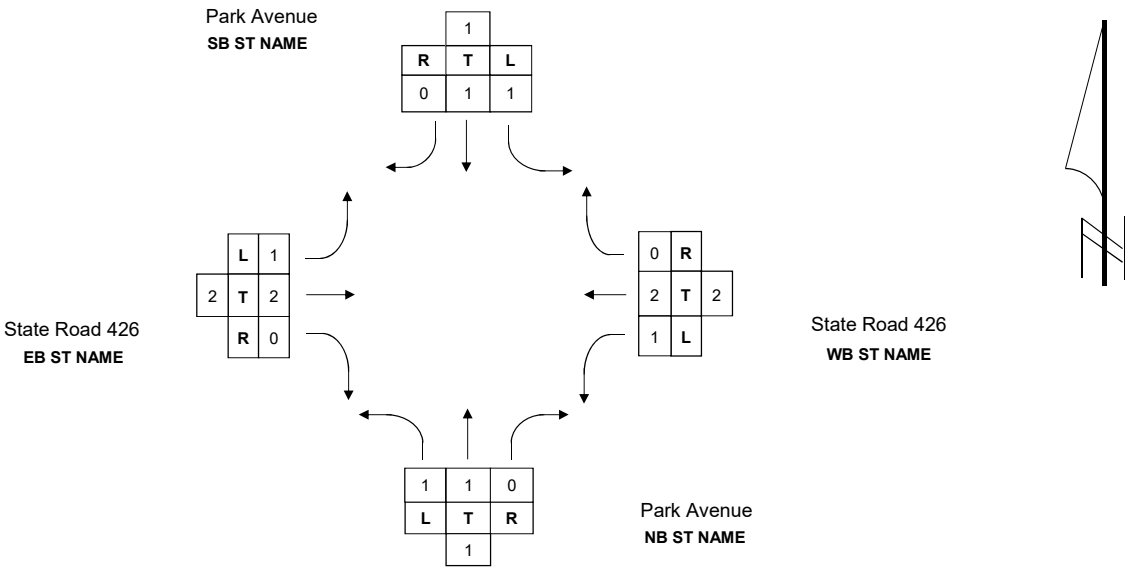
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Park Avenue

OBSERVER TEDS **DATE** 9/11/2018 **SINGAL ID** 75233

WEATHER Sunny **ROAD CONDITION** Good

REMARKS

FORM COMPLETED BY CML **DATE** 11/14/18



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	12	47	41	0	**100**	22	16	25	0	**63**	**163**	52	823	9	0	**884**	61	1619	23	0	**1703**	**2587**
8:00 - 9:00	16	97	29	0	**142**	37	21	39	0	**97**	**239**	95	899	13	0	**1007**	44	1486	27	0	**1557**	**2564**
11:00 - 12:00	16	53	21	0	**90**	64	40	76	0	**180**	**270**	118	850	20	0	**988**	30	1035	38	0	**1103**	**2091**
12:00 - 1:00	16	57	17	0	**90**	68	41	95	0	**204**	**294**	125	848	22	0	**995**	47	1006	42	0	**1095**	**2090**
2:00 - 3:00	11	45	50	0	**106**	85	36	84	1	**206**	**312**	108	1018	17	0	**1143**	52	1012	40	0	**1104**	**2247**
3:00 - 4:00	24	50	51	0	**125**	70	72	79	0	**221**	**346**	109	1125	20	0	**1254**	53	1101	28	0	**1182**	**2436**
4:00 - 5:00	21	56	43	0	**120**	86	49	67	0	**202**	**322**	89	1114	20	0	**1223**	35	1007	40	0	**1082**	**2305**
5:00 - 6:00	25	69	48	0	**142**	86	75	69	0	**230**	**372**	122	1235	14	1	**1372**	84	1042	36	0	**1162**	**2534**
TOTAL	**141**	**474**	**300**	**0**	**915**	**518**	**350**	**534**	**1**	**1403**	**2318**	**818**	**7912**	**135**	**1**	**8866**	**406**	**9308**	**274**	**0**	**9988**	**18854**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Park Avenue
OBSERVER TEDS **DATE** 9/11/2018

REMARKS _____

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Park Avenue			East side of Park Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	2	22	**24**	2	6	**8**	0	2	**2**	2	8	**10**	44
8:00 - 9:00	9	20	**29**	7	10	**17**	1	0	**1**	0	4	**4**	51
11:00 - 12:00	12	14	**26**	26	16	**42**	5	1	**6**	8	16	**24**	98
12:00 - 1:00	27	31	**58**	52	25	**77**	4	5	**9**	12	6	**18**	162
2:00 - 3:00	15	15	**30**	20	19	**39**	3	3	**6**	5	7	**12**	87
3:00 - 4:00	21	22	**43**	32	15	**47**	6	10	**16**	10	11	**21**	127
4:00 - 5:00	17	13	**30**	42	31	**73**	4	5	**9**	9	5	**14**	126
5:00 - 6:00	17	18	**35**	26	25	**51**	7	10	**17**	1	0	**1**	104
TOTAL	**120**	**155**	**275**	**207**	**147**	**354**	**30**	**36**	**66**	**47**	**57**	**104**	799

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Park Avenue
OBSERVER TEDS **DATE** 9/11/2018

REMARKS _____

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Park Avenue			East side of Park Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	1	0	**1**	0	1	**1**	0	0	**0**	**2**
8:00 - 9:00	0	0	**0**	0	1	**1**	0	0	**0**	2	0	**2**	**3**
11:00 - 12:00	1	4	**5**	1	0	**1**	0	0	**0**	4	0	**4**	**10**
12:00 - 1:00	0	2	**2**	1	0	**1**	0	1	**1**	0	1	**1**	**5**
2:00 - 3:00	3	0	**3**	1	0	**1**	0	1	**1**	0	0	**0**	**5**
3:00 - 4:00	2	3	**5**	3	0	**3**	0	0	**0**	0	0	**0**	**8**
4:00 - 5:00	1	1	**2**	2	1	**3**	0	0	**0**	1	0	**1**	**6**
5:00 - 6:00	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOTAL	**7**	**10**	**17**	**9**	**2**	**11**	**0**	**3**	**3**	**8**	**1**	**9**	**40**

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- All Vehicles

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	11	22	2	38	6	3	6	2	17	7	188	5	0	200	18	390	7	0	415	670
07:15 AM	2	5	7	1	15	4	3	8	2	17	14	189	1	0	204	22	400	5	0	427	663
07:30 AM	3	10	5	1	19	5	5	7	7	24	14	217	0	1	232	13	437	5	1	456	731
07:45 AM	4	21	7	4	36	7	5	4	13	29	17	229	3	9	258	8	392	6	1	407	730
Total	12	47	41	8	108	22	16	25	24	87	52	823	9	10	894	61	1619	23	2	1705	2794
08:00 AM	1	20	10	3	34	11	7	10	8	36	12	180	4	0	196	12	384	9	0	405	671
08:15 AM	5	22	5	3	35	9	4	10	3	26	22	274	3	2	301	16	365	5	1	387	749
08:30 AM	6	25	5	8	44	9	7	10	4	30	26	194	1	1	222	6	358	7	0	371	667
08:45 AM	4	30	9	3	46	8	3	9	14	34	35	251	5	1	292	10	379	6	0	395	767
Total	16	97	29	17	159	37	21	39	29	126	95	899	13	4	1011	44	1486	27	1	1558	2854
*** BREAK ***																					
11:00 AM	2	7	4	2	15	14	9	14	4	41	33	208	5	10	256	11	279	9	0	299	611
11:15 AM	3	10	4	13	30	15	9	12	4	40	28	217	4	7	256	6	253	8	1	268	594
11:30 AM	5	20	4	15	44	19	8	27	7	61	28	213	8	5	254	6	258	10	3	277	636
11:45 AM	6	16	9	12	43	16	14	23	11	64	29	212	3	2	246	7	245	11	2	265	618
Total	16	53	21	42	132	64	40	76	26	206	118	850	20	24	1012	30	1035	38	6	1109	2459
12:00 PM	2	17	2	6	27	14	10	28	13	65	36	219	4	3	262	11	223	15	0	249	603
12:15 PM	7	17	7	35	66	24	14	32	12	82	28	211	8	11	258	16	254	10	3	283	689
12:30 PM	5	12	6	19	42	13	11	16	17	57	30	214	5	3	252	8	263	6	0	277	628
12:45 PM	2	11	2	17	32	17	6	19	16	58	31	204	5	1	241	12	266	11	6	295	626
Total	16	57	17	77	167	68	41	95	58	262	125	848	22	18	1013	47	1006	42	9	1104	2546
*** BREAK ***																					
02:00 PM	2	16	11	15	44	29	12	28	12	81	26	226	3	3	258	19	227	11	2	259	642
02:15 PM	2	8	16	7	33	22	10	19	4	55	24	297	6	2	329	12	289	12	1	314	731
02:30 PM	4	13	15	12	44	19	9	21	3	52	20	209	5	6	240	11	254	6	3	274	610
02:45 PM	3	8	8	5	24	16	5	16	11	48	38	286	3	1	328	10	242	11	0	263	663
Total	11	45	50	39	145	86	36	84	30	236	108	1018	17	12	1155	52	1012	40	6	1110	2646
03:00 PM	2	16	12	9	39	14	19	16	6	55	22	240	3	6	271	10	256	7	2	275	640
03:15 PM	8	18	12	14	52	13	21	19	22	75	19	306	7	5	337	14	279	6	6	305	769
03:30 PM	11	10	16	12	49	25	15	33	5	78	33	256	7	3	299	13	257	6	3	279	705
03:45 PM	3	6	11	12	32	18	17	11	10	56	35	323	3	7	368	16	309	9	5	339	795
Total	24	50	51	47	172	70	72	79	43	264	109	1125	20	21	1275	53	1101	28	16	1198	2909
04:00 PM	6	10	9	18	43	25	15	22	13	75	22	218	5	3	248	7	233	15	3	258	624
04:15 PM	9	12	11	17	49	19	8	13	7	47	17	316	7	3	343	11	264	12	2	289	728
04:30 PM	1	14	9	12	36	22	14	15	5	56	20	245	5	2	272	6	269	9	2	286	650
04:45 PM	5	20	14	26	65	20	12	17	5	54	30	335	3	6	374	11	241	4	2	258	751
Total	21	56	43	73	193	86	49	67	30	232	89	1114	20	14	1237	35	1007	40	9	1091	2753
05:00 PM	8	12	7	9	36	21	21	18	6	66	28	287	5	0	320	29	279	10	6	324	746
05:15 PM	7	19	16	6	48	30	23	19	12	84	26	346	3	1	376	22	235	6	1	264	772
05:30 PM	6	20	8	19	53	17	16	17	9	59	36	266	3	0	305	20	271	8	6	305	722
05:45 PM	4	18	17	17	56	18	15	15	8	56	33	336	3	0	372	13	257	12	4	286	770
Total	25	69	48	51	193	86	75	69	35	265	123	1235	14	1	1373	84	1042	36	17	1179	3010
Grand Total	141	474	300	354	1269	519	350	534	275	1678	819	7912	135	104	8970	406	9308	274	66	10054	21971
Apprch %	11.1	37.4	23.6	27.9		30.9	20.9	31.8	16.4		9.1	88.2	1.5	1.2		4	92.6	2.7	0.7		
Total %	0.6	2.2	1.4	1.6	5.8	2.4	1.6	2.4	1.3	7.6	3.7	36	0.6	0.5	40.8	1.8	42.4	1.2	0.3	45.8	

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	10	5	1	19	5	5	7	7	24	14	217	0	1	232	13	**437**	5	**1**	**456**	731
07:45 AM	4	21	7	**4**	**36**	7	5	4	**13**	29	17	229	3	**9**	258	8	392	6	1	407	730
08:00 AM	1	20	**10**	3	34	**11**	**7**	**10**	8	**36**	12	180	**4**	0	196	12	384	**9**	0	405	671
08:15 AM	**5**	**22**	5	3	35	9	4	10	3	26	**22**	**274**	3	2	**301**	**16**	365	5	1	387	**749**
Total Volume	13	73	27	11	124	32	21	31	31	115	65	900	10	12	987	49	1578	25	3	1655	2881
% App. Total	10.5	58.9	21.8	8.9		27.8	18.3	27	27		6.6	91.2	1	1.2		3	95.3	1.5	0.2		
PHF	.650	.830	.675	.688	.861	.727	.750	.775	.596	.799	.739	.821	.625	.333	.820	.766	.903	.694	.750	.907	.962
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					08:00 AM					07:00 AM					
+0 mins.	1	20	**10**	3	34	**11**	**7**	**10**	8	**36**	12	180	4	0	196	18	390	**7**	0	415	
+15 mins.	5	22	5	3	35	9	4	10	3	26	22	**274**	3	**2**	**301**	**22**	400	5	0	427	
+30 mins.	**6**	25	5	**8**	44	9	7	10	4	30	26	194	1	1	222	13	**437**	5	**1**	**456**	
+45 mins.	4	**30**	9	3	**46**	8	3	9	**14**	34	**35**	251	**5**	1	292	8	392	6	1	407	
Total Volume	16	97	29	17	159	37	21	39	29	126	95	899	13	4	1011	61	1619	23	2	1705	
% App. Total	10.1	61	18.2	10.7		29.4	16.7	31	23		9.4	88.9	1.3	0.4		3.6	95	1.3	0.1		
PHF	.667	.808	.725	.531	.864	.841	.750	.975	.518	.875	.679	.820	.650	.500	.840	.693	.926	.821	.500	.935	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	5	**20**	4	15	44	19	8	27	7	61	28	213	**8**	5	254	6	**258**	10	**3**	277	636
11:45 AM	6	16	**9**	12	43	16	**14**	23	11	64	29	212	3	2	246	7	245	11	2	265	618
12:00 PM	2	17	2	6	27	14	10	28	**13**	65	**36**	**219**	4	3	**262**	11	223	**15**	0	249	603
12:15 PM	**7**	17	7	**35**	**66**	**24**	14	**32**	12	**82**	28	211	8	**11**	258	**16**	254	10	3	**283**	**689**
Total Volume	20	70	22	68	180	73	46	110	43	272	121	855	23	21	1020	40	980	46	8	1074	2546
% App. Total	11.1	38.9	12.2	37.8		26.8	16.9	40.4	15.8		11.9	83.8	2.3	2.1		3.7	91.2	4.3	0.7		
PHF	.714	.875	.611	.486	.682	.760	.821	.859	.827	.829	.840	.976	.719	.477	.973	.625	.950	.767	.667	.949	.924
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:30 AM					11:30 AM					11:00 AM					
+0 mins.	5	**20**	4	15	44	19	8	27	7	61	28	213	**8**	5	254	**11**	**279**	9	0	**299**	
+15 mins.	6	16	**9**	12	43	16	**14**	23	11	64	29	212	3	2	246	6	253	8	1	268	
+30 mins.	2	17	2	6	27	14	10	28	**13**	65	**36**	**219**	4	3	**262**	6	258	10	**3**	277	
+45 mins.	**7**	17	7	**35**	**66**	**24**	14	**32**	12	**82**	28	211	8	**11**	258	7	245	**11**	2	265	
Total Volume	20	70	22	68	180	73	46	110	43	272	121	855	23	21	1020	30	1035	38	6	1109	
% App. Total	11.1	38.9	12.2	37.8		26.8	16.9	40.4	15.8		11.9	83.8	2.3	2.1		2.7	93.3	3.4	0.5		
PHF	.714	.875	.611	.486	.682	.760	.821	.859	.827	.829	.840	.976	.719	.477	.973	.682	.927	.864	.500	.927	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**8**	12	7	9	36	21	21	18	6	66	28	287	**5**	0	320	**29**	**279**	10	**6**	**324**	746
05:15 PM	7	19	16	6	48	**30**	**23**	**19**	**12**	**84**	26	**346**	3	**1**	**376**	22	235	6	1	264	**772**
05:30 PM	6	**20**	8	**19**	53	17	16	17	9	59	**36**	266	3	0	305	20	271	8	6	305	722
05:45 PM	4	18	**17**	17	**56**	18	15	15	8	56	33	336	3	0	372	13	257	**12**	4	286	770
Total Volume	25	69	48	51	193	86	75	69	35	265	123	1235	14	1	1373	84	1042	36	17	1179	3010
% App. Total	13	35.8	24.9	26.4		32.5	28.3	26	13.2		9	89.9	1	0.1		7.1	88.4	3.1	1.4		
PHF	.781	.863	.706	.671	.862	.717	.815	.908	.729	.789	.854	.892	.700	.250	.913	.724	.934	.750	.708	.910	.975
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:15 PM					04:45 PM					03:00 PM					
+0 mins.	5	**20**	14	**26**	**65**	13	**21**	19	**22**	75	30	335	3	**6**	374	10	256	7	2	275	
+15 mins.	**8**	12	7	9	36	**25**	15	**33**	5	**78**	28	287	**5**	0	320	14	279	6	**6**	305	
+30 mins.	7	19	**16**	6	48	18	17	11	10	56	26	**346**	3	1	**376**	13	257	6	3	279	
+45 mins.	6	20	8	19	53	25	15	22	13	75	**36**	266	3	0	305	**16**	**309**	**9**	5	**339**	
Total Volume	26	71	45	60	202	81	68	85	50	284	120	1234	14	7	1375	53	1101	28	16	1198	
% App. Total	12.9	35.1	22.3	29.7		28.5	23.9	29.9	17.6		8.7	89.7	1	0.5		4.4	91.9	2.3	1.3		
PHF	.813	.888	.703	.577	.777	.810	.810	.644	.568	.910	.833	.892	.700	.292	.914	.828	.891	.778	.667	.883	

File Name : State Road 426 at Park Avenue
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- Heavy Trucks

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	0	0	2	3	0	0	0	0	0	0	4	1	0	5	0	4	0	0	4	12
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	12
07:45 AM	0	0	0	3	3	0	0	0	2	2	0	8	0	8	16	1	2	0	0	3	24
Total	1	1	0	6	8	0	0	0	2	2	0	20	1	8	29	1	17	0	0	18	57
08:00 AM	0	0	0	1	1	0	0	0	2	2	1	5	0	0	6	0	4	0	0	4	13
08:15 AM	0	0	0	2	2	0	0	0	0	0	1	10	0	2	13	0	2	0	1	3	18
08:30 AM	2	0	0	7	9	0	0	0	0	0	1	4	0	1	6	0	5	0	0	5	20
08:45 AM	1	0	0	0	1	0	0	0	7	7	1	7	0	1	9	0	4	0	0	4	21
Total	3	0	0	10	13	0	0	0	9	9	4	26	0	4	34	0	15	0	1	16	72
*** BREAK ***																					
11:00 AM	0	0	0	1	1	0	0	0	2	2	0	5	2	8	15	0	5	0	0	5	23
11:15 AM	1	1	0	2	4	0	0	1	0	1	0	8	0	4	12	0	5	0	1	6	23
11:30 AM	0	0	0	9	9	0	0	0	4	4	0	7	0	3	10	0	2	0	3	5	28
11:45 AM	0	0	0	4	4	0	0	0	6	6	0	5	0	1	6	0	5	0	1	6	22
Total	1	1	0	16	18	0	0	1	12	13	0	25	2	16	43	0	17	0	5	22	96
12:00 PM	0	0	0	2	2	0	0	1	4	5	0	8	2	1	11	0	3	0	0	3	21
12:15 PM	0	0	0	7	7	1	0	0	7	8	1	4	1	4	10	0	3	0	2	5	30
12:30 PM	1	0	0	6	7	0	0	0	10	10	0	6	0	1	7	0	4	0	0	4	28
12:45 PM	1	0	0	10	11	0	0	0	6	6	0	6	1	0	7	0	2	0	2	4	28
Total	2	0	0	25	27	1	0	1	27	29	1	24	4	6	35	0	12	0	4	16	107
*** BREAK ***																					
02:00 PM	0	0	0	7	7	0	0	0	4	4	0	8	0	1	9	0	3	0	0	3	23
02:15 PM	0	0	0	4	4	0	0	1	2	3	0	19	1	0	20	0	5	0	1	6	33
02:30 PM	0	0	1	8	9	0	0	0	1	1	0	2	0	5	7	1	3	0	2	6	23
02:45 PM	1	0	0	0	1	0	0	0	8	8	0	4	0	1	5	0	4	0	0	4	18
Total	1	0	1	19	21	0	0	1	15	16	0	33	1	7	41	1	15	0	3	19	97
03:00 PM	0	0	0	4	4	0	0	0	6	6	1	5	0	5	11	0	4	0	2	6	27
03:15 PM	0	0	0	4	4	0	0	0	10	10	0	2	1	2	5	0	4	0	3	7	26
03:30 PM	1	0	0	4	5	0	0	0	0	0	1	4	0	1	6	0	3	0	0	3	14
03:45 PM	0	0	0	3	3	0	0	0	5	5	0	3	0	3	6	1	1	1	1	4	18
Total	1	0	0	15	16	0	0	0	21	21	2	14	1	11	28	1	12	1	6	20	85
04:00 PM	0	0	0	5	5	0	0	0	5	5	0	5	0	1	6	0	2	0	1	3	19
04:15 PM	0	0	0	8	8	0	0	0	5	5	0	6	0	1	7	0	3	0	0	3	23
04:30 PM	0	0	0	5	5	0	0	0	5	5	0	1	0	1	2	0	0	0	2	2	14
04:45 PM	0	0	0	13	13	0	0	0	2	2	1	5	0	2	8	0	1	0	1	2	25
Total	0	0	0	31	31	0	0	0	17	17	1	17	0	5	23	0	6	0	4	10	81
05:00 PM	0	0	0	4	4	0	0	0	1	1	0	3	0	0	3	0	4	0	2	6	14
05:15 PM	0	0	0	2	2	1	0	0	8	9	0	4	0	0	4	0	1	0	0	1	16
05:30 PM	0	0	0	7	7	0	0	0	4	4	0	1	0	0	1	0	3	0	3	6	18
05:45 PM	0	0	0	12	12	0	0	0	4	4	0	1	0	0	1	0	2	0	2	4	21
Total	0	0	0	25	25	1	0	0	17	18	0	9	0	0	9	0	10	0	7	17	69
Grand Total	9	2	1	147	159	2	0	3	120	125	8	168	9	57	242	3	104	1	30	138	664
Apprch %	5.7	1.3	0.6	92.5		1.6	0	2.4	96		3.3	69.4	3.7	23.6		2.2	75.4	0.7	21.7		
Total %	1.4	0.3	0.2	22.1	23.9	0.3	0	0.5	18.1	18.8	1.2	25.3	1.4	8.6	36.4	0.5	15.7	0.2	4.5	20.8	

File Name : State Road 426 at Park Avenue
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	3	3	0	0	0	**2**	**2**	0	8	0	**8**	**16**	**1**	2	0	0	3	**24**
08:00 AM	0	0	0	1	1	0	0	0	2	2	**1**	5	0	0	6	0	4	0	0	4	13
08:15 AM	0	0	0	2	2	0	0	0	0	0	1	**10**	0	2	13	0	2	0	**1**	3	18
08:30 AM	**2**	0	0	**7**	**9**	0	0	0	0	0	1	4	0	1	6	0	**5**	0	0	**5**	20
Total Volume	2	0	0	13	15	0	0	0	4	4	3	27	0	11	41	1	13	0	1	15	75
% App. Total	13.3	0	0	86.7		0	0	0	100		7.3	65.9	0	26.8		6.7	86.7	0	6.7		
PHF	.250	.000	.000	.464	.417	.000	.000	.000	.500	.500	.750	.675	.000	.344	.641	.250	.650	.000	.250	.750	.781

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:45 AM					07:00 AM				
+0 mins.	0	0	0	3	3	0	0	0	2	2	0	8	0	**8**	**16**	0	4	0	0	4
+15 mins.	0	0	0	1	1	0	0	0	0	0	**1**	5	0	0	6	0	4	0	0	4
+30 mins.	0	0	0	2	2	0	0	0	0	0	1	**10**	0	2	13	0	**7**	0	0	**7**
+45 mins.	**2**	0	0	**7**	**9**	0	0	0	**7**	**7**	1	4	0	1	6	**1**	2	0	0	3
Total Volume	2	0	0	13	15	0	0	0	9	9	3	27	0	11	41	1	17	0	0	18
% App. Total	13.3	0	0	86.7		0	0	0	100		7.3	65.9	0	26.8		5.6	94.4	0	0	
PHF	.250	.000	.000	.464	.417	.000	.000	.000	.321	.321	.750	.675	.000	.344	.641	.250	.607	.000	.000	.643

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	2	2	0	0	**1**	4	5	0	**8**	**2**	1	**11**	0	3	0	0	3	21
12:15 PM	0	0	0	7	7	**1**	0	0	7	8	**1**	4	1	**4**	10	0	3	0	**2**	**5**	**30**
12:30 PM	**1**	0	0	6	7	0	0	0	**10**	**10**	0	6	0	1	7	0	**4**	0	0	4	28
12:45 PM	1	0	0	**10**	**11**	0	0	0	6	6	0	6	1	0	7	0	2	0	2	4	28
Total Volume	2	0	0	25	27	1	0	1	27	29	1	24	4	6	35	0	12	0	4	16	107
% App. Total	7.4	0	0	92.6		3.4	0	3.4	93.1		2.9	68.6	11.4	17.1		0	75	0	25		
PHF	.500	.000	.000	.625	.614	.250	.000	.250	.675	.725	.250	.750	.500	.375	.795	.000	.750	.000	.500	.800	.892

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:00 AM					11:00 AM				
+0 mins.	0	0	0	2	2	0	0	0	6	6	0	5	**2**	**8**	**15**	0	**5**	0	0	5
+15 mins.	0	0	0	7	7	0	0	**1**	4	5	0	**8**	0	4	12	0	5	0	1	**6**
+30 mins.	**1**	0	0	6	7	**1**	0	0	7	8	0	7	0	3	10	0	2	0	**3**	5
+45 mins.	1	0	0	**10**	**11**	0	0	0	**10**	**10**	0	5	0	1	6	0	5	0	1	6
Total Volume	2	0	0	25	27	1	0	1	27	29	0	25	2	16	43	0	17	0	5	22
% App. Total	7.4	0	0	92.6		3.4	0	3.4	93.1		0	58.1	4.7	37.2		0	77.3	0	22.7	
PHF	.500	.000	.000	.625	.614	.250	.000	.250	.675	.725	.000	.781	.250	.500	.717	.000	.850	.000	.417	.917

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	0	4	4	0	0	**1**	2	3	0	**19**	**1**	0	**20**	0	**5**	0	1	**6**	**33**
02:30 PM	0	0	**1**	**8**	**9**	0	0	0	1	1	0	2	0	**5**	7	**1**	3	0	**2**	6	23
02:45 PM	**1**	0	0	0	1	0	0	0	**8**	**8**	0	4	0	1	5	0	4	0	0	4	18
03:00 PM	0	0	0	4	4	0	0	0	6	6	**1**	5	0	5	11	0	4	0	2	6	27
Total Volume	1	0	1	16	18	0	0	1	17	18	1	30	1	11	43	1	16	0	5	22	101
% App. Total	5.6	0	5.6	88.9		0	0	5.6	94.4		2.3	69.8	2.3	25.6		4.5	72.7	0	22.7		
PHF	.250	.000	.250	.500	.500	.000	.000	.250	.531	.563	.250	.395	.250	.550	.538	.250	.800	.000	.625	.917	.765

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					02:30 PM					02:15 PM					02:30 PM				
+0 mins.	0	0	0	5	5	0	0	0	1	1	0	**19**	**1**	0	**20**	**1**	3	0	2	6
+15 mins.	0	0	0	8	8	0	0	0	8	8	0	2	0	**5**	7	0	**4**	0	0	4
+30 mins.	0	0	0	5	5	0	0	0	6	6	0	4	0	1	5	0	4	0	2	6
+45 mins.	0	0	0	**13**	**13**	0	0	0	**10**	**10**	**1**	5	0	5	11	0	4	0	**3**	**7**
Total Volume	0	0	0	31	31	0	0	0	25	25	1	30	1	11	43	1	15	0	7	23
% App. Total	0	0	0	100		0	0	0	100		2.3	69.8	2.3	25.6		4.3	65.2	0	30.4	
PHF	.000	.000	.000	.596	.596	.000	.000	.000	.625	.625	.250	.395	.250	.550	.538	.250	.938	.000	.583	.821

File Name : State Road 426 at Park Avenue
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- UTurns

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
02:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	50	0	0	0	50	50	0	0	0	50	0	0	0	0	0	

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					10:00 AM					10:00 AM					10:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

File Name : State Road 426 at Park Avenue
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	PARK AVENUE Northbound					PARK AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					04:30 PM					02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

8-Hour Turning Movement Counts
(Weekday)

State Road 426
at
Interlachen Avenue (Ped Signal)

Orange County

Prepared for:

TSM&O Continuing Services

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

Prime Consultant:
Atkins North America, Inc.
Financial Project ID: 440412-1-32-01
FDOT Contract No: C-9V30
TEDS Contract No: 11036
Work Order: 7
Study No: 3

Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

November 2018

Prepared by: Halley Ferrell

Professional Engineer:
Fred D. Ferrell, PE
PE No. 41902
11.21.18

LEGEND

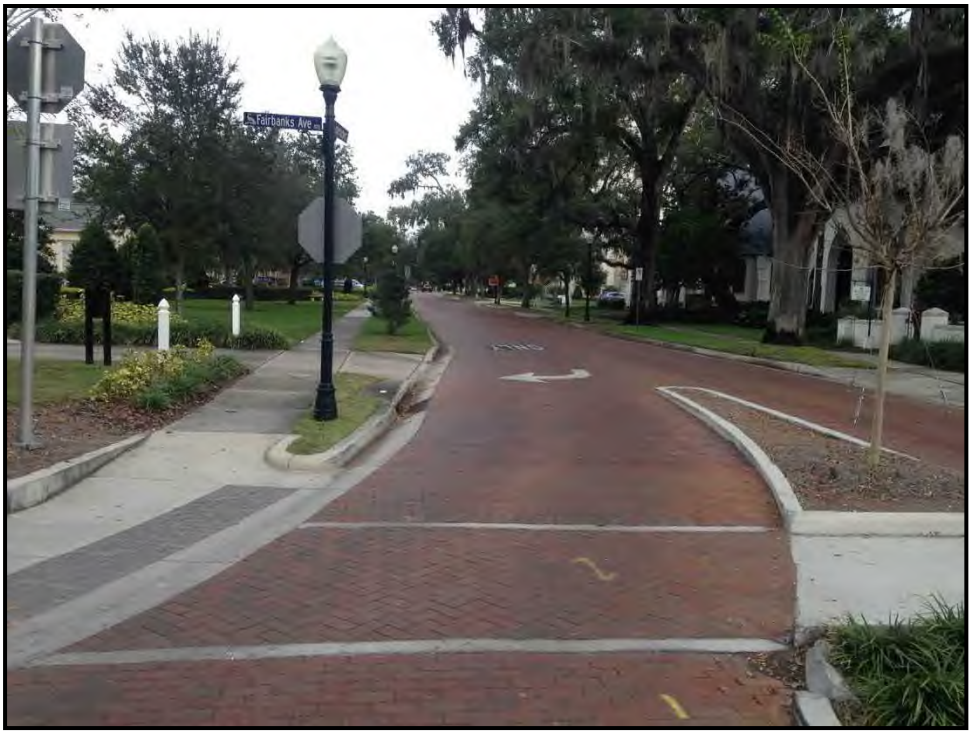
- UTILITY POLE
- LUMINAIRE
- 3-SECTION SIGNAL HEAD
- 5-SECTION SIGNAL HEAD
- SIGNAL CONTROLLER
- PEDESTRIAN SIGNAL
- CONCRETE STRAIN POLE
- MAST ARM SIGNAL POLE
- POST MOUNTED SIGN
- OVERHEAD MOUNTED SIGN

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT ROLLINS COLLEGE (PED SIGNAL)
ORANGE COUNTY – FLORIDA

Southbound Photographs
State Road 426 & Rollins College (Pedestrian Signal)

Looking South Toward Intersection



Looking North Away from Intersection

Eastbound Photographs
State Road 426 & Rollins College (Pedestrian Signal)

Looking East Toward Intersection

Looking West Away from Intersection

Westbound Photographs
State Road 426 & Rollins College (Pedestrian Signal)

Looking West Toward Intersection

Looking East Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION | **CITY** Winter Park | **COUNTY** Orange

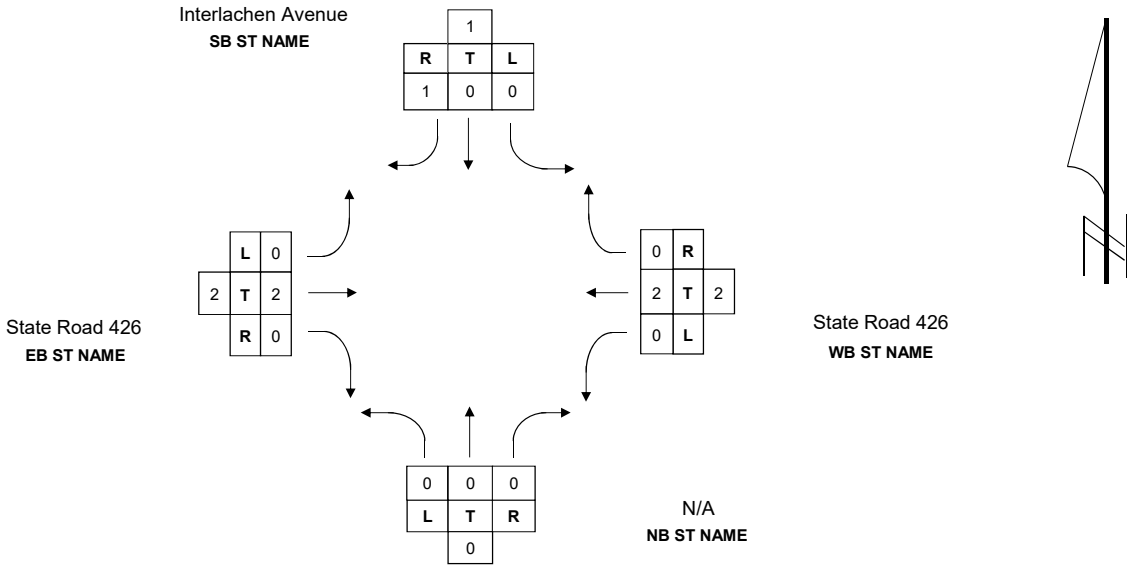
STATE ROUTE State Road 426 | **INTERSECTING ROUTE** Interlachen Avenue / Rollins College (Ped Signal)

OBSERVER TEDS | **DATE** 9/11/2018 | **SINGAL ID** 75333

WEATHER Sunny | **ROAD CONDITION** Good

REMARKS

FORM COMPLETED BY CML | **DATE** 11/14/18



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	0	0	0	0	**0**	0	0	54	0	**54**	**54**	1	888	0	0	**889**	0	1692	2	0	**1694**	**2583**
8:00 - 9:00	0	0	0	0	**0**	0	0	54	0	**54**	**54**	0	987	0	0	**987**	0	1557	5	0	**1562**	**2549**
11:00 - 12:00	0	0	0	0	**0**	0	0	69	0	**69**	**69**	0	969	0	0	**969**	0	1059	10	0	**1069**	**2038**
12:00 - 1:00	0	0	0	0	**0**	0	0	76	0	**76**	**76**	0	967	0	0	**967**	0	1047	11	0	**1058**	**2025**
2:00 - 3:00	0	0	0	0	**0**	1	0	77	0	**78**	**78**	0	1162	0	0	**1162**	0	1051	5	0	**1056**	**2218**
3:00 - 4:00	0	0	0	0	**0**	0	0	82	0	**82**	**82**	0	1256	0	0	**1256**	0	1125	14	0	**1139**	**2395**
4:00 - 5:00	0	0	0	0	**0**	2	0	72	0	**74**	**74**	0	1238	0	0	**1238**	0	1021	6	0	**1027**	**2265**
5:00 - 6:00	0	0	0	0	**0**	0	0	91	0	**91**	**91**	0	1379	0	0	**1379**	0	1098	8	0	**1106**	**2485**
TOTAL	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**575**	**0**	**578**	**578**	**1**	**8846**	**0**	**0**	**8847**	**0**	**9650**	**61**	**0**	**9711**	**18558**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Interlachen Avenue / Rollins College (Ped Signal)
OBSERVER TEDS **DATE** 9/11/2018

REMARKS _____

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Interlachen Ave			East side of Interlachen Ave			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	5	**5**	12	43	**55**	39	9	**48**	0	1	**1**	**109**
8:00 - 9:00	0	5	**5**	8	80	**88**	59	4	**63**	1	0	**1**	**157**
11:00 - 12:00	20	1	**21**	33	43	**76**	34	17	**51**	2	0	**2**	**150**
12:00 - 1:00	60	4	**64**	83	73	**156**	46	42	**88**	2	2	**4**	**312**
2:00 - 3:00	15	6	**21**	47	33	**80**	26	32	**58**	5	0	**5**	**164**
3:00 - 4:00	53	6	**59**	78	76	**154**	57	33	**90**	2	0	**2**	**305**
4:00 - 5:00	31	6	**37**	75	45	**120**	39	23	**62**	2	0	**2**	**221**
5:00 - 6:00	32	5	**37**	68	59	**127**	49	39	**88**	3	0	**3**	**255**
TOTAL	**211**	**38**	**249**	**404**	**452**	**856**	**349**	**199**	**548**	**17**	**3**	**20**	**1673**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Interlachen Avenue / Rollins College (Ped Signal)
OBSERVER TEDS **DATE** 9/11/2018

REMARKS

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Interlachen Ave			East side of Interlachen Ave			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	2	5	**7**	1	1	**2**	0	0	**0**	9
8:00 - 9:00	0	0	**0**	1	2	**3**	1	1	**2**	0	1	**1**	6
11:00 - 12:00	0	0	**0**	2	1	**3**	0	1	**1**	0	1	**1**	5
12:00 - 1:00	0	0	**0**	2	1	**3**	3	1	**4**	1	2	**3**	10
2:00 - 3:00	0	0	**0**	1	1	**2**	0	1	**1**	2	0	**2**	5
3:00 - 4:00	0	0	**0**	5	2	**7**	1	0	**1**	0	1	**1**	9
4:00 - 5:00	0	0	**0**	5	4	**9**	2	0	**2**	2	1	**3**	14
5:00 - 6:00	1	0	**1**	2	2	**4**	1	0	**1**	1	0	**1**	7
TOTAL	**1**	**0**	**1**	**20**	**18**	**38**	**9**	**5**	**14**	**6**	**6**	**12**	65

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- All Vehicles

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	6	6	0	0	8	0	8	1	209	0	0	210	0	424	1	5	430	654
07:15 AM	0	0	0	16	16	0	0	27	0	27	0	210	0	0	210	0	410	1	15	426	679
07:30 AM	0	0	0	15	15	0	0	8	0	8	0	231	0	0	231	0	436	0	17	453	707
07:45 AM	0	0	0	18	18	0	0	11	5	16	0	238	0	1	239	0	422	0	11	433	706
Total	0	0	0	55	55	0	0	54	5	59	1	888	0	1	890	0	1692	2	48	1742	2746
08:00 AM	0	0	0	11	11	0	0	11	0	11	0	216	0	0	216	0	416	1	12	429	667
08:15 AM	0	0	0	23	23	0	0	15	1	16	0	285	0	1	286	0	384	1	12	397	722
08:30 AM	0	0	0	21	21	0	0	11	0	11	0	208	0	0	208	0	383	2	13	398	638
08:45 AM	0	0	0	33	33	0	0	17	4	21	0	278	0	0	278	0	374	1	26	401	733
Total	0	0	0	88	88	0	0	54	5	59	0	987	0	1	988	0	1557	5	63	1625	2760
*** BREAK ***																					
11:00 AM	0	0	0	32	32	0	0	17	2	19	0	226	0	0	226	0	282	1	16	299	576
11:15 AM	0	0	0	13	13	0	0	16	1	17	0	246	0	0	246	0	257	2	8	267	543
11:30 AM	0	0	0	14	14	0	0	16	17	33	0	246	0	1	247	0	268	1	10	279	573
11:45 AM	0	0	0	17	17	0	0	20	1	21	0	251	0	1	252	0	252	6	17	275	565
Total	0	0	0	76	76	0	0	69	21	90	0	969	0	2	971	0	1059	10	51	1120	2257
12:00 PM	0	0	0	37	37	0	0	23	14	37	0	242	0	0	242	0	238	1	26	265	581
12:15 PM	0	0	0	46	46	0	0	19	30	49	0	253	0	2	255	0	262	5	24	291	641
12:30 PM	0	0	0	43	43	0	0	18	17	35	0	241	0	2	243	0	263	2	15	280	601
12:45 PM	0	0	0	30	30	0	0	16	3	19	0	231	0	0	231	0	284	3	23	310	590
Total	0	0	0	156	156	0	0	76	64	140	0	967	0	4	971	0	1047	11	88	1146	2413
*** BREAK ***																					
02:00 PM	0	0	0	30	30	1	0	18	5	24	0	256	0	2	258	0	268	1	16	285	597
02:15 PM	0	0	0	11	11	0	0	20	3	23	0	340	0	1	341	0	277	1	11	289	664
02:30 PM	0	0	0	15	15	0	0	21	5	26	0	251	0	1	252	0	252	1	12	265	558
02:45 PM	0	0	0	24	24	0	0	18	8	26	0	315	0	1	316	0	254	2	19	275	641
Total	0	0	0	80	80	1	0	77	21	99	0	1162	0	5	1167	0	1051	5	58	1114	2460
03:00 PM	0	0	0	25	25	0	0	16	5	21	0	270	0	0	270	0	274	3	20	297	613
03:15 PM	0	0	0	44	44	0	0	25	27	52	0	316	0	0	316	0	290	5	19	314	726
03:30 PM	0	0	0	38	38	0	0	21	12	33	0	314	0	1	315	0	254	3	19	276	662
03:45 PM	0	0	0	47	47	0	0	20	15	35	0	356	0	1	357	0	307	3	32	342	781
Total	0	0	0	154	154	0	0	82	59	141	0	1256	0	2	1258	0	1125	14	90	1229	2782
04:00 PM	0	0	0	18	18	2	0	17	12	31	0	264	0	1	265	0	240	2	11	253	567
04:15 PM	0	0	0	26	26	0	0	21	6	27	0	341	0	1	342	0	281	0	10	291	686
04:30 PM	0	0	0	37	37	0	0	17	8	25	0	252	0	0	252	0	268	2	18	288	602
04:45 PM	0	0	0	39	39	0	0	17	11	28	0	381	0	0	381	0	232	2	23	257	705
Total	0	0	0	120	120	2	0	72	37	111	0	1238	0	2	1240	0	1021	6	62	1089	2560
05:00 PM	0	0	0	34	34	0	0	27	11	38	0	326	0	0	326	0	302	3	23	328	726
05:15 PM	0	0	0	19	19	0	0	14	11	25	0	400	0	2	402	0	265	3	9	277	723
05:30 PM	0	0	0	45	45	0	0	30	8	38	0	277	0	0	277	0	280	2	36	318	678
05:45 PM	0	0	0	29	29	0	0	20	7	27	0	376	0	1	377	0	251	0	20	271	704
Total	0	0	0	127	127	0	0	91	37	128	0	1379	0	3	1382	0	1098	8	88	1194	2831
Grand Total	0	0	0	856	856	3	0	575	249	827	1	8846	0	20	8867	0	9650	61	548	10259	20809
Apprch %	0	0	0	100		0.4	0	69.5	30.1		0	99.8	0	0.2		0	94.1	0.6	5.3		
Total %	0	0	0	4.1	4.1	0	0	2.8	1.2	4	0	42.5	0	0.1	42.6	0	46.4	0.3	2.6	49.3	

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	15	15	0	0	8	0	8	0	231	0	0	231	0	**436**	0	**17**	**453**	707
07:45 AM	0	0	0	18	18	0	0	11	**5**	**16**	0	238	0	**1**	239	0	422	0	11	433	706
08:00 AM	0	0	0	11	11	0	0	11	0	11	0	216	0	0	216	0	416	**1**	12	429	667
08:15 AM	0	0	0	**23**	**23**	0	0	**15**	1	16	0	**285**	0	1	**286**	0	384	1	12	397	**722**
Total Volume	0	0	0	67	67	0	0	45	6	51	0	970	0	2	972	0	1658	2	52	1712	2802
% App. Total	0	0	0	100		0	0	88.2	11.8		0	99.8	0	0.2		0	96.8	0.1	3		
PHF	.000	.000	.000	.728	.728	.000	.000	.750	.300	.797	.000	.851	.000	.500	.850	.000	.951	.500	.765	.945	.970
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:15 AM					08:00 AM					07:00 AM					
+0 mins.	0	0	0	11	11	0	0	**27**	0	**27**	0	216	0	0	216	0	424	**1**	5	430	
+15 mins.	0	0	0	23	23	0	0	8	0	8	0	**285**	0	**1**	**286**	0	410	1	15	426	
+30 mins.	0	0	0	21	21	0	0	11	**5**	16	0	208	0	0	208	0	**436**	0	**17**	**453**	
+45 mins.	0	0	0	**33**	**33**	0	0	11	0	11	0	278	0	0	278	0	422	0	11	433	
Total Volume	0	0	0	88	88	0	0	57	5	62	0	987	0	1	988	0	1692	2	48	1742	
% App. Total	0	0	0	100		0	0	91.9	8.1		0	99.9	0	0.1		0	97.1	0.1	2.8		
PHF	.000	.000	.000	.667	.667	.000	.000	.528	.250	.574	.000	.866	.000	.250	.864	.000	.970	.500	.706	.961	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	37	37	0	0	**23**	14	37	0	242	0	0	242	0	238	1	**26**	265	581
12:15 PM	0	0	0	**46**	**46**	0	0	19	**30**	**49**	0	**253**	0	**2**	**255**	0	262	**5**	24	291	**641**
12:30 PM	0	0	0	43	43	0	0	18	17	35	0	241	0	2	243	0	263	2	15	280	601
12:45 PM	0	0	0	30	30	0	0	16	3	19	0	231	0	0	231	0	**284**	3	23	**310**	590
Total Volume	0	0	0	156	156	0	0	76	64	140	0	967	0	4	971	0	1047	11	88	1146	2413
% App. Total	0	0	0	100		0	0	54.3	45.7		0	99.6	0	0.4		0	91.4	1	7.7		
PHF	.000	.000	.000	.848	.848	.000	.000	.826	.533	.714	.000	.956	.000	.500	.952	.000	.922	.550	.846	.924	.941
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:45 AM					11:30 AM					12:00 PM					
+0 mins.	0	0	0	37	37	0	0	20	1	21	0	246	0	1	247	0	238	1	**26**	265	
+15 mins.	0	0	0	**46**	**46**	0	0	**23**	14	37	0	251	0	1	252	0	262	**5**	24	291	
+30 mins.	0	0	0	43	43	0	0	19	**30**	**49**	0	242	0	0	242	0	263	2	15	280	
+45 mins.	0	0	0	30	30	0	0	18	17	35	0	**253**	0	**2**	**255**	0	**284**	3	23	**310**	
Total Volume	0	0	0	156	156	0	0	80	62	142	0	992	0	4	996	0	1047	11	88	1146	
% App. Total	0	0	0	100		0	0	56.3	43.7		0	99.6	0	0.4		0	91.4	1	7.7		
PHF	.000	.000	.000	.848	.848	.000	.000	.870	.517	.724	.000	.980	.000	.500	.976	.000	.922	.550	.846	.924	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	39	39	0	0	17	**11**	28	0	381	0	0	381	0	232	2	23	257	705
05:00 PM	0	0	0	34	34	0	0	27	11	**38**	0	326	0	0	326	0	**302**	**3**	23	**328**	**726**
05:15 PM	0	0	0	19	19	0	0	14	11	25	0	**400**	0	**2**	**402**	0	265	3	9	277	723
05:30 PM	0	0	0	**45**	**45**	0	0	**30**	8	38	0	277	0	0	277	0	280	2	**36**	318	678
Total Volume	0	0	0	137	137	0	0	88	41	129	0	1384	0	2	1386	0	1079	10	91	1180	2832
% App. Total	0	0	0	100		0	0	68.2	31.8		0	99.9	0	0.1		0	91.4	0.8	7.7		
PHF	.000	.000	.000	.761	.761	.000	.000	.733	.932	.849	.000	.865	.000	.250	.862	.000	.893	.833	.632	.899	.975
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:15 PM					04:45 PM					03:00 PM					
+0 mins.	0	0	0	25	25	0	0	**25**	**27**	**52**	0	381	0	0	381	0	274	3	20	297	
+15 mins.	0	0	0	44	44	0	0	21	12	33	0	326	0	0	326	0	290	**5**	19	314	
+30 mins.	0	0	0	38	38	0	0	20	15	35	0	**400**	0	**2**	**402**	0	254	3	19	276	
+45 mins.	0	0	0	**47**	**47**	**2**	0	17	12	31	0	277	0	0	277	0	**307**	3	**32**	**342**	
Total Volume	0	0	0	154	154	2	0	83	66	151	0	1384	0	2	1386	0	1125	14	90	1229	
% App. Total	0	0	0	100		1.3	0	55	43.7		0	99.9	0	0.1		0	91.5	1.1	7.3		
PHF	.000	.000	.000	.819	.819	.250	.000	.830	.611	.726	.000	.865	.000	.250	.862	.000	.916	.700	.703	.898	

File Name : State Road 426 at Rollins College (PED)
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- Heavy Trucks

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	6	6	0	0	0	0	0	0	3	0	0	3	0	4	0	5	9	18
07:15 AM	0	0	0	5	5	0	0	1	0	1	0	4	0	0	4	0	2	0	7	9	19
07:30 AM	0	0	0	14	14	0	0	0	0	0	0	4	0	0	4	0	7	0	16	23	41
07:45 AM	0	0	0	18	18	0	0	0	0	0	0	6	0	1	7	0	1	0	11	12	37
Total	0	0	0	43	43	0	0	1	0	1	0	17	0	1	18	0	14	0	39	53	115
08:00 AM	0	0	0	10	10	0	0	0	0	0	0	5	0	0	5	0	4	0	11	15	30
08:15 AM	0	0	0	22	22	0	0	0	0	0	0	9	0	0	9	0	1	0	12	13	44
08:30 AM	0	0	0	19	19	0	0	1	0	1	0	4	0	0	4	0	4	0	13	17	41
08:45 AM	0	0	0	29	29	0	0	0	0	0	0	6	0	0	6	0	3	0	23	26	61
Total	0	0	0	80	80	0	0	1	0	1	0	24	0	0	24	0	12	0	59	71	176
*** BREAK ***																					
11:00 AM	0	0	0	20	20	0	0	1	2	3	0	5	0	0	5	0	5	0	12	17	45
11:15 AM	0	0	0	5	5	0	0	0	1	1	0	9	0	0	9	0	5	0	4	9	24
11:30 AM	0	0	0	5	5	0	0	0	16	16	0	5	0	0	5	0	1	0	6	7	33
11:45 AM	0	0	0	13	13	0	0	0	1	1	0	4	0	0	4	0	4	0	12	16	34
Total	0	0	0	43	43	0	0	1	20	21	0	23	0	0	23	0	15	0	34	49	136
12:00 PM	0	0	0	22	22	0	0	0	13	13	0	7	0	0	7	0	4	0	13	17	59
12:15 PM	0	0	0	17	17	0	0	0	30	30	0	5	0	0	5	0	2	0	10	12	64
12:30 PM	0	0	0	16	16	0	0	1	14	15	0	4	0	2	6	0	1	0	7	8	45
12:45 PM	0	0	0	18	18	0	0	0	3	3	0	6	0	0	6	0	1	0	16	17	44
Total	0	0	0	73	73	0	0	1	60	61	0	22	0	2	24	0	8	0	46	54	212
*** BREAK ***																					
02:00 PM	0	0	0	11	11	0	0	0	3	3	0	7	0	0	7	0	3	0	8	11	32
02:15 PM	0	0	0	2	2	0	0	2	3	5	0	19	0	0	19	0	3	0	2	5	31
02:30 PM	0	0	0	5	5	0	0	0	2	2	0	2	0	0	2	0	3	0	4	7	16
02:45 PM	0	0	0	15	15	0	0	0	7	7	0	4	0	0	4	0	2	0	12	14	40
Total	0	0	0	33	33	0	0	2	15	17	0	32	0	0	32	0	11	0	26	37	119
03:00 PM	0	0	0	14	14	0	0	2	4	6	0	5	0	0	5	0	2	0	11	13	38
03:15 PM	0	0	0	9	9	0	0	0	26	26	0	1	0	0	1	0	4	0	8	12	48
03:30 PM	0	0	0	22	22	0	0	0	10	10	0	5	0	0	5	0	1	0	18	19	56
03:45 PM	0	0	0	31	31	0	0	0	13	13	0	4	0	0	4	0	2	0	20	22	70
Total	0	0	0	76	76	0	0	2	53	55	0	15	0	0	15	0	9	0	57	66	212
04:00 PM	0	0	0	7	7	0	0	0	9	9	0	5	0	0	5	0	3	0	7	10	31
04:15 PM	0	0	0	13	13	0	0	0	6	6	0	5	0	0	5	0	3	0	8	11	35
04:30 PM	0	0	0	11	11	0	0	0	7	7	0	2	0	0	2	0	0	0	11	11	31
04:45 PM	0	0	0	14	14	0	0	0	9	9	0	5	0	0	5	0	0	0	13	13	41
Total	0	0	0	45	45	0	0	0	31	31	0	17	0	0	17	0	6	0	39	45	138
05:00 PM	0	0	0	10	10	0	0	1	11	12	0	2	0	0	2	0	3	0	9	12	36
05:15 PM	0	0	0	10	10	0	0	0	10	10	0	2	0	0	2	0	1	0	6	7	29
05:30 PM	0	0	0	22	22	0	0	0	7	7	0	0	0	0	0	0	2	0	18	20	49
05:45 PM	0	0	0	17	17	0	0	0	4	4	0	1	0	0	1	0	1	0	16	17	39
Total	0	0	0	59	59	0	0	1	32	33	0	5	0	0	5	0	7	0	49	56	153
Grand Total	0	0	0	452	452	0	0	9	211	220	0	155	0	3	158	0	82	0	349	431	1261
Apprch %	0	0	0	100		0	0	4.1	95.9		0	98.1	0	1.9		0	19	0	81		
Total %	0	0	0	35.8	35.8	0	0	0.7	16.7	17.4	0	12.3	0	0.2	12.5	0	6.5	0	27.7	34.2	

File Name : State Road 426 at Rollins College (PED)
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	10	10	0	0	0	0	0	0	5	0	0	5	0	**4**	0	11	15	30
08:15 AM	0	0	0	22	22	0	0	0	0	0	0	**9**	0	0	**9**	0	1	0	12	13	44
08:30 AM	0	0	0	19	19	0	0	**1**	0	**1**	0	4	0	0	4	0	4	0	13	17	41
08:45 AM	0	0	0	**29**	**29**	0	0	0	0	0	0	6	0	0	6	0	3	0	**23**	**26**	**61**
Total Volume	0	0	0	80	80	0	0	1	0	1	0	24	0	0	24	0	12	0	59	71	176
% App. Total	0	0	0	100		0	0	100	0		0	100	0	0		0	16.9	0	83.1		
PHF	.000	.000	.000	.690	.690	.000	.000	.250	.000	.250	.000	.667	.000	.000	.667	.000	.750	.000	.641	.683	.721

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:30 AM					08:00 AM				
+0 mins.	0	0	0	10	10	0	0	0	0	0	0	4	0	0	4	0	**4**	0	11	15
+15 mins.	0	0	0	22	22	0	0	**1**	0	**1**	0	6	0	**1**	7	0	1	0	12	13
+30 mins.	0	0	0	19	19	0	0	0	0	0	0	5	0	0	5	0	4	0	13	17
+45 mins.	0	0	0	**29**	**29**	0	0	0	0	0	0	**9**	0	0	**9**	0	3	0	**23**	**26**
Total Volume	0	0	0	80	80	0	0	1	0	1	0	24	0	1	25	0	12	0	59	71
% App. Total	0	0	0	100		0	0	100	0		0	96	0	4		0	16.9	0	83.1	
PHF	.000	.000	.000	.690	.690	.000	.000	.250	.000	.250	.000	.667	.000	.250	.694	.000	.750	.000	.641	.683

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	**22**	**22**	0	0	0	13	13	0	**7**	0	0	**7**	0	**4**	0	13	**17**	59
12:15 PM	0	0	0	17	17	0	0	0	**30**	**30**	0	5	0	0	5	0	2	0	10	12	**64**
12:30 PM	0	0	0	16	16	0	0	**1**	14	15	0	4	0	**2**	6	0	1	0	7	8	45
12:45 PM	0	0	0	18	18	0	0	0	3	3	0	6	0	0	6	0	1	0	**16**	17	44
Total Volume	0	0	0	73	73	0	0	1	60	61	0	22	0	2	24	0	8	0	46	54	212
% App. Total	0	0	0	100		0	0	1.6	98.4		0	91.7	0	8.3		0	14.8	0	85.2		
PHF	.000	.000	.000	.830	.830	.000	.000	.250	.500	.508	.000	.786	.000	.250	.857	.000	.500	.000	.719	.794	.828

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					12:00 PM					11:15 AM					12:00 PM				
+0 mins.	0	0	0	**22**	**22**	0	0	0	13	13	0	**9**	0	0	**9**	0	**4**	0	13	**17**
+15 mins.	0	0	0	17	17	0	0	0	**30**	**30**	0	5	0	0	5	0	2	0	10	12
+30 mins.	0	0	0	16	16	0	0	**1**	14	15	0	4	0	0	4	0	1	0	7	8
+45 mins.	0	0	0	18	18	0	0	0	3	3	0	7	0	0	7	0	1	0	**16**	17
Total Volume	0	0	0	73	73	0	0	1	60	61	0	25	0	0	25	0	8	0	46	54
% App. Total	0	0	0	100		0	0	1.6	98.4		0	100	0	0		0	14.8	0	85.2	
PHF	.000	.000	.000	.830	.830	.000	.000	.250	.500	.508	.000	.694	.000	.000	.694	.000	.500	.000	.719	.794

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	0	0	14	14	0	0	**2**	4	6	0	**5**	0	0	**5**	0	2	0	11	13	38
03:15 PM	0	0	0	9	9	0	0	0	**26**	**26**	0	1	0	0	1	0	**4**	0	8	12	48
03:30 PM	0	0	0	22	22	0	0	0	10	10	0	5	0	0	5	0	1	0	18	19	56
03:45 PM	0	0	0	**31**	**31**	0	0	0	13	13	0	4	0	0	4	0	2	0	**20**	**22**	**70**
Total Volume	0	0	0	76	76	0	0	2	53	55	0	15	0	0	15	0	9	0	57	66	212
% App. Total	0	0	0	100		0	0	3.6	96.4		0	100	0	0		0	13.6	0	86.4		
PHF	.000	.000	.000	.613	.613	.000	.000	.250	.510	.529	.000	.750	.000	.000	.750	.000	.563	.000	.713	.750	.757

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM					03:15 PM					02:00 PM					03:00 PM				
+0 mins.	0	0	0	14	14	0	0	0	**26**	**26**	0	7	0	0	7	0	2	0	11	13
+15 mins.	0	0	0	9	9	0	0	0	10	10	0	**19**	0	0	**19**	0	**4**	0	8	12
+30 mins.	0	0	0	22	22	0	0	0	13	13	0	2	0	0	2	0	1	0	18	19
+45 mins.	0	0	0	**31**	**31**	0	0	0	9	9	0	4	0	0	4	0	2	0	**20**	**22**
Total Volume	0	0	0	76	76	0	0	0	58	58	0	32	0	0	32	0	9	0	57	66
% App. Total	0	0	0	100		0	0	0	100		0	100	0	0		0	13.6	0	86.4	
PHF	.000	.000	.000	.613	.613	.000	.000	.000	.558	.558	.000	.421	.000	.000	.421	.000	.563	.000	.713	.750

File Name : State Road 426 at Rollins College (PED)
Site Code : 00000000
Start Date : 9/11/2018
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Groups Printed- UTurns

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					10:00 AM					10:00 AM					10:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

File Name : State Road 426 at Rollins College (PED)
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	ROLLINS COLLEGE (PED WALK) Northbound					INTERLACHEN AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:00 PM					02:00 PM					02:00 PM					02:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

8-Hour Turning Movement Counts
(Weekday)

State Road 426
at
Chase Avenue / Ollie Avenue

Orange County

Prepared for:

TSM&O Continuing Services

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

Prime Consultant:
Atkins North America, Inc.
Financial Project ID: 440412-1-32-01
FDOT Contract No: C-9V30
TEDS Contract No: 11036
Work Order: 7
Study No: 3

Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

November 2018

Prepared by: Halley Ferrell

Professional Engineer:
Fred D. Ferrell, PE
FL PE No. 41902

LEGEND

- UTILITY POLE
- LUMINAIRE
- 3-SECTION SIGNAL HEAD
- 5-SECTION SIGNAL HEAD
- SIGNAL CONTROLLER
- PEDESTRIAN SIGNAL
- CONCRETE STRAIN POLE
- MAST ARM SIGNAL POLE
- POST MOUNTED SIGN
- OVERHEAD MOUNTED SIGN

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SR 426 AT OLLIE AVENUE / CHASE AVENUE ORANGE COUNTY - FLORIDA

Northbound Photographs
State Road 426 & Ollie Avenue / Chase Avenue

Looking North Toward Intersection

Looking South Away from Intersection

Southbound Photographs
State Road 426 & Ollie Avenue / Chase Avenue

Looking South Toward Intersection

Looking North Away from Intersection

Eastbound Photographs
State Road 426 & Ollie Avenue / Chase Avenue

Looking East Toward Intersection

Looking West Away from Intersection

Westbound Photographs
State Road 426 & Ollie Avenue / Chase Avenue

Looking West Toward Intersection

Looking East Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION | **CITY** Winter Park | **COUNTY** Orange

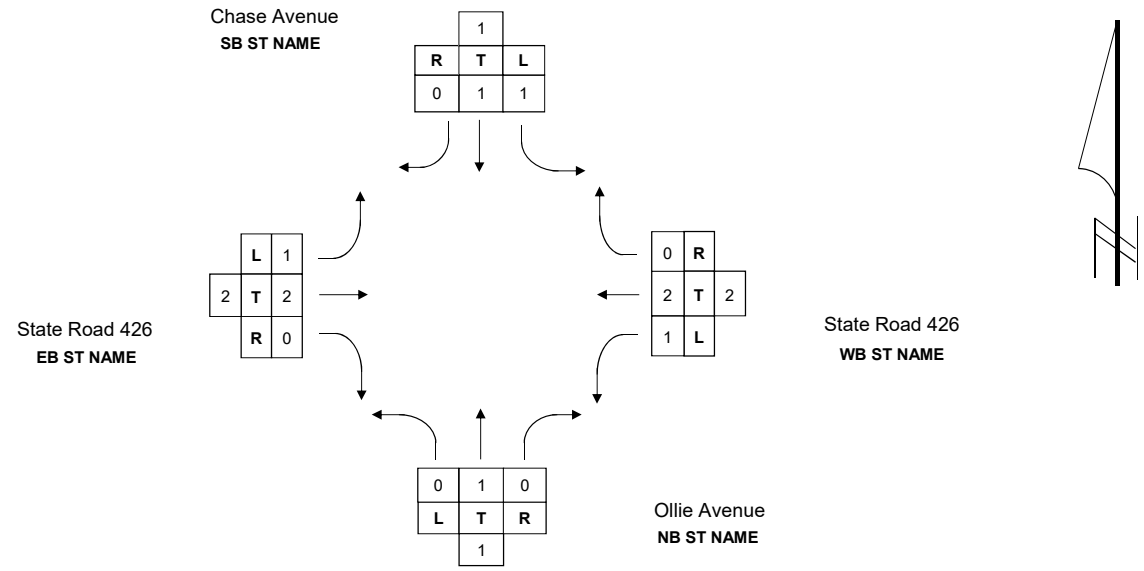
STATE ROUTE State Road 426 | **INTERSECTING ROUTE** Ollie Avenue / Chase Avenue

OBSERVER TEDS | **DATE** 9/11/2018 | **SINGAL ID** 75334

WEATHER Sunny | **ROAD CONDITION** Good

REMARKS

FORM COMPLETED BY CML **DATE** 11/14/18



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	6	4	8	0	**18**	98	10	8	0	**116**	**134**	12	848	4	0	**864**	27	1712	304	0	**2043**	**2907**
8:00 - 9:00	7	3	17	0	**27**	162	7	4	0	**173**	**200**	21	926	12	0	**959**	32	1612	329	1	**1974**	**2933**
11:00 - 12:00	21	7	10	0	**38**	211	5	11	0	**227**	**265**	22	940	11	0	**973**	15	1054	223	0	**1292**	**2265**
12:00 - 1:00	16	2	29	0	**47**	276	3	5	0	**284**	**331**	26	923	10	1	**960**	20	1051	205	0	**1276**	**2236**
2:00 - 3:00	20	7	31	0	**58**	291	5	15	0	**311**	**369**	21	1145	10	1	**1177**	20	1033	224	1	**1278**	**2455**
3:00 - 4:00	23	10	31	0	**64**	310	10	12	0	**332**	**396**	16	1219	15	0	**1250**	25	1117	192	0	**1334**	**2584**
4:00 - 5:00	24	8	33	0	**65**	301	12	11	0	**324**	**389**	23	1202	22	0	**1247**	20	1006	191	0	**1217**	**2464**
5:00 - 6:00	22	15	27	0	**64**	335	4	6	0	**345**	**409**	24	1346	13	1	**1384**	25	1102	196	3	**1326**	**2710**
TOTAL	**139**	**56**	**186**	**0**	**381**	**1984**	**56**	**72**	**0**	**2112**	**2493**	**165**	**8549**	**97**	**3**	**8814**	**184**	**9687**	**1864**	**5**	**11740**	**20554**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Ollie Avenue / Chase Avenue
OBSERVER TEDS **DATE** 9/11/2018

REMARKS

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Ollie Ave / Chase Ave			East side of Ollie Ave / Chase Ave			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	10	**10**	0	0	**0**	0	0	**0**	1	6	**7**	**17**
8:00 - 9:00	1	3	**4**	0	0	**0**	0	1	**1**	0	0	**0**	**5**
11:00 - 12:00	0	2	**2**	0	0	**0**	0	0	**0**	3	1	**4**	**6**
12:00 - 1:00	2	2	**4**	0	0	**0**	3	3	**6**	1	1	**2**	**12**
2:00 - 3:00	0	0	**0**	1	0	**1**	0	0	**0**	0	1	**1**	**2**
3:00 - 4:00	2	0	**2**	0	1	**1**	1	0	**1**	1	1	**2**	**6**
4:00 - 5:00	1	7	**8**	0	0	**0**	0	0	**0**	1	4	**5**	**13**
5:00 - 6:00	2	0	**2**	0	2	**2**	4	0	**4**	1	6	**7**	**15**
TOTAL	**8**	**24**	**32**	**1**	**3**	**4**	**8**	**4**	**12**	**8**	**20**	**28**	**76**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 0 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Ollie Avenue / Chase Avenue
OBSERVER TEDS **DATE** 9/11/2018

REMARKS _____

FORM COMPLETED BY CML **DATE** 11/14/18

HOURS	West side of Ollie Ave / Chase Ave			East side of Ollie Ave / Chase Ave			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	1	0	**1**	0	0	**0**	0	1	**1**	0	4	**4**	**6**
8:00 - 9:00	1	0	**1**	1	0	**1**	0	1	**1**	0	2	**2**	**5**
11:00 - 12:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
12:00 - 1:00	0	2	**2**	0	0	**0**	1	0	**1**	4	1	**5**	**8**
2:00 - 3:00	0	0	**0**	0	0	**0**	0	1	**1**	2	1	**3**	**4**
3:00 - 4:00	0	0	**0**	0	0	**0**	0	0	**0**	3	1	**4**	**4**
4:00 - 5:00	0	0	**0**	0	0	**0**	2	0	**2**	2	1	**3**	**5**
5:00 - 6:00	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	**2**
TOTAL	**2**	**2**	**4**	**1**	**0**	**1**	**3**	**3**	**6**	**13**	**10**	**23**	**34**

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/11/2018
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Groups Printed- All Vehicles

	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	0	4	0	6	13	1	2	10	26	1	197	1	6	205	4	427	47	0	478	715
07:15 AM	1	0	2	0	3	20	1	3	0	24	3	206	0	0	209	6	427	61	0	494	730
07:30 AM	3	2	1	0	6	28	6	2	0	36	2	199	1	0	202	10	418	80	0	508	752
07:45 AM	0	2	1	0	3	37	2	1	0	40	6	246	2	1	255	7	440	116	0	563	861
Total	6	4	8	0	18	98	10	8	10	126	12	848	4	7	871	27	1712	304	0	2043	3058
08:00 AM	2	0	4	0	6	56	0	1	0	57	3	208	3	0	214	5	432	66	0	503	780
08:15 AM	2	2	2	0	6	36	2	0	1	39	1	269	3	0	273	9	393	66	0	468	786
08:30 AM	3	1	6	0	10	29	5	0	1	35	3	207	2	0	212	11	405	101	1	518	775
08:45 AM	0	0	5	0	5	41	0	3	2	46	14	242	4	0	260	8	382	96	0	486	797
Total	7	3	17	0	27	162	7	4	4	177	21	926	12	0	959	33	1612	329	1	1975	3138
*** BREAK ***																					
11:00 AM	8	4	5	0	17	61	1	3	0	65	5	226	3	3	237	4	271	53	0	328	647
11:15 AM	5	1	3	0	9	40	0	1	0	41	7	245	3	1	256	6	255	58	0	319	625
11:30 AM	3	0	2	0	5	42	4	4	0	50	3	234	3	0	240	1	280	56	0	337	632
11:45 AM	5	2	0	0	7	68	0	3	2	73	7	235	2	0	244	4	248	56	0	308	632
Total	21	7	10	0	38	211	5	11	2	229	22	940	11	4	977	15	1054	223	0	1292	2536
12:00 PM	1	0	4	0	5	77	1	1	2	81	7	219	1	0	227	3	233	41	0	277	590
12:15 PM	4	0	10	0	14	78	0	3	0	81	6	243	4	1	254	7	261	42	6	316	665
12:30 PM	6	0	4	0	10	57	1	1	2	61	10	245	1	1	257	5	267	46	0	318	646
12:45 PM	5	2	11	0	18	64	1	0	0	65	4	216	4	0	224	5	290	76	0	371	678
Total	16	2	29	0	47	276	3	5	4	288	27	923	10	2	962	20	1051	205	6	1282	2579
*** BREAK ***																					
02:00 PM	9	1	13	0	23	88	3	2	0	93	10	265	2	0	277	4	256	46	0	306	699
02:15 PM	4	1	2	1	8	64	0	5	0	69	7	334	1	1	343	8	277	48	0	333	753
02:30 PM	2	3	8	0	13	57	1	2	0	60	0	243	6	0	249	3	253	58	0	314	636
02:45 PM	5	2	8	0	15	82	1	6	0	89	5	303	1	0	309	6	247	72	0	325	738
Total	20	7	31	1	59	291	5	15	0	311	22	1145	10	1	1178	21	1033	224	0	1278	2826
03:00 PM	6	5	10	0	21	82	2	4	0	88	3	268	4	1	276	2	270	44	0	316	701
03:15 PM	7	4	11	0	22	74	5	2	0	81	4	311	2	0	317	5	295	45	1	346	766
03:30 PM	7	0	6	0	13	73	1	3	0	77	4	303	4	1	312	11	253	41	0	305	707
03:45 PM	3	1	4	1	9	81	2	3	2	88	5	337	5	0	347	7	299	62	0	368	812
Total	23	10	31	1	65	310	10	12	2	334	16	1219	15	2	1252	25	1117	192	1	1335	2986
04:00 PM	9	1	11	0	21	74	3	2	1	80	8	268	2	2	280	3	240	42	0	285	666
04:15 PM	5	2	7	0	14	81	2	6	1	90	5	331	4	1	341	4	255	47	0	306	751
04:30 PM	5	3	7	0	15	75	5	2	6	88	4	243	2	2	251	5	277	54	0	336	690
04:45 PM	5	2	8	0	15	71	2	1	0	74	6	360	14	0	380	8	234	48	0	290	759
Total	24	8	33	0	65	301	12	11	8	332	23	1202	22	5	1252	20	1006	191	0	1217	2866
05:00 PM	6	3	10	1	20	108	0	0	0	108	7	309	1	0	317	9	301	37	2	349	794
05:15 PM	7	5	5	0	17	96	2	0	2	100	6	407	3	4	420	5	261	53	1	320	857
05:30 PM	5	3	8	0	16	64	1	0	0	65	4	271	4	0	279	9	285	56	0	350	710
05:45 PM	4	4	4	1	13	67	1	6	0	74	8	359	5	3	375	5	255	50	1	311	773
Total	22	15	27	2	66	335	4	6	2	347	25	1346	13	7	1391	28	1102	196	4	1330	3134
Grand Total	139	56	186	4	385	1984	56	72	32	2144	168	8549	97	28	8842	189	9687	1864	12	11752	23123
Apprch %	36.1	14.5	48.3	1		92.5	2.6	3.4	1.5		1.9	96.7	1.1	0.3		1.6	82.4	15.9	0.1		
Total %	0.6	0.2	0.8	0	1.7	8.6	0.2	0.3	0.1	9.3	0.7	37	0.4	0.1	38.2	0.8	41.9	8.1	0.1	50.8	

File Name : Not Named 1
Site Code : 00000000
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	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**2**	1	0	3	37	2	**1**	0	40	**6**	246	2	**1**	255	7	**440**	**116**	0	**563**	**861**
08:00 AM	2	0	4	0	6	**56**	0	1	0	**57**	3	208	**3**	0	214	5	432	66	0	503	780
08:15 AM	2	2	2	0	6	36	2	0	**1**	39	1	**269**	3	0	**273**	9	393	66	0	468	786
08:30 AM	**3**	1	**6**	0	**10**	29	**5**	0	1	35	3	207	2	0	212	**11**	405	101	**1**	518	775
Total Volume	7	5	13	0	25	158	9	2	2	171	13	930	10	1	954	32	1670	349	1	2052	3202
% App. Total	28	20	52	0		92.4	5.3	1.2	1.2		1.4	97.5	1	0.1		1.6	81.4	17	0		
PHF	.583	.625	.542	.000	.625	.705	.450	.500	.500	.750	.542	.864	.833	.250	.874	.727	.949	.752	.250	.911	.930

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					07:15 AM					
+0 mins.	2	0	4	0	6	**56**	0	1	0	**57**	3	208	3	0	214	6	427	61	0	494	
+15 mins.	2	**2**	2	0	6	36	2	0	1	39	1	**269**	3	0	**273**	**10**	418	80	0	508	
+30 mins.	**3**	1	**6**	0	**10**	29	**5**	0	1	35	3	207	2	0	212	7	**440**	**116**	0	**563**	
+45 mins.	0	0	5	0	5	41	0	**3**	**2**	46	**14**	242	**4**	0	260	5	432	66	0	503	
Total Volume	7	3	17	0	27	162	7	4	4	177	21	926	12	0	959	28	1717	323	0	2068	
% App. Total	25.9	11.1	63	0		91.5	4	2.3	2.3		2.2	96.6	1.3	0		1.4	83	15.6	0		
PHF	.583	.375	.708	.000	.675	.723	.350	.333	.500	.776	.375	.861	.750	.000	.878	.700	.976	.696	.000	.918	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	1	0	4	0	5	77	**1**	1	**2**	**81**	7	219	1	0	227	3	233	41	0	277	590
12:15 PM	4	0	10	0	14	**78**	0	**3**	0	81	6	243	**4**	**1**	254	**7**	261	42	**6**	316	665
12:30 PM	**6**	0	4	0	10	57	1	1	2	61	**10**	**245**	1	1	**257**	5	267	46	0	318	646
12:45 PM	5	**2**	**11**	0	**18**	64	1	0	0	65	4	216	4	0	224	5	**290**	**76**	0	**371**	**678**
Total Volume	16	2	29	0	47	276	3	5	4	288	27	923	10	2	962	20	1051	205	6	1282	2579
% App. Total	34	4.3	61.7	0		95.8	1	1.7	1.4		2.8	95.9	1	0.2		1.6	82	16	0.5		
PHF	.667	.250	.659	.000	.653	.885	.750	.417	.500	.889	.675	.942	.625	.500	.936	.714	.906	.674	.250	.864	.951

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					11:45 AM					11:00 AM					
+0 mins.	1	0	4	0	5	68	0	**3**	**2**	73	7	235	2	0	244	4	271	53	0	328	
+15 mins.	4	0	10	0	14	77	**1**	1	2	**81**	7	219	1	0	227	**6**	255	**58**	0	319	
+30 mins.	**6**	0	4	0	10	**78**	0	3	0	81	6	243	**4**	**1**	254	1	**280**	56	0	**337**	
+45 mins.	5	**2**	**11**	0	**18**	57	1	1	2	61	**10**	**245**	1	1	**257**	4	248	56	0	308	
Total Volume	16	2	29	0	47	280	2	8	6	296	30	942	8	2	982	15	1054	223	0	1292	
% App. Total	34	4.3	61.7	0		94.6	0.7	2.7	2		3.1	95.9	0.8	0.2		1.2	81.6	17.3	0		
PHF	.667	.250	.659	.000	.653	.897	.500	.667	.750	.914	.750	.961	.500	.500	.955	.625	.941	.961	.000	.958	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	6	3	**10**	**1**	**20**	**108**	0	0	0	**108**	7	309	1	0	317	**9**	**301**	37	**2**	349	794
05:15 PM	**7**	**5**	5	0	17	96	**2**	0	**2**	100	6	**407**	3	**4**	**420**	5	261	53	1	320	**857**
05:30 PM	5	3	8	0	16	64	1	0	0	65	4	271	4	0	279	9	285	**56**	0	**350**	710
05:45 PM	4	4	4	1	13	67	1	**6**	0	74	**8**	359	**5**	3	375	5	255	50	1	311	773
Total Volume	22	15	27	2	66	335	4	6	2	347	25	1346	13	7	1391	28	1102	196	4	1330	3134
% App. Total	33.3	22.7	40.9	3		96.5	1.2	1.7	0.6		1.8	96.8	0.9	0.5		2.1	82.9	14.7	0.3		
PHF	.786	.750	.675	.500	.825	.775	.500	.250	.250	.803	.781	.827	.650	.438	.828	.778	.915	.875	.500	.950	.914

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:30 PM					04:30 PM					04:45 PM					03:00 PM					
+0 mins.	2	3	8	0	13	75	**5**	**2**	**6**	88	6	360	**14**	0	380	2	270	44	0	316	
+15 mins.	5	2	8	0	15	71	2	1	0	74	**7**	309	1	0	317	5	295	45	**1**	346	
+30 mins.	6	**5**	10	0	21	**108**	0	0	0	**108**	6	**407**	3	**4**	**420**	**11**	253	41	0	305	
+45 mins.	**7**	4	**11**	0	**22**	96	2	0	2	100	4	271	4	0	279	7	**299**	**62**	0	**368**	
Total Volume	20	14	37	0	71	350	9	3	8	370	23	1347	22	4	1396	25	1117	192	1	1335	
% App. Total	28.2	19.7	52.1	0		94.6	2.4	0.8	2.2		1.6	96.5	1.6	0.3		1.9	83.7	14.4	0.1		
PHF	.714	.700	.841	.000	.807	.810	.450	.375	.333	.856	.821	.827	.393	.250	.831	.568	.934	.774	.250	.907	

File Name : State Road 426 at Ollie Ave_Chase Ave
Site Code : 00000000
Start Date : 9/11/2018
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Groups Printed- Heavy Trucks

	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	5	8	0	4	1	0	5	13
07:15 AM	0	0	1	0	1	1	0	0	0	1	0	4	0	0	4	0	1	1	0	2	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	1	0	7	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	0	1	3	0	4	10
Total	0	0	1	0	1	1	0	0	0	1	0	15	0	6	21	0	12	6	0	18	41
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	1	0	0	1	9
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	4	0	0	4	0	3	0	0	3	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	1	0	3	8
Total	1	0	0	0	1	0	0	0	1	1	0	22	1	0	23	0	9	1	0	10	35
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	1	7	0	4	0	0	4	11
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	11
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	7
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	5	1	0	6	12
Total	1	0	0	0	1	1	0	0	0	1	0	22	1	1	24	0	13	2	0	15	41
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	6	0	0	6	0	3	0	0	3	10
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	0	3	0	3	6	12
12:30 PM	0	0	0	0	0	0	0	0	1	1	0	3	0	0	3	0	1	0	0	1	5
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
Total	0	0	0	0	0	0	0	0	2	2	0	19	0	1	20	0	9	0	3	12	34
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
02:15 PM	1	0	0	0	1	1	0	0	0	1	0	18	0	1	19	0	2	0	0	2	23
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
Total	1	0	0	0	1	1	0	0	0	1	0	32	0	1	33	0	8	0	0	8	43
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	1	4	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	0	1	1	0	2	6
03:45 PM	0	0	0	1	1	0	0	0	2	2	0	3	0	0	3	0	1	1	0	2	8
Total	0	0	0	1	1	0	0	0	2	2	0	11	0	1	12	0	7	2	1	10	25
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	4	0	2	6	0	3	0	0	3	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	1	7	0	2	2	0	4	11
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	1	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	1	2	0	13	0	4	17	0	5	2	0	7	26
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	3	0	0	3	0	2	0	2	4	8
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	2	0	3	5	0	2	0	1	3	10
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	3	4	0	0	0	1	1	6
Total	0	0	0	2	2	0	0	0	2	2	0	6	0	6	12	0	6	0	4	10	26
Grand Total	3	0	1	3	7	4	0	0	8	12	0	140	2	20	162	0	69	13	8	90	271
Apprch %	42.9	0	14.3	42.9		33.3	0	0	66.7		0	86.4	1.2	12.3		0	76.7	14.4	8.9		
Total %	1.1	0	0.4	1.1	2.6	1.5	0	0	3	4.4	0	51.7	0.7	7.4	59.8	0	25.5	4.8	3	33.2	

File Name : State Road 426 at Ollie Ave_Chase Ave
Site Code : 00000000
Start Date : 9/11/2018
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	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	**5**	**8**	0	4	1	0	5	**13**
07:15 AM	0	0	**1**	0	**1**	**1**	0	0	0	**1**	0	4	0	0	4	0	1	1	0	2	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	**6**	1	0	**7**	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	**5**	0	1	6	0	1	**3**	0	4	10
Total Volume	0	0	1	0	1	1	0	0	0	1	0	15	0	6	21	0	12	6	0	18	41
% App. Total	0	0	100	0		100	0	0	0		0	71.4	0	28.6		0	66.7	33.3	0		
PHF	.000	.000	.250	.000	.250	.250	.000	.000	.000	.250	.000	.750	.000	.300	.656	.000	.500	.500	.000	.643	.788
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:45 AM					07:00 AM					
+0 mins.	0	0	**1**	0	**1**	0	0	0	0	0	0	5	0	**1**	6	0	4	1	0	5	
+15 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	6	0	0	6	0	1	1	0	2	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**7**	**1**	0	**8**	0	**6**	1	0	**7**	
+45 mins.	**1**	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	1	**3**	0	4	
Total Volume	1	0	1	0	2	1	0	0	0	1	0	22	1	1	24	0	12	6	0	18	
% App. Total	50	0	50	0		100	0	0	0		0	91.7	4.2	4.2		0	66.7	33.3	0		
PHF	.250	.000	.250	.000	.500	.250	.000	.000	.000	.250	.000	.786	.250	.250	.750	.000	.500	.500	.000	.643	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	**1**	**1**	**7**	0	4	0	0	4	11
11:15 AM	**1**	0	0	0	**1**	0	0	0	0	0	0	**6**	0	0	6	0	4	0	0	4	11
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	**1**	0	1	7
11:45 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	5	0	0	5	0	**5**	1	0	**6**	**12**
Total Volume	1	0	0	0	1	1	0	0	0	1	0	22	1	1	24	0	13	2	0	15	41
% App. Total	100	0	0	0		100	0	0	0		0	91.7	4.2	4.2		0	86.7	13.3	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.917	.250	.250	.857	.000	.650	.500	.000	.625	.854
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:30 AM					11:45 AM					11:00 AM					11:30 AM					
+0 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	5	**1**	**1**	**7**	0	0	**1**	0	1	
+15 mins.	0	0	0	0	0	0	0	0	**1**	1	0	**6**	0	0	6	0	**5**	1	0	**6**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	
+45 mins.	**1**	0	0	0	**1**	0	0	0	1	1	0	5	0	0	5	0	3	0	**3**	6	
Total Volume	1	0	0	0	1	1	0	0	2	3	0	22	1	1	24	0	11	2	3	16	
% App. Total	100	0	0	0		33.3	0	0	66.7		0	91.7	4.2	4.2		0	68.8	12.5	18.8		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.500	.750	.000	.917	.250	.250	.857	.000	.550	.500	.250	.667	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
02:15 PM	**1**	0	0	0	**1**	**1**	0	0	0	**1**	0	**18**	0	**1**	**19**	0	2	0	0	2	**23**
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	**3**	0	0	**3**	6
Total Volume	1	0	0	0	1	1	0	0	0	1	0	32	0	1	33	0	8	0	0	8	43
% App. Total	100	0	0	0		100	0	0	0		0	97	0	3		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.444	.000	.250	.434	.000	.667	.000	.000	.667	.467
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					03:45 PM					02:00 PM					02:30 PM					
+0 mins.	0	0	0	**1**	**1**	0	0	0	**2**	**2**	0	8	0	0	8	0	2	0	0	2	
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	**18**	0	**1**	**19**	0	**3**	0	0	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	
+45 mins.	0	0	0	1	1	**1**	0	0	0	1	0	3	0	0	3	0	3	0	**1**	**4**	
Total Volume	0	0	0	2	2	1	0	0	3	4	0	32	0	1	33	0	10	0	1	11	
% App. Total	0	0	0	100		25	0	0	75		0	97	0	3		0	90.9	0	9.1		
PHF	.000	.000	.000	.500	.500	.250	.000	.000	.375	.500	.000	.444	.000	.250	.434	.000	.833	.000	.250	.688	

File Name : State Road 426 at Ollie Ave_Chase Ave
Site Code : 00000000
Start Date : 9/11/2018
Page No : 1

Groups Printed- UTurns

	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5	0	0	0	5	8
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	37.5	0	0	0	37.5	62.5	0	0	0	62.5	

	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.250

File Name : State Road 426 at Ollie Ave_Chase Ave
Site Code : 00000000
Start Date : 9/11/2018
Page No : 2

	OLLIE AVENUE Northbound					CHASE AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					10:00 AM					12:00 PM					10:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1	0	0	0	1	**2**
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.750	.000	.000	.000	.750	.500

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					05:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**1**	0	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.750	.000	.000	.000	.750

8-Hour Turning Movement Counts
(Weekday)

State Road 426
at
Phelps Avenue

Orange County

Prepared for:

TSM&O Continuing Services

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

Prime Consultant:
Atkins North America, Inc.
Financial Project ID: 440412-1-32-01
FDOT Contract No: C-9V30
TEDS Contract No: 11036
Work Order: 8.2
Study No: 7

Prepared by:
Halley Ferrell
Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

December 2019

LEGEND

- UTILITY POLE
- LUMINAIRE
- 3-SECTION SIGNAL HEAD
- 5-SECTION SIGNAL HEAD
- SIGNAL CONTROLLER
- PEDESTRIAN SIGNAL
- CONCRETE STRAIN POLE
- MAST ARM SIGNAL POLE
- POST MOUNTED SIGN
- OVERHEAD MOUNTED SIGN

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SECTION 75090-000
MP 1.463
S.R. 426 AT PHELPS AVENUE
ORANGE COUNTY - FLORIDA

Northbound Photographs
State Road 426 & Phelps Avenue

Looking North Toward Intersection

Looking South Away from Intersection

Southbound Photographs
State Road 426 & Phelps Avenue

Looking South Toward Intersection

Looking North Away from Intersection

Eastbound Photographs
State Road 426 & Phelps Avenue

Looking East Toward Intersection

Looking West Away from Intersection

Westbound Photographs
State Road 426 & Phelps Avenue

Looking West Toward Intersection

Looking East Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange

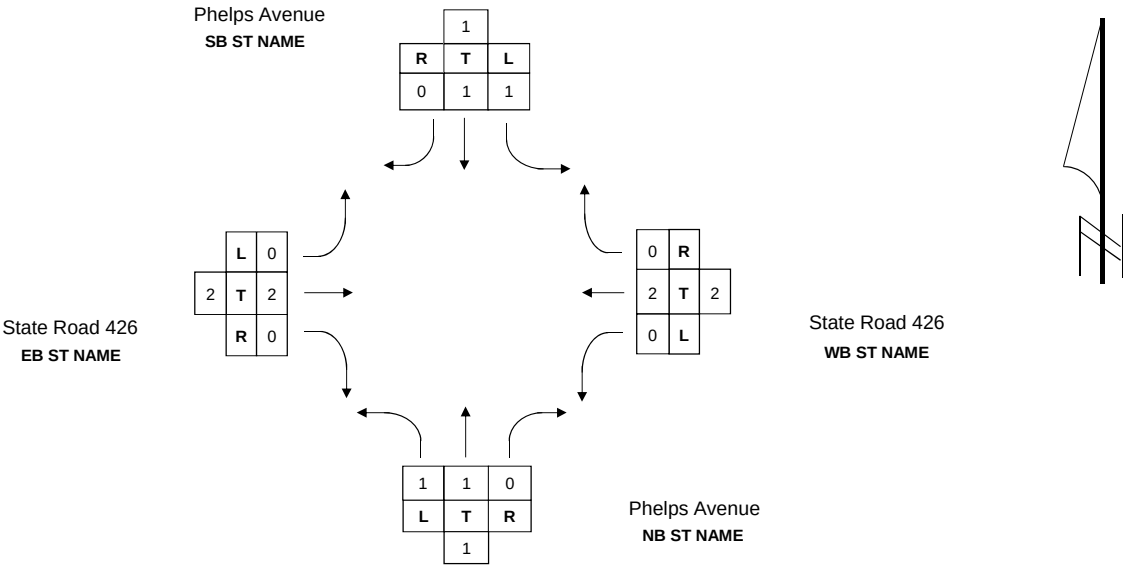
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Phelps Avenue

OBSERVER TEDS **DATE** 9/12/2019 **MILEPOST** 1.463

WEATHER Sunny **ROAD CONDITION** Good

REMARKS

FORM COMPLETED BY CML **DATE** 12/09/19



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	108	45	9	0	**162**	21	60	65	0	**146**	**308**	11	864	43	0	**918**	4	1710	17	0	**1731**	**2649**
8:00 - 9:00	142	32	5	0	**179**	21	46	69	0	**136**	**315**	16	972	34	0	**1022**	8	1680	37	0	**1725**	**2747**
11:30 - 12:30	52	35	12	0	**99**	20	34	50	0	**104**	**203**	19	1032	45	0	**1096**	3	1166	22	0	**1191**	**2287**
12:30 - 1:30	56	25	16	0	**97**	20	36	37	0	**93**	**190**	25	1164	50	0	**1239**	3	1107	19	0	**1129**	**2368**
2:00 - 3:00	76	73	17	0	**166**	13	49	36	0	**98**	**264**	19	1277	74	0	**1370**	4	1014	36	0	**1054**	**2424**
3:00 - 4:00	84	46	12	0	**142**	33	49	39	0	**121**	**263**	21	1319	67	0	**1407**	7	1110	26	0	**1143**	**2550**
4:00 - 5:00	97	54	9	0	**160**	20	68	32	0	**120**	**280**	9	1423	84	0	**1516**	6	1020	8	0	**1034**	**2550**
5:00 - 6:00	91	62	9	0	**162**	11	53	35	0	**99**	**261**	7	1421	49	0	**1477**	3	1054	21	0	**1078**	**2555**
TOTAL	**706**	**372**	**89**	**0**	**1167**	**159**	**395**	**363**	**0**	**917**	**2084**	**127**	**9472**	**446**	**0**	**10045**	**38**	**9861**	**186**	**0**	**10085**	**20130**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Phelps Avenue
OBSERVER TEDS **DATE** 9/12/2019

REMARKS _____

FORM COMPLETED BY CML **DATE** 12/09/19

HOURS	West side of Phelps Avenue			East side of Phelps Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	1	0	**1**	0	0	**0**	0	1	**1**	1	0	**1**	**3**
8:00 - 9:00	0	0	**0**	1	0	**1**	0	1	**1**	0	0	**0**	**2**
11:30 - 12:30	1	0	**1**	1	0	**1**	0	0	**0**	0	0	**0**	**2**
12:30 - 1:30	0	0	**0**	0	0	**0**	0	1	**1**	1	0	**1**	**2**
2:00 - 3:00	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
3:00 - 4:00	0	1	**1**	1	6	**7**	6	0	**6**	1	1	**2**	**16**
4:00 - 5:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
5:00 - 6:00	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
TOTAL	**2**	**1**	**3**	**3**	**6**	**9**	**6**	**4**	**10**	**4**	**1**	**5**	**27**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** Phelps Avenue
OBSERVER TEDS **DATE** 9/12/2019

REMARKS _____

FORM COMPLETED BY CML **DATE** 12/09/19

HOURS	West side of Phelps Avenue			East side of Phelps Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	2	**2**	1	0	**1**	0	0	**0**	0	0	**0**	3
8:00 - 9:00	0	14	**14**	1	0	**1**	0	0	**0**	0	0	**0**	15
11:30 - 12:30	0	1	**1**	0	0	**0**	1	0	**1**	1	1	**2**	4
12:30 - 1:30	0	2	**2**	1	0	**1**	0	0	**0**	1	0	**1**	4
2:00 - 3:00	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	1
3:00 - 4:00	0	0	**0**	1	0	**1**	0	0	**0**	0	1	**1**	2
4:00 - 5:00	0	0	**0**	0	0	**0**	0	2	**2**	2	0	**2**	4
5:00 - 6:00	0	4	**4**	0	0	**0**	0	0	**0**	0	0	**0**	4
TOTAL	**0**	**23**	**23**	**4**	**0**	**4**	**1**	**2**	**3**	**5**	**2**	**7**	37

Traffic Engineering Data Solutions Inc.

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- All Vehicles

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	18	7	2	0	27	3	26	14	0	43	1	213	7	1	222	1	404	4	0	409	701
07:15 AM	28	20	3	0	51	5	6	20	0	31	0	218	6	0	224	0	450	6	0	456	762
07:30 AM	29	10	2	0	41	8	8	18	1	35	6	176	13	0	195	1	415	2	0	418	689
07:45 AM	33	8	2	0	43	5	20	13	0	38	4	257	17	0	278	2	441	5	1	449	808
Total	108	45	9	0	162	21	60	65	1	147	11	864	43	1	919	4	1710	17	1	1732	2960
08:00 AM	25	4	2	1	32	4	13	16	0	33	2	248	10	0	260	2	455	10	1	468	793
08:15 AM	33	10	2	0	45	5	11	11	0	27	3	254	7	0	264	2	392	16	0	410	746
08:30 AM	46	9	0	0	55	6	5	25	0	36	4	186	6	0	196	2	402	6	0	410	697
08:45 AM	38	9	1	0	48	6	17	17	0	40	7	284	11	0	302	2	431	5	0	438	828
Total	142	32	5	1	180	21	46	69	0	136	16	972	34	0	1022	8	1680	37	1	1726	3064
*** BREAK ***																					
11:30 AM	11	12	1	0	24	4	13	12	1	30	7	265	9	0	281	3	302	6	0	311	646
11:45 AM	18	8	4	1	31	5	9	16	0	30	5	238	4	0	247	0	293	6	0	299	607
Total	29	20	5	1	55	9	22	28	1	60	12	503	13	0	528	3	595	12	0	610	1253
12:00 PM	13	10	3	0	26	7	9	10	0	26	1	283	21	0	305	0	285	6	0	291	648
12:15 PM	10	5	4	0	19	4	3	12	0	19	6	246	11	0	263	0	286	4	0	290	591
12:30 PM	19	8	5	0	32	4	7	10	0	21	7	281	13	0	301	0	283	2	0	285	639
12:45 PM	9	6	5	0	20	7	15	14	0	36	10	274	13	0	297	1	272	4	1	278	631
Total	51	29	17	0	97	22	34	46	0	102	24	1084	58	0	1166	1	1126	16	1	1144	2509
01:00 PM	15	6	2	0	23	2	5	7	0	14	4	284	14	1	303	0	292	5	0	297	637
01:15 PM	13	5	4	0	22	7	9	6	0	22	4	325	10	0	339	2	260	8	0	270	653
*** BREAK ***																					
Total	28	11	6	0	45	9	14	13	0	36	8	609	24	1	642	2	552	13	0	567	1290
02:00 PM	21	12	5	0	38	3	10	9	0	22	7	296	18	0	321	1	255	7	0	263	644
02:15 PM	11	9	4	0	24	4	12	7	0	23	3	331	29	0	363	1	251	7	1	260	670
02:30 PM	21	37	4	0	62	3	13	9	0	25	5	311	12	0	328	2	278	16	0	296	711
02:45 PM	23	15	4	0	42	3	14	11	0	28	4	339	15	0	358	0	230	6	0	236	664
Total	76	73	17	0	166	13	49	36	0	98	19	1277	74	0	1370	4	1014	36	1	1055	2689
03:00 PM	23	15	2	0	40	9	12	8	0	29	3	346	15	0	364	1	265	8	6	280	713
03:15 PM	26	9	2	6	43	12	14	12	0	38	7	331	19	0	357	3	264	6	0	273	711
03:30 PM	16	13	4	0	33	10	14	10	0	34	6	299	15	0	320	2	297	7	0	306	693
03:45 PM	19	9	4	1	33	2	9	9	1	21	5	343	18	2	368	1	284	5	0	290	712
Total	84	46	12	7	149	33	49	39	1	122	21	1319	67	2	1409	7	1110	26	6	1149	2829
04:00 PM	15	11	3	0	29	4	9	9	0	22	3	337	22	0	362	1	248	3	0	252	665
04:15 PM	29	11	1	0	41	2	23	5	0	30	1	380	21	0	402	2	234	1	0	237	710
04:30 PM	30	17	3	0	50	6	22	11	0	39	2	345	21	0	368	1	284	3	0	288	745
04:45 PM	23	15	2	0	40	8	14	7	0	29	3	361	20	0	384	2	254	1	0	257	710
Total	97	54	9	0	160	20	68	32	0	120	9	1423	84	0	1516	6	1020	8	0	1034	2830
05:00 PM	37	17	6	0	60	0	14	9	0	23	2	339	12	0	353	1	250	7	0	258	694
05:15 PM	22	18	1	0	41	4	10	8	0	22	2	376	12	0	390	0	295	4	0	299	752
05:30 PM	16	9	1	0	26	3	14	6	0	23	2	360	13	1	376	1	240	5	0	246	671
05:45 PM	16	18	1	0	35	4	15	12	0	31	1	346	12	0	359	1	269	5	0	275	700
Total	91	62	9	0	162	11	53	35	0	99	7	1421	49	1	1478	3	1054	21	0	1078	2817
Grand Total	706	372	89	9	1176	159	395	363	3	920	127	9472	446	5	10050	38	9861	186	10	10095	22241
Apprch %	60	31.6	7.6	0.8		17.3	42.9	39.5	0.3		1.3	94.2	4.4	0		0.4	97.7	1.8	0.1		
Total %	3.2	1.7	0.4	0	5.3	0.7	1.8	1.6	0	4.1	0.6	42.6	2	0	45.2	0.2	44.3	0.8	0	45.4	

Traffic Engineering Data Solutions Inc.

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	25	4	**2**	**1**	32	4	13	16	0	33	2	248	10	0	260	**2**	**455**	10	**1**	**468**	793
08:15 AM	33	**10**	2	0	45	5	11	11	0	27	3	254	7	0	264	2	392	**16**	0	410	746
08:30 AM	**46**	9	0	0	**55**	**6**	5	**25**	0	36	4	186	6	0	196	2	402	6	0	410	697
08:45 AM	38	9	1	0	48	6	**17**	17	0	**40**	**7**	**284**	**11**	0	**302**	2	431	5	0	438	**828**
Total Volume	142	32	5	1	180	21	46	69	0	136	16	972	34	0	1022	8	1680	37	1	1726	3064
% App. Total	78.9	17.8	2.8	0.6		15.4	33.8	50.7	0		1.6	95.1	3.3	0		0.5	97.3	2.1	0.1		
PHF	.772	.800	.625	.250	.818	.875	.676	.690	.000	.850	.571	.856	.773	.000	.846	1.00	.923	.578	.250	.922	.925

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					07:15 AM					
+0 mins.	25	4	**2**	**1**	32	3	**26**	14	0	**43**	2	248	10	0	260	0	450	6	0	456	
+15 mins.	33	**10**	2	0	45	5	6	**20**	0	31	3	254	7	0	264	1	415	2	0	418	
+30 mins.	**46**	9	0	0	**55**	**8**	8	18	**1**	35	4	186	6	0	196	**2**	441	5	**1**	449	
+45 mins.	38	9	1	0	48	5	20	13	0	38	**7**	**284**	**11**	0	**302**	2	**455**	**10**	1	**468**	
Total Volume	142	32	5	1	180	21	60	65	1	147	16	972	34	0	1022	5	1761	23	2	1791	
% App. Total	78.9	17.8	2.8	0.6		14.3	40.8	44.2	0.7		1.6	95.1	3.3	0		0.3	98.3	1.3	0.1		
PHF	.772	.800	.625	.250	.818	.656	.577	.813	.250	.855	.571	.856	.773	.000	.846	.625	.968	.575	.500	.957	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**19**	**8**	**5**	0	**32**	4	7	10	0	21	7	281	13	0	301	0	283	2	0	285	639
12:45 PM	9	6	5	0	20	**7**	**15**	**14**	0	**36**	**10**	274	13	0	297	1	272	4	**1**	278	631
01:00 PM	15	6	2	0	23	2	5	7	0	14	4	284	**14**	**1**	303	0	**292**	5	0	**297**	637
01:15 PM	13	5	4	0	22	7	9	6	0	22	4	**325**	10	0	**339**	**2**	260	**8**	0	270	**653**
Total Volume	56	25	16	0	97	20	36	37	0	93	25	1164	50	1	1240	3	1107	19	1	1130	2560
% App. Total	57.7	25.8	16.5	0		21.5	38.7	39.8	0		2	93.9	4	0.1		0.3	98	1.7	0.1		
PHF	.737	.781	.800	.000	.758	.714	.600	.661	.000	.646	.625	.895	.893	.250	.914	.375	.948	.594	.250	.951	.980

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM					11:30 AM					12:30 PM					11:30 AM					
+0 mins.	18	8	4	**1**	31	4	**13**	12	**1**	**30**	7	281	13	0	301	**3**	**302**	**6**	0	**311**	
+15 mins.	13	**10**	3	0	26	5	9	**16**	0	30	**10**	274	13	0	297	0	293	6	0	299	
+30 mins.	10	5	4	0	19	**7**	9	10	0	26	4	284	**14**	**1**	303	0	285	6	0	291	
+45 mins.	**19**	8	**5**	0	**32**	4	3	12	0	19	4	**325**	10	0	**339**	0	286	4	0	290	
Total Volume	60	31	16	1	108	20	34	50	1	105	25	1164	50	1	1240	3	1166	22	0	1191	
% App. Total	55.6	28.7	14.8	0.9		19	32.4	47.6	1		2	93.9	4	0.1		0.3	97.9	1.8	0		
PHF	.789	.775	.800	.250	.844	.714	.654	.781	.250	.875	.625	.895	.893	.250	.914	.250	.965	.917	.000	.957	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	30	17	3	0	50	6	**22**	**11**	0	**39**	2	345	**21**	0	368	1	284	3	0	288	745
04:45 PM	23	15	2	0	40	**8**	14	7	0	29	**3**	361	20	0	384	**2**	254	1	0	257	710
05:00 PM	**37**	17	**6**	0	**60**	0	14	9	0	23	2	339	12	0	353	1	250	**7**	0	258	694
05:15 PM	22	**18**	1	0	41	4	10	8	0	22	2	**376**	12	0	**390**	0	**295**	4	0	**299**	**752**
Total Volume	112	67	12	0	191	18	60	35	0	113	9	1421	65	0	1495	4	1083	15	0	1102	2901
% App. Total	58.6	35.1	6.3	0		15.9	53.1	31	0		0.6	95.1	4.3	0		0.4	98.3	1.4	0		
PHF	.757	.931	.500	.000	.796	.563	.682	.795	.000	.724	.750	.945	.774	.000	.958	.500	.918	.536	.000	.921	.964

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					02:45 PM					04:00 PM					03:00 PM					
+0 mins.	29	11	1	0	41	3	**14**	11	0	28	**3**	337	**22**	0	362	1	265	**8**	**6**	280	
+15 mins.	30	**17**	3	0	50	9	12	8	0	29	1	**380**	21	0	**402**	**3**	264	6	0	273	
+30 mins.	23	15	2	0	40	**12**	14	**12**	0	**38**	2	345	21	0	368	2	**297**	7	0	**306**	
+45 mins.	**37**	17	**6**	0	**60**	10	14	10	0	34	3	361	20	0	384	1	284	5	0	290	
Total Volume	119	60	12	0	191	34	54	41	0	129	9	1423	84	0	1516	7	1110	26	6	1149	
% App. Total	62.3	31.4	6.3	0		26.4	41.9	31.8	0		0.6	93.9	5.5	0		0.6	96.6	2.3	0.5		
PHF	.804	.882	.500	.000	.796	.708	.964	.854	.000	.849	.750	.936	.955	.000	.943	.583	.934	.813	.250	.939	

Traffic Engineering Data Solutions Inc.

File Name : SR 426 at Phelps Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- Heavy Trucks

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	6
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	9
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	0	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
Total	1	0	0	0	1	0	0	1	1	2	0	15	0	0	15	0	9	0	0	9	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	9
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	1	3	0	0	4	11
Total	1	0	0	0	1	0	0	1	0	1	0	17	0	0	17	1	15	0	0	16	35
*** BREAK ***																					
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	4	0	0	4	1	5	0	0	6	11
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	5	0	0	5	9
Total	0	0	0	0	0	0	0	0	1	1	1	7	0	0	8	1	10	0	0	11	20
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	6	0	0	6	9
12:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Total	0	0	0	0	0	0	0	2	0	2	0	9	0	0	9	0	14	0	0	14	25
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	1	0	7	12
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	7	0	0	7	12
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	13	1	0	14	24
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	2	0	0	2	9
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	10
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
Total	0	3	0	0	3	0	0	0	0	0	1	13	1	0	15	0	11	0	0	11	29
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	6	10	14
03:15 PM	0	0	0	6	6	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	13
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	1	6	0	1	0	0	1	7
Total	0	0	0	6	6	0	0	0	0	0	0	17	0	1	18	0	12	0	6	18	42
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	1	1	0	3	0	2	0	0	2	0	3	0	0	3	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Total	0	0	0	0	0	1	1	1	0	3	0	7	0	0	7	0	6	0	0	6	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	1	0	0	1	8
Grand Total	2	3	0	6	11	1	1	6	2	10	2	101	1	1	105	2	91	1	6	100	226
Apprch %	18.2	27.3	0	54.5		10	10	60	20		1.9	96.2	1	1		2	91	1	6		
Total %	0.9	1.3	0	2.7	4.9	0.4	0.4	2.7	0.9	4.4	0.9	44.7	0.4	0.4	46.5	0.9	40.3	0.4	2.7	44.2	

File Name : SR 426 at Phelps Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	**5**	0	0	**5**	9
08:15 AM	**1**	0	0	0	**1**	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
08:45 AM	0	0	0	0	0	0	0	**1**	0	**1**	0	**6**	0	0	**6**	**1**	3	0	0	4	**11**
Total Volume	1	0	0	0	1	0	0	1	0	1	0	17	0	0	17	1	15	0	0	16	35
% App. Total	100	0	0	0		0	0	100	0		0	100	0	0		6.2	93.8	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.250	.000	.250	.000	.708	.000	.000	.708	.250	.750	.000	.000	.800	.795
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:15 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	**1**	0	**1**	0	**6**	0	0	**6**	0	**5**	0	0	**5**	
+15 mins.	**1**	0	0	0	**1**	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	**1**	1	0	5	0	0	5	0	3	0	0	3	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	**1**	3	0	0	4	
Total Volume	1	0	0	0	1	0	0	1	1	2	0	17	0	0	17	1	15	0	0	16	
% App. Total	100	0	0	0		0	0	50	50		0	100	0	0		6.2	93.8	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.250	.250	.500	.000	.708	.000	.000	.708	.250	.750	.000	.000	.800	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	**4**	0	0	**4**	**1**	5	0	0	**6**	**11**
11:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	3	0	0	4	0	5	0	0	5	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
12:15 PM	0	0	0	0	0	0	0	**1**	0	1	0	2	0	0	2	0	**6**	0	0	6	9
Total Volume	0	0	0	0	0	0	0	1	1	2	1	12	0	0	13	1	20	0	0	21	36
% App. Total	0	0	0	0		0	0	50	50		7.7	92.3	0	0		4.8	95.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.250	.750	.000	.000	.813	.250	.833	.000	.000	.875	.818
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					11:30 AM					12:30 PM					11:30 AM					
+0 mins.	0	0	0	0	0	0	0	0	**1**	**1**	0	2	0	0	2	**1**	5	0	0	**6**	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	**5**	0	0	**5**	0	4	0	0	4	
+45 mins.	0	0	0	0	0	0	0	**1**	0	1	0	5	0	0	5	0	**6**	0	0	6	
Total Volume	0	0	0	0	0	0	0	1	1	2	0	14	0	0	14	1	20	0	0	21	
% App. Total	0	0	0	0		0	0	50	50		0	100	0	0		4.8	95.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.000	.700	.000	.000	.700	.250	.833	.000	.000	.875	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	**3**	0	0	3	0	0	0	0	0	0	3	0	0	3	0	**4**	0	0	4	10
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	**6**	**10**	**14**
03:15 PM	0	0	0	**6**	**6**	0	0	0	0	0	0	**5**	0	0	**5**	0	2	0	0	2	13
Total Volume	0	3	0	6	9	0	0	0	0	0	0	16	0	0	16	0	12	0	6	18	43
% App. Total	0	33.3	0	66.7		0	0	0	0		0	100	0	0		0	66.7	0	33.3		
PHF	.000	.250	.000	.250	.375	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.000	.750	.000	.250	.450	.768
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:30 PM					04:30 PM					02:15 PM					02:45 PM					
+0 mins.	0	**3**	0	0	3	**1**	**1**	**1**	0	**3**	0	**6**	**1**	0	**7**	0	2	0	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	**6**	**10**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	
+45 mins.	0	0	0	**6**	**6**	0	0	1	0	1	0	4	0	0	4	0	**5**	0	0	5	
Total Volume	0	3	0	6	9	1	1	2	0	4	0	17	1	0	18	0	13	0	6	19	
% App. Total	0	33.3	0	66.7		25	25	50	0		0	94.4	5.6	0		0	68.4	0	31.6		
PHF	.000	.250	.000	.250	.375	.250	.250	.500	.000	.333	.000	.708	.250	.000	.643	.000	.650	.000	.250	.475	

Traffic Engineering Data Solutions Inc.

File Name : SR 426 at Phelps Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- UTurns

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 10:00 AM

10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM					10:00 AM					10:00 AM					10:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Traffic Engineering Data Solutions Inc.

File Name : SR 426 at Phelps Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

	PHELPS AVENUE Northbound					PHELPS AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM					02:00 PM					02:00 PM					02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

8-Hour Turning Movement Counts
(Weekday)

State Road 426
at
North Lakemont Avenue

Orange County

Prepared for:

TSM&O Continuing Services

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

Prime Consultant:
Atkins North America, Inc.
Financial Project ID: 440412-1-32-01
FDOT Contract No: C-9V30
TEDS Contract No: 11036
Work Order: 8.2
Study No: 7

Prepared by:
Halley Ferrell
Traffic Engineering Data Solutions, Inc.
Certificate of Authorization License Number: 27392
80 Spring Vista Drive
DeBary, Florida 32713

December 2019

LEGEND

- UTILITY POLE
- LUMINAIRE
- 3-SECTION SIGNAL HEAD
- 5-SECTION SIGNAL HEAD
- SIGNAL CONTROLLER
- PEDESTRIAN SIGNAL
- CONCRETE STRAIN POLE
- MAST ARM SIGNAL POLE
- POST MOUNTED SIGN
- OVERHEAD MOUNTED SIGN

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
80 SPRING VISTA DRIVE
DEBARY, FLORIDA 32713

SECTION 75090-000
MP 1.653
S.R. 426 AT LAKEMONT AVENUE
ORANGE COUNTY - FLORIDA

Northbound Photographs
State Road 426 & North Lakemont Avenue

Looking North Toward Intersection

Looking South Away from Intersection

Southbound Photographs
State Road 426 & North Lakemont Avenue

Looking South Toward Intersection

Looking North Away from Intersection

Eastbound Photographs
State Road 426 & North Lakemont Avenue

Looking East Toward Intersection

Looking West Away from Intersection

Westbound Photographs
State Road 426 & North Lakemont Avenue

Looking West Toward Intersection

Looking East Away from Intersection

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange

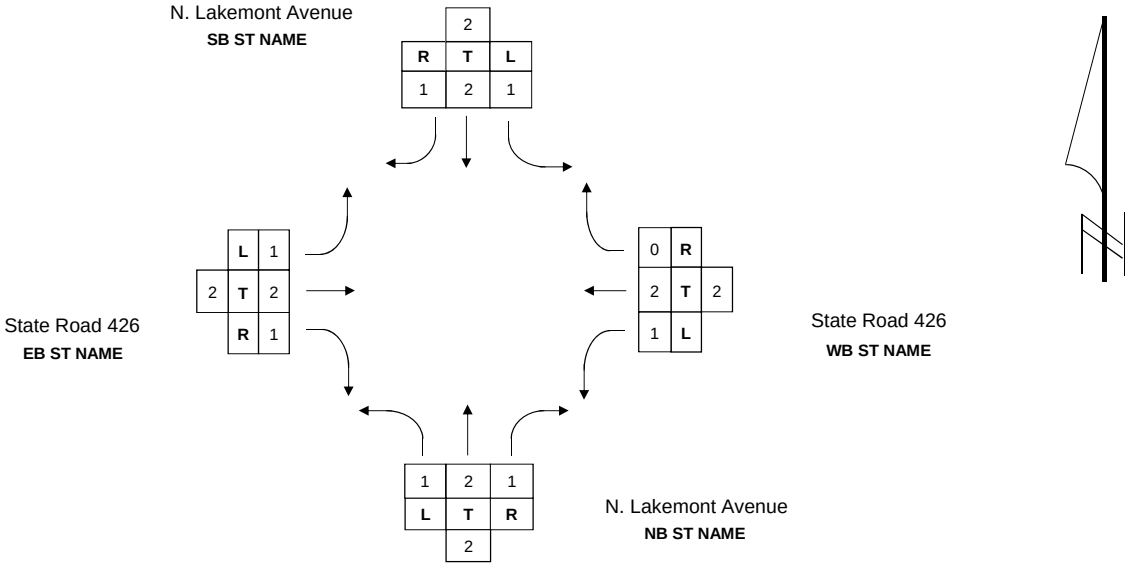
STATE ROUTE State Road 426 **INTERSECTING ROUTE** North Lakemont Avenue

OBSERVER TEDS **DATE** 9/12/2019 **MILEPOST** 1.653

WEATHER Sunny **ROAD CONDITION** Good

REMARKS

FORM COMPLETED BY CML **DATE** 12/09/19



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	L	T	R	U	TOT	L	T	R	U	TOT	N/S	L	T	R	U	TOT	L	T	R	U	TOT	E/W
7:00 - 8:00	242	259	138	0	**639**	232	329	199	1	**761**	**1400**	50	637	192	1	**880**	135	1284	85	1	**1505**	**2385**
8:00 - 9:00	261	225	130	1	**617**	332	388	233	1	**954**	**1571**	67	782	152	1	**1002**	157	1223	80	2	**1462**	**2464**
11:30 - 12:30	221	280	213	0	**714**	213	217	88	1	**519**	**1233**	76	829	153	2	**1060**	174	865	131	4	**1174**	**2234**
12:30 - 1:30	169	252	205	2	**628**	244	224	89	2	**559**	**1187**	93	914	183	0	**1190**	207	875	142	2	**1226**	**2416**
2:00 - 3:00	214	332	180	1	**727**	245	245	74	4	**568**	**1295**	132	1011	179	0	**1322**	161	759	157	4	**1081**	**2403**
3:00 - 4:00	231	390	173	3	**797**	232	251	86	1	**570**	**1367**	116	1044	182	0	**1342**	181	816	163	1	**1161**	**2503**
4:00 - 5:00	171	427	147	1	**746**	230	316	74	1	**621**	**1367**	159	1126	158	0	**1443**	169	773	176	2	**1120**	**2563**
5:00 - 6:00	164	446	154	3	**767**	253	353	86	0	**692**	**1459**	131	1148	159	0	**1438**	161	818	186	2	**1167**	**2605**
TOTAL	**1673**	**2611**	**1340**	**11**	**5635**	**1981**	**2323**	**929**	**11**	**5244**	**10879**	**824**	**7491**	**1358**	**4**	**9677**	**1345**	**7413**	**1120**	**18**	**9896**	**19573**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** North Lakemont Avenue
OBSERVER TEDS **DATE** 9/12/2019

REMARKS _____

FORM COMPLETED BY CML **DATE** 12/09/19

HOURS	West side of N. Lakemont Avenue			East side of N. Lakemont Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	**2**
8:00 - 9:00	0	0	**0**	2	3	**5**	0	1	**1**	0	0	**0**	**6**
11:30 - 12:30	2	0	**2**	1	4	**5**	5	0	**5**	3	0	**3**	**15**
12:30 - 1:30	1	0	**1**	1	4	**5**	0	0	**0**	0	5	**5**	**11**
2:00 - 3:00	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
3:00 - 4:00	0	0	**0**	0	0	**0**	0	0	**0**	3	1	**4**	**4**
4:00 - 5:00	0	0	**0**	6	4	**10**	0	0	**0**	2	1	**3**	**13**
5:00 - 6:00	0	0	**0**	0	1	**1**	0	0	**0**	2	0	**2**	**3**
TOTAL	**4**	**0**	**4**	**11**	**16**	**27**	**5**	**1**	**6**	**11**	**7**	**18**	**55**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 75090-000 **CITY** Winter Park **COUNTY** Orange
STATE ROUTE State Road 426 **INTERSECTING ROUTE** North Lakemont Avenue
OBSERVER TEDS **DATE** 9/12/2019

REMARKS _____

FORM COMPLETED BY CML **DATE** 12/09/19

HOURS	West side of N. Lakemont Avenue			East side of N. Lakemont Avenue			North side of State Road 426			South side of State Road 426			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
8:00 - 9:00	0	2	**2**	0	0	**0**	0	0	**0**	0	0	**0**	**2**
11:30 - 12:30	2	0	**2**	0	0	**0**	0	0	**0**	0	1	**1**	**3**
12:30 - 1:30	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
2:00 - 3:00	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
3:00 - 4:00	0	0	**0**	1	1	**2**	0	0	**0**	1	0	**1**	**3**
4:00 - 5:00	0	1	**1**	1	0	**1**	0	2	**2**	0	0	**0**	**4**
5:00 - 6:00	1	0	**1**	1	0	**1**	1	0	**1**	1	1	**2**	**5**
TOTAL	**3**	**3**	**6**	**4**	**1**	**5**	**1**	**2**	**3**	**2**	**2**	**4**	**18**

Traffic Engineering Data Solutions Inc.

File Name : Not Named 1
Site Code : 00000000
Start Date : 9/12/2019
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Groups Printed- All Vehicles

	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	55	52	34	1	142	51	85	42	0	178	15	161	58	1	235	47	301	17	0	365	920
07:15 AM	65	80	42	0	187	64	67	42	0	173	9	157	56	0	222	29	342	24	0	395	977
07:30 AM	66	55	33	0	154	67	70	49	0	186	10	124	38	0	172	31	304	26	0	361	873
07:45 AM	56	72	29	0	157	51	107	66	0	224	17	195	40	0	252	29	337	18	0	384	1017
Total	242	259	138	1	640	233	329	199	0	761	51	637	192	1	881	136	1284	85	0	1505	3787
08:00 AM	52	45	39	0	136	84	98	55	0	237	12	229	39	0	280	41	349	23	1	414	1067
08:15 AM	66	60	26	0	152	88	94	55	0	237	15	195	41	0	251	41	289	16	0	346	986
08:30 AM	78	58	28	0	164	93	103	67	0	263	19	155	21	0	195	36	270	21	0	327	949
08:45 AM	66	62	37	5	170	68	93	56	0	217	22	203	51	0	276	41	315	20	0	376	1039
Total	262	225	130	5	622	333	388	233	0	954	68	782	152	0	1002	159	1223	80	1	1463	4041
*** BREAK ***																					
11:30 AM	61	84	58	0	203	52	59	16	0	127	19	207	36	0	262	39	222	31	0	292	884
11:45 AM	55	55	52	1	163	55	55	19	0	129	16	186	33	0	235	39	222	39	2	302	829
Total	116	139	110	1	366	107	114	35	0	256	35	393	69	0	497	78	444	70	2	594	1713
12:00 PM	57	78	57	3	195	44	53	22	0	119	20	229	40	0	289	48	212	31	0	291	894
12:15 PM	48	63	46	1	158	63	50	31	2	146	23	207	44	3	277	52	209	30	3	294	875
12:30 PM	44	70	54	3	171	54	43	20	0	117	29	221	45	2	297	44	219	35	0	298	883
12:45 PM	48	55	45	2	150	71	61	18	0	150	22	214	48	1	285	54	216	43	0	313	898
Total	197	266	202	9	674	232	207	91	2	532	94	871	177	6	1148	198	856	139	3	1196	3550
01:00 PM	49	63	58	0	170	65	54	30	1	150	22	221	42	2	287	56	223	36	0	315	922
01:15 PM	30	64	48	0	142	56	66	21	0	143	20	258	48	0	326	55	217	28	0	300	911
*** BREAK ***																					
Total	79	127	106	0	312	121	120	51	1	293	42	479	90	2	613	111	440	64	0	615	1833
02:00 PM	49	69	48	0	166	50	75	25	0	150	24	236	35	0	295	39	188	39	0	266	877
02:15 PM	46	69	51	0	166	68	67	18	0	153	29	250	56	0	335	47	196	36	0	279	933
02:30 PM	67	103	35	0	205	66	51	12	0	129	33	267	38	0	338	39	212	32	0	283	955
02:45 PM	53	91	46	0	190	65	52	19	1	137	46	258	50	0	354	40	163	50	0	253	934
Total	215	332	180	0	727	249	245	74	1	569	132	1011	179	0	1322	165	759	157	0	1081	3699
03:00 PM	59	81	56	0	196	64	59	20	0	143	31	266	51	0	348	48	190	33	0	271	958
03:15 PM	55	85	41	0	181	51	56	22	0	129	31	278	44	1	354	54	193	38	0	285	949
03:30 PM	68	115	37	0	220	56	70	25	0	151	29	231	43	2	305	40	218	52	0	310	986
03:45 PM	52	109	39	0	200	62	66	19	0	147	25	269	44	1	339	40	215	40	0	295	981
Total	234	390	173	0	797	233	251	86	0	570	116	1044	182	4	1346	182	816	163	0	1161	3874
04:00 PM	53	97	35	1	186	48	59	21	0	128	45	273	31	1	350	44	178	39	0	261	925
04:15 PM	39	116	37	6	198	70	70	15	0	155	43	282	48	2	375	40	181	44	0	265	993
04:30 PM	40	91	34	3	168	53	94	22	0	169	35	295	37	0	367	43	219	39	0	301	1005
04:45 PM	40	123	41	0	204	60	93	16	0	169	36	276	42	0	354	44	195	54	0	293	1020
Total	172	427	147	10	756	231	316	74	0	621	159	1126	158	3	1446	171	773	176	0	1120	3943
05:00 PM	49	132	42	0	223	54	75	15	0	144	31	283	36	0	350	49	193	50	0	292	1009
05:15 PM	58	109	38	1	206	59	90	23	0	172	29	292	44	1	366	33	216	40	0	289	1033
05:30 PM	30	91	35	0	156	75	101	28	0	204	38	288	40	1	367	46	185	54	0	285	1012
05:45 PM	30	114	39	0	183	65	87	20	0	172	33	285	39	0	357	35	224	42	0	301	1013
Total	167	446	154	1	768	253	353	86	0	692	131	1148	159	2	1440	163	818	186	0	1167	4067
Grand Total	1684	2611	1340	27	5662	1992	2323	929	4	5248	828	7491	1358	18	9695	1363	7413	1120	6	9902	30507
Apprch %	29.7	46.1	23.7	0.5		38	44.3	17.7	0.1		8.5	77.3	14	0.2		13.8	74.9	11.3	0.1		
Total %	5.5	8.6	4.4	0.1	18.6	6.5	7.6	3	0	17.2	2.7	24.6	4.5	0.1	31.8	4.5	24.3	3.7	0	32.5	

Traffic Engineering Data Solutions Inc.

File Name : Not Named 1
Site Code : 00000000
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	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	52	45	**39**	0	136	84	98	55	0	237	12	**229**	39	0	**280**	**41**	**349**	**23**	**1**	**414**	**1067**
08:15 AM	66	60	26	0	152	88	94	55	0	237	15	195	41	0	251	41	289	16	0	346	986
08:30 AM	**78**	58	28	0	164	**93**	**103**	**67**	0	**263**	19	155	21	0	195	36	270	21	0	327	949
08:45 AM	66	**62**	37	**5**	**170**	68	93	56	0	217	**22**	203	**51**	0	276	41	315	20	0	376	1039
Total Volume	262	225	130	5	622	333	388	233	0	954	68	782	152	0	1002	159	1223	80	1	1463	4041
% App. Total	42.1	36.2	20.9	0.8		34.9	40.7	24.4	0		6.8	78	15.2	0		10.9	83.6	5.5	0.1		
PHF	.840	.907	.833	.250	.915	.895	.942	.869	.000	.907	.773	.854	.745	.000	.895	.970	.876	.870	.250	.883	.947

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					08:00 AM					07:15 AM					
+0 mins.	55	52	34	**1**	142	51	**107**	66	0	224	12	**229**	39	0	**280**	29	342	24	0	395	
+15 mins.	65	**80**	**42**	0	**187**	84	98	55	0	237	15	195	41	0	251	31	304	**26**	0	361	
+30 mins.	**66**	55	33	0	154	88	94	55	0	237	19	155	21	0	195	29	337	18	0	384	
+45 mins.	56	72	29	0	157	**93**	103	**67**	0	**263**	**22**	203	**51**	0	276	**41**	**349**	23	**1**	**414**	
Total Volume	242	259	138	1	640	316	402	243	0	961	68	782	152	0	1002	130	1332	91	1	1554	
% App. Total	37.8	40.5	21.6	0.2		32.9	41.8	25.3	0		6.8	78	15.2	0		8.4	85.7	5.9	0.1		
PHF	.917	.809	.821	.250	.856	.849	.939	.907	.000	.913	.773	.854	.745	.000	.895	.793	.954	.875	.250	.938	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	44	**70**	54	**3**	**171**	54	43	20	0	117	**29**	221	45	**2**	297	44	219	35	0	298	883
12:45 PM	48	55	45	2	150	**71**	61	18	0	**150**	22	214	**48**	1	285	54	216	**43**	0	313	898
01:00 PM	**49**	63	**58**	0	170	65	54	**30**	**1**	150	22	221	42	2	287	**56**	**223**	36	0	**315**	**922**
01:15 PM	30	64	48	0	142	56	**66**	21	0	143	20	**258**	48	0	**326**	55	217	28	0	300	911
Total Volume	171	252	205	5	633	246	224	89	1	560	93	914	183	5	1195	209	875	142	0	1226	3614
% App. Total	27	39.8	32.4	0.8		43.9	40	15.9	0.2		7.8	76.5	15.3	0.4		17	71.4	11.6	0		
PHF	.872	.900	.884	.417	.925	.866	.848	.742	.250	.933	.802	.886	.953	.625	.916	.933	.981	.826	.000	.973	.980

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM					12:15 PM					12:30 PM					12:30 PM					
+0 mins.	**61**	**84**	**58**	0	**203**	63	50	**31**	**2**	146	**29**	221	45	**2**	297	44	219	35	0	298	
+15 mins.	55	55	52	1	163	54	43	20	0	117	22	214	**48**	1	285	54	216	**43**	0	313	
+30 mins.	57	78	57	**3**	195	**71**	**61**	18	0	**150**	22	221	42	2	287	**56**	**223**	36	0	**315**	
+45 mins.	48	63	46	1	158	65	54	30	1	150	20	**258**	48	0	**326**	55	217	28	0	300	
Total Volume	221	280	213	5	719	253	208	99	3	563	93	914	183	5	1195	209	875	142	0	1226	
% App. Total	30.7	38.9	29.6	0.7		44.9	36.9	17.6	0.5		7.8	76.5	15.3	0.4		17	71.4	11.6	0		
PHF	.906	.833	.918	.417	.885	.891	.852	.798	.375	.938	.802	.886	.953	.625	.916	.933	.981	.826	.000	.973	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	40	123	41	0	204	60	93	16	0	169	36	276	42	0	354	44	195	**54**	0	**293**	1020
05:00 PM	49	**132**	**42**	0	**223**	54	75	15	0	144	31	283	36	0	350	**49**	193	50	0	292	1009
05:15 PM	**58**	109	38	**1**	206	59	90	23	0	172	29	**292**	**44**	**1**	366	33	**216**	40	0	289	**1033**
05:30 PM	30	91	35	0	156	**75**	**101**	**28**	0	**204**	**38**	288	40	1	**367**	46	185	54	0	285	1012
Total Volume	177	455	156	1	789	248	359	82	0	689	134	1139	162	2	1437	172	789	198	0	1159	4074
% App. Total	22.4	57.7	19.8	0.1		36	52.1	11.9	0		9.3	79.3	11.3	0.1		14.8	68.1	17.1	0		
PHF	.763	.862	.929	.250	.885	.827	.889	.732	.000	.844	.882	.975	.920	.500	.979	.878	.913	.917	.000	.989	.986

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					05:00 PM					04:00 PM					04:30 PM					
+0 mins.	**68**	115	37	0	**220**	54	75	15	0	144	**45**	273	31	1	350	43	**219**	39	0	**301**	
+15 mins.	52	109	**39**	0	200	59	90	23	0	172	43	282	**48**	**2**	**375**	44	195	**54**	0	293	
+30 mins.	53	97	35	1	186	**75**	**101**	**28**	0	**204**	35	**295**	37	0	367	**49**	193	50	0	292	
+45 mins.	39	**116**	37	**6**	198	65	87	20	0	172	36	276	42	0	354	33	216	40	0	289	
Total Volume	212	437	148	7	804	253	353	86	0	692	159	1126	158	3	1446	169	823	183	0	1175	
% App. Total	26.4	54.4	18.4	0.9		36.6	51	12.4	0		11	77.9	10.9	0.2		14.4	70	15.6	0		
PHF	.779	.942	.949	.292	.914	.843	.874	.768	.000	.848	.883	.954	.823	.375	.964	.862	.939	.847	.000	.976	

Traffic Engineering Data Solutions Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
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Groups Printed- Heavy Trucks

	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	4	0	7	0	0	0	0	0	0	2	1	0	3	1	1	0	0	2	12
07:15 AM	1	0	2	0	3	0	0	0	0	0	0	5	1	0	6	1	2	0	0	3	12
07:30 AM	0	0	1	0	1	2	0	0	0	2	0	1	1	0	2	0	2	4	0	6	11
07:45 AM	0	0	2	0	2	1	0	0	0	1	0	4	0	0	4	2	2	1	0	5	12
Total	4	0	9	0	13	3	0	0	0	3	0	12	3	0	15	4	7	5	0	16	47
08:00 AM	1	0	1	0	2	0	0	0	0	0	1	3	1	0	5	0	3	0	0	3	10
08:15 AM	1	0	0	0	1	3	0	0	0	3	0	6	1	0	7	2	4	0	0	6	17
08:30 AM	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	1	3	0	0	4	9
08:45 AM	1	0	0	3	4	2	1	1	0	4	0	6	0	0	6	0	2	0	0	2	16
Total	3	0	2	3	8	6	2	1	0	9	1	17	2	0	20	3	12	0	0	15	52
*** BREAK ***																					
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	3	2	0	5	0	5	1	0	6	12
11:45 AM	1	0	2	0	3	0	0	0	0	0	0	3	0	0	3	0	3	0	2	5	11
Total	1	0	2	0	3	0	1	0	0	1	0	6	2	0	8	0	8	1	2	11	23
12:00 PM	2	0	2	3	7	0	0	0	0	0	0	2	0	0	2	0	3	1	0	4	13
12:15 PM	2	0	0	1	3	0	1	0	2	3	0	1	1	0	2	1	7	0	3	11	19
12:30 PM	0	1	0	2	3	1	0	0	0	1	0	2	0	2	4	0	1	0	0	1	9
12:45 PM	2	1	0	2	5	0	0	0	0	0	0	3	0	1	4	1	2	1	0	4	13
Total	6	2	2	8	18	1	1	0	2	4	0	8	1	3	12	2	13	2	3	20	54
01:00 PM	1	2	1	0	4	2	0	0	1	3	0	3	2	2	7	0	6	1	0	7	21
01:15 PM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	1	7	0	0	8	17
*** BREAK ***																					
Total	1	4	2	0	7	2	0	0	1	3	0	9	2	2	13	1	13	1	0	15	38
02:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
02:15 PM	0	0	1	0	1	0	0	0	0	0	0	12	2	0	14	1	3	2	0	6	21
02:30 PM	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	11
02:45 PM	0	1	1	0	2	0	0	0	1	1	0	3	0	0	3	0	2	0	0	2	8
Total	3	2	2	0	7	0	0	0	1	1	0	19	2	0	21	1	10	3	0	14	43
03:00 PM	2	1	2	0	5	2	1	2	0	5	1	3	0	0	4	0	1	0	0	1	15
03:15 PM	1	0	0	0	1	1	5	0	0	6	0	6	0	0	6	1	3	0	0	4	17
03:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	1	1	4	1	3	0	0	4	10
03:45 PM	1	0	0	0	1	1	0	0	0	1	0	5	1	0	6	3	1	0	0	4	12
Total	5	2	2	0	9	4	6	2	0	12	1	16	2	1	20	5	8	0	0	13	54
04:00 PM	1	0	1	0	2	1	0	0	0	1	1	1	0	0	2	2	0	0	0	2	7
04:15 PM	0	0	2	2	4	0	0	0	0	0	0	0	1	1	2	1	0	0	0	1	7
04:30 PM	0	1	3	2	6	0	1	0	0	1	1	2	0	0	3	0	4	0	0	4	14
04:45 PM	0	0	0	0	0	2	1	0	0	3	0	2	1	0	3	0	1	2	0	3	9
Total	1	1	6	4	12	3	2	0	0	5	2	5	2	1	10	3	5	2	0	10	37
05:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
05:15 PM	0	0	1	1	2	1	0	0	0	1	0	0	1	0	1	1	0	1	0	2	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	6
*** BREAK ***																					
Total	1	0	2	1	4	1	0	0	0	1	0	5	2	0	7	2	1	1	0	4	16
Grand Total	25	11	29	16	81	20	12	3	4	39	4	97	18	7	126	21	77	15	5	118	364
Apprch %	30.9	13.6	35.8	19.8		51.3	30.8	7.7	10.3		3.2	77	14.3	5.6		17.8	65.3	12.7	4.2		
Total %	6.9	3	8	4.4	22.3	5.5	3.3	0.8	1.1	10.7	1.1	26.6	4.9	1.9	34.6	5.8	21.2	4.1	1.4	32.4	

File Name : SR 426 at Lakemont Ave TMC (8-hr)
Site Code : 00000000
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	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	0	**1**	0	2	0	0	0	0	0	**1**	3	**1**	0	5	0	3	0	0	3	10
08:15 AM	1	0	0	0	1	**3**	0	0	0	3	0	**6**	1	0	**7**	**2**	**4**	0	0	**6**	**17**
08:30 AM	0	0	1	0	1	1	**1**	0	0	2	0	2	0	0	2	1	3	0	0	4	9
08:45 AM	1	0	0	**3**	**4**	2	1	**1**	0	**4**	0	6	0	0	6	0	2	0	0	2	16
Total Volume	3	0	2	3	8	6	2	1	0	9	1	17	2	0	20	3	12	0	0	15	52
% App. Total	37.5	0	25	37.5		66.7	22.2	11.1	0		5	85	10	0		20	80	0	0		
PHF	.750	.000	.500	.250	.500	.500	.500	.250	.000	.563	.250	.708	.500	.000	.714	.375	.750	.000	.000	.625	.765

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					07:30 AM				
+0 mins.	**3**	0	**4**	0	**7**	0	0	0	0	0	**1**	3	**1**	0	5	0	2	**4**	0	**6**
+15 mins.	1	0	2	0	3	**3**	0	0	0	3	0	**6**	1	0	**7**	**2**	2	1	0	5
+30 mins.	0	0	1	0	1	1	**1**	0	0	2	0	2	0	0	2	0	3	0	0	3
+45 mins.	0	0	2	0	2	2	1	**1**	0	**4**	0	6	0	0	6	2	**4**	0	0	6
Total Volume	4	0	9	0	13	6	2	1	0	9	1	17	2	0	20	4	11	5	0	20
% App. Total	30.8	0	69.2	0		66.7	22.2	11.1	0		5	85	10	0		20	55	25	0	
PHF	.333	.000	.563	.000	.464	.500	.500	.250	.000	.563	.250	.708	.500	.000	.714	.500	.688	.313	.000	.833

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	**2**	0	0	1	3	0	**1**	0	**2**	**3**	0	1	1	0	2	**1**	**7**	0	**3**	**11**	19
12:30 PM	0	1	0	**2**	3	1	0	0	0	1	0	2	0	**2**	4	0	1	0	0	1	9
12:45 PM	2	1	0	2	**5**	0	0	0	0	0	0	**3**	0	1	4	1	2	**1**	0	4	13
01:00 PM	1	**2**	**1**	0	4	**2**	0	0	1	3	0	3	**2**	2	**7**	0	6	1	0	7	**21**
Total Volume	5	4	1	5	15	3	1	0	3	7	0	9	3	5	17	2	16	2	3	23	62
% App. Total	33.3	26.7	6.7	33.3		42.9	14.3	0	42.9		0	52.9	17.6	29.4		8.7	69.6	8.7	13		
PHF	.625	.500	.250	.625	.750	.375	.250	.000	.375	.583	.000	.750	.375	.625	.607	.500	.571	.500	.250	.523	.738

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM					12:15 PM					12:30 PM					11:30 AM				
+0 mins.	**2**	0	**2**	**3**	**7**	0	**1**	0	**2**	**3**	0	2	0	**2**	4	0	5	**1**	0	6
+15 mins.	2	0	0	1	3	1	0	0	0	1	0	3	0	1	4	0	3	0	2	5
+30 mins.	0	**1**	0	2	3	0	0	0	0	0	0	3	**2**	2	**7**	0	3	1	0	4
+45 mins.	2	1	0	2	5	**2**	0	0	1	3	0	**6**	0	0	6	**1**	**7**	0	**3**	**11**
Total Volume	6	2	2	8	18	3	1	0	3	7	0	14	2	5	21	1	18	2	5	26
% App. Total	33.3	11.1	11.1	44.4		42.9	14.3	0	42.9		0	66.7	9.5	23.8		3.8	69.2	7.7	19.2	
PHF	.750	.500	.250	.667	.643	.375	.250	.000	.375	.583	.000	.583	.250	.625	.750	.250	.643	.500	.417	.591

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	1	0	1	0	0	0	0	0	0	**12**	**2**	0	**14**	**1**	**3**	**2**	0	**6**	**21**
02:30 PM	**2**	**1**	0	0	3	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	11
02:45 PM	0	1	1	0	2	0	0	0	**1**	1	0	3	0	0	3	0	2	0	0	2	8
03:00 PM	2	1	**2**	0	**5**	**2**	**1**	**2**	0	**5**	**1**	3	0	0	4	0	1	0	0	1	15
Total Volume	4	3	4	0	11	2	1	2	1	6	1	22	2	0	25	1	9	3	0	13	55
% App. Total	36.4	27.3	36.4	0		33.3	16.7	33.3	16.7		4	88	8	0		7.7	69.2	23.1	0		
PHF	.500	.750	.500	.000	.550	.250	.250	.250	.250	.300	.250	.458	.250	.000	.446	.250	.750	.375	.000	.542	.655

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					02:30 PM					02:15 PM					02:00 PM				
+0 mins.	**1**	0	0	0	1	0	0	0	0	0	0	**12**	**2**	0	**14**	0	2	0	0	2
+15 mins.	1	0	1	0	2	0	0	0	**1**	1	0	4	0	0	4	**1**	**3**	**2**	0	**6**
+30 mins.	0	0	2	**2**	4	**2**	1	**2**	0	5	0	3	0	0	3	0	3	1	0	4
+45 mins.	0	**1**	**3**	2	**6**	1	**5**	0	0	**6**	**1**	3	0	0	4	0	2	0	0	2
Total Volume	2	1	6	4	13	3	6	2	1	12	1	22	2	0	25	1	10	3	0	14
% App. Total	15.4	7.7	46.2	30.8		25	50	16.7	8.3		4	88	8	0		7.1	71.4	21.4	0	
PHF	.500	.250	.500	.500	.542	.375	.300	.250	.250	.500	.250	.458	.250	.000	.446	.250	.833	.375	.000	.583

Traffic Engineering Data Solutions Inc.

File Name : SR 426 at Lakemont Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 1

Groups Printed- UTurns

	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	5
*** BREAK ***																					
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
*** BREAK ***																					
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	7
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
02:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	9
03:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
03:45 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
*** BREAK ***																					
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
*** BREAK ***																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Grand Total	11	0	0	0	11	11	0	0	0	11	4	0	0	0	4	18	0	0	0	18	44
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	25	0	0	0	25	25	0	0	0	25	9.1	0	0	0	9.1	40.9	0	0	0	40.9	

File Name : SR 426 at Lakemont Ave TMC (8-hr)
Site Code : 00000000
Start Date : 9/12/2019
Page No : 2

	NORTH LAKEMONT AVENUE Northbound					NORTH LAKEMONT AVENUE Southbound					STATE ROAD 426 Eastbound					STATE ROAD 426 Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	1	0	0	0	1	**2**
Total Volume	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.625

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:00 AM					07:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	**1**	0	0	0	**1**
+45 mins.	**1**	0	0	0	**1**	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
Total Volume	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:15 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	**2**	1	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	**3**	0	0	0	**3**	**4**
Total Volume	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	7
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.333	.000	.000	.000	.333	.438

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM					12:00 PM					10:45 AM					11:15 AM				
+0 mins.	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	0	0	0	**2**	1	0	0	0	1	**2**	0	0	0	**2**	**3**	0	0	0	**3**
Total Volume	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	4	0	0	0	4
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.333	.000	.000	.000	.333

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	0	0	**2**	0	0	0	**2**	0	0	0	0	0	1	0	0	0	1	**3**
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30 PM	**1**	0	0	0	**1**	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	**2**	0	0	0	**2**	3
Total Volume	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	9
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.750

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM					02:00 PM					02:00 PM					02:00 PM				
+0 mins.	1	0	0	0	1	**2**	0	0	0	**2**	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	**2**	0	0	0	**2**	1	0	0	0	1	0	0	0	0	0	**2**	0	0	0	**2**
Total Volume	3	0	0	0	3	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.375	.000	.000	.000	.375	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Appendix B (for the Traffic Operations Report) – Traffic Signal Timing

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

TSM&O Continuing Services Contract - City of Winter Park 2020

FM: 440412-1-32-01

SR 426 at Park Avenue [122]				**Prepared By:**	**KRC**	**Date:**	**09/18/20**
East-West Roadway	**SR 426**			**North-South Roadway**	**Park Avenue**		

PHASE TIMES

MOVEMENT	1	2	3	4	5	6		8
DIRECTION	EBL	WB	SBL	NB	WBL	EB		SB
LEFT TURN	Prot/Perm	Perm	Prot/Perm	Perm	Prot/Perm	Perm		Perm
MIN GRN	4	15	4	5	4	15		5
GAP EXT	3.0	4.0	3.0	3.0	3.0	4.0		3.0
YEL CLR	3.7	3.7	3.4	3.4	3.7	3.7		3.4
RED CLR	2.0	2.0	2.0	2.3	2.0	2.0		2.3
MAX 1	25	45	25	30	25	45		30
MAX 2	10	40	15	12	10	40		25
WALK		8		7		8		7
PED CLR		14		21		13		19

	TIME BASE COORDINATION				**COORDINATION PATTERN TABLES**			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Weekday (Monday-Thursday)	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**167**	**1**	**0**
	Midday	**10:00**	**15:15**	**3/2/2**	**180**	**95**	**2**	**0**
	Afternoon	**15:15**	**19:30**	**4/3/3**	**220**	**44**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**1/2/1**	**EXISTING**			

	TIME BASE COORDINATION				**COORDINATION PATTERN TABLES**			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Friday	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**167**	**1**	**0**
	Midday	**10:00**	**13:00**	**3/2/2**	**180**	**95**	**2**	**0**
	Afternoon	**13:00**	**19:30**	**4/3/3**	**220**	**44**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**1/2/1**	**EXISTING**			
Weekend (Saturday-Sunday)	**EXISTING**	**0:00**	**8:00**	**-**	**FREE**			
		8:00	**21:00**	**1/2/1**	**EXISTING**			
		21:00	**0:00**	**-**	**FREE**			

COORDINATION SPLIT TABLES

Split 1

Phase	**1**	**2**	**3**	**4**	**5**	**6**		**8**
Time (sec)	20	106	20	34	20	106		54
Coord Phase		X				X		
Mode		Max				Max		

Split 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**		**8**
Time (sec)	20	106	20	34	20	106		54
Coord Phase		X				X		
Mode		Max				Max		

Split 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**		**8**
Time (sec)	25	125	20	50	25	125		70
Coord Phase		X				X		
Mode		Max				Max		

NOTES

1. Controller Model: Siemens m50
2. Controller Software: 3.57B
3. Offset Reference: End of Green
4. Force-off Mode: Plan
5. Maximum Mode: Inhibit Max

STATE OF FLORIDA
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SR 426 at Interlachen Avenue [5]					Prepared By:	KRC	Date:	09/18/20
East-West Roadway	SR 426			North-South Roadway	Interlachen Avenue			

PHASE TIMES

MOVEMENT		2		4		6		
DIRECTION		WB		PED		EB		
LEFT TURN		Perm		Perm		Perm		
MIN GRN		15		5		15		
GAP EXT		3.0		3.0		3.0		
YEL CLR		3.7		3.4		3.7		
RED CLR		2.0		2.0		2.0		
MAX 1		45		12		45		
MAX 2		45		12		45		
WALK				8				
PED CLR				14				

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	C/S/O	Cycle Length	Offset	Split	Alt. Seq.
Weekday (Monday-Thursday)	FREE	0:00	6:30	-	FREE			
	Morning	6:30	10:00	2/2/2	180	2	1	0
	Midday	10:00	15:15	3/2/2	180	116	2	0
	Afternoon	15:15	19:30	4/3/3	110	31	3	0
	EXISTING	19:30	24:00	-	FREE			

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	C/S/O	Cycle Length	Offset	Split	Alt. Seq.
Friday	FREE	0:00	6:30	-	FREE			
	Morning	6:30	10:00	2/2/2	180	2	1	0
	Midday	10:00	13:00	3/2/2	180	116	2	0
	Afternoon	13:00	19:30	4/3/3	110	31	3	0
	EXISTING	19:30	24:00	-	FREE			
Weekend (Saturday-Sunday)	EXISTING	0:00	8:00	-	FREE			
		8:00	21:00	1/2/1	EXISTING			
		21:00	0:00	-	FREE			

COORDINATION SPLIT TABLES

Split 1								
Phase		2		4		6		
Time (sec)		152		28		152		
Coord Phase		X				X		
Mode		Max				Max		
Split 2								
Phase		2		4		6		
Time (sec)		152		28		152		
Coord Phase		X				X		
Mode		Max				Max		
Split 3								
Phase		2		4		6		
Time (sec)		82		28		82		
Coord Phase		X				X		
Mode		Max				Max		

NOTES

1. Controller Model: Siemens m50
2. Controller Software: 3.57B
3. Offset Reference: End of Green
4. Force-off Mode: Plan
5. Maximum Mode: Inhibit Max

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SR 426 at Ollie Avenue/Chase Avenue [217]				**Prepared By:**	**KRC**	**Date:**	**09/18/20**
East-West Roadway	**SR 426**		**North-South Roadway**	**Ollie Avenue/Chase Avenue**			

PHASE TIMES

MOVEMENT	1	2		4	5	6		8
DIRECTION	EBL	WB		NB	WBL	EB		SB
LEFT TURN	Prot/Perm	Perm		Prot	Prot/Perm	Perm		Prot
MIN GRN	4	12		5	7	12		5
GAP EXT	3.0	4.0		3.0	3.0	4.0		3.0
YEL CLR	3.7	3.7		3.4	3.7	3.7		3.4
RED CLR	2.0	2.0		2.0	2.0	2.0		2.0
MAX 1	25	50		45	7	50		25
MAX 2	25	45		30	7	45		30
WALK		7		7		7		7
PED CLR		15		19		16		22

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Weekday (Monday-Thursday)	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**157**	**1**	**0**
	Midday	**10:00**	**15:15**	**3/2/2**	**180**	**91**	**2**	**0**
	Afternoon	**15:15**	**19:30**	**4/3/3**	**220**	**49**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			
	TIME BASE COORDINATION				**COORDINATION PATTERN TABLES**			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Friday	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**157**	**1**	**0**
	Midday	**10:00**	**13:00**	**3/2/2**	**180**	**91**	**2**	**0**
	Afternoon	**13:00**	**19:30**	**4/3/3**	**220**	**49**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			
Weekend (Saturday-Sunday)	**EXISTING**	**0:00**	**8:00**	**-**	**FREE**			
		8:00	**21:00**	**1/2/1**	**EXISTING**			
		21:00	**0:00**	**-**	**FREE**			

COORDINATION SPLIT TABLES

Split 1

Phase	**1**	**2**		**4**	**5**	**6**		**8**
Time (sec)	20	110		15	20	110		35
Coord Phase		X				X		
Mode		Max				Max		

Split 2

Phase	**1**	**2**		**4**	**5**	**6**		**8**
Time (sec)	20	112		20	20	112		28
Coord Phase		X				X		
Mode		Max				Max		

Split 3

Phase	**1**	**2**		**4**	**5**	**6**		**8**
Time (sec)	20	125		25	20	125		50
Coord Phase		X				X		
Mode		Max				Max		

NOTES

1. Controller Model: Siemens m50
2. Controller Software: 3.57B
3. Offset Reference: End of Green
4. Force-off Mode: Plan
5. Maximum Mode: Inhibit Max

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FM: 440412-1-32-01

SR 426 at Phelps Avenue [2]				**Prepared By:**	**KRC**	**Date:**	**09/18/20**
East-West Roadway	**SR 426**			**North-South Roadway**	**Phelps Avenue**		

PHASE TIMES

MOVEMENT		2		4				
DIRECTION		EB/WB		NB/SB				
LEFT TURN		Perm		Perm				
MIN GRN		15		6				
GAP EXT		3.0		3.0				
YEL CLR		4.0		3.4				
RED CLR		2.0		2.0				
MAX 1		45		30				
MAX 2		45		30				
WALK		10		10				
PED CLR		12		15				

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Weekday (Monday-Thursday)	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**160**	**1**	**0**
	Midday	**10:00**	**15:15**	**3/2/2**	**180**	**90**	**2**	**0**
	Afternoon	**15:15**	**19:30**	**4/3/3**	**110**	**37**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Friday	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**160**	**1**	**0**
	Midday	**10:00**	**13:00**	**3/2/2**	**180**	**90**	**2**	**0**
	Afternoon	**13:00**	**19:30**	**4/3/3**	**110**	**37**	**3**	**0**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			
Weekend (Saturday-Sunday)	**EXISTING**	**0:00**	**8:00**	**-**	**FREE**			
		8:00	**20:00**	**1/2/1**	**EXISTING**			
		20:00	**0:00**	**-**	**FREE**			

COORDINATION SPLIT TABLES

Split 1

Phase		**2**		**4**				
Time (sec)		125		55				
Coord Phase		X						
Mode		Max						

Split 2

Phase		**2**		**4**				
Time (sec)		140		40				
Coord Phase		X						
Mode		Max						

Split 3

Phase		**2**		**4**				
Time (sec)		78		32				
Coord Phase		X						
Mode		Max						

NOTES

1. Controller Model: Siemens ATC nx
2. Controller Software: 3.57B
3. Offset Reference: End of Green
4. Force-off Mode: Plan
5. Maximum Mode: Inhibit Max

STATE OF FLORIDA
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FM: 440412-1-32-01

SR 426 at Lakemont Avenue [51]				**Prepared By:**	**KRC**	**Date:**	**09/18/20**
East-West Roadway	**SR 426**			**North-South Roadway**	**Lakemont Avenue**		

PHASE TIMES

MOVEMENT	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
LEFT TURN	Prot	Prot	Prot/Perm	Perm	Prot	Prot	Prot/Perm	Perm
MIN GRN	5	15	5	15	5	15	5	5
GAP EXT	3.0	3.0	2.0	2.0	3.0	3.0	3.0	2.0
YEL CLR	4.0	4.4	3.7	3.8	4.4	4.0	3.8	3.7
RED CLR	2.0	3.0	2.1	3.0	3.0	2.0	3.0	2.1
MAX 1	30	40	40	40	30	40	30	40
MAX 2	15	30	15	20	15	30	15	20
WALK		7		7		7		7
PED CLR		28		24		30		28

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Weekday (Monday-Thursday)	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**113**	**1**	**2**
	Midday	**10:00**	**15:15**	**3/2/2**	**180**	**56**	**2**	**0**
	Afternoon	**15:15**	**19:30**	**4/3/3**	**220**	**196**	**3**	**2**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			
	TIME BASE COORDINATION				**COORDINATION PATTERN TABLES**			
	Plan	**Start**	**End**	**C/S/O**	**Cycle Length**	**Offset**	**Split**	**Alt. Seq.**
Friday	**FREE**	**0:00**	**6:30**	**-**	**FREE**			
	Morning	**6:30**	**10:00**	**2/2/2**	**180**	**113**	**1**	**2**
	Midday	**10:00**	**13:00**	**3/2/2**	**180**	**56**	**2**	**0**
	Afternoon	**13:00**	**19:30**	**4/3/3**	**220**	**196**	**3**	**2**
	EXISTING	**19:30**	**24:00**	**-**	**FREE**			
Weekend (Saturday-Sunday)	**EXISTING**	**0:00**	**8:00**	**-**	**FREE**			
		8:00	**20:00**	**1/2/1**	**EXISTING**			
		20:00	**0:00**	**-**	**FREE**			

COORDINATION SPLIT TABLES

Split 1

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Time (sec)	18	87	50	25	30	75	45	30
Coord Phase		X				X		
Mode		Max				Max		

Split 2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Time (sec)	22	90	43	25	35	77	43	25
Coord Phase		X				X		
Mode		Max				Max		

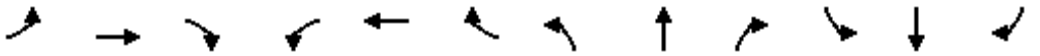
Split 3

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Time (sec)	30	95	50	45	35	90	50	45
Coord Phase		X				X		
Mode		Max				Max		

NOTES

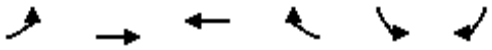
1. Controller Model: Siemens m50
2. Controller Software: 3.57B
3. Offset Reference: End of Green
4. Force-off Mode: Plan
5. Maximum Mode: Inhibit Max
6. Alternate Sequence 2: Reverse Phases 5 & 6

Appendix C (for the Traffic Operations Report)– Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	899	13	44	1486	27	16	97	29	37	21	39
Future Volume (vph)	95	899	13	44	1486	27	16	97	29	37	21	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	10	11	11	11	11	11	11	11	11	11
Total Lost time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.95	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.94	1.00		0.99	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1577	3262		1693	3378		1601	1704		1684	1536	
Flt Permitted	0.09	1.00		0.27	1.00		0.71	1.00		0.32	1.00	
Satd. Flow (perm)	141	3262		475	3378		1204	1704		562	1536	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	102	967	14	47	1598	29	17	104	31	40	23	42
RTOR Reduction (vph)	0	0	0	0	1	0	0	6	0	0	35	0
Lane Group Flow (vph)	102	981	0	47	1626	0	17	129	0	40	30	0
Confl. Peds. (#/hr)	1		4	4		1	29		17	17		29
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	136.6	125.2		124.9	119.2		18.8	18.8		32.0	32.0	
Effective Green, g (s)	136.6	125.2		124.9	119.2		18.8	18.8		32.0	32.0	
Actuated g/C Ratio	0.76	0.70		0.69	0.66		0.10	0.10		0.18	0.18	
Clearance Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.4	5.7	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	200	2268		368	2236		125	177		148	273	
v/s Ratio Prot	c0.03	0.30		0.00	c0.48			c0.08		c0.01	0.02	
v/s Ratio Perm	0.35			0.08			0.01			0.04		
v/c Ratio	0.51	0.43		0.13	0.73		0.14	0.73		0.27	0.11	
Uniform Delay, d1	19.8	11.9		9.0	19.8		73.2	78.1		62.8	62.1	
Progression Factor	1.00	1.00		0.98	0.57		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.6		0.1	1.9		0.5	13.8		1.0	0.2	
Delay (s)	22.0	12.5		9.0	13.3		73.7	92.0		63.8	62.3	
Level of Service	C	B		A	B		E	F		E	E	
Approach Delay (s)		13.4			13.1			89.9			62.8	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

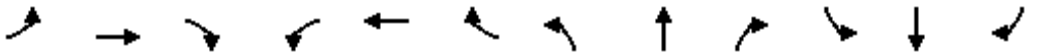


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	987	1557	5	0	54
Future Volume (vph)	0	987	1557	5	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12
Total Lost time (s)		5.7	5.7			5.7
Lane Util. Factor		0.95	0.95			1.00
Frpb, ped/bikes		1.00	1.00			1.00
Flpb, ped/bikes		1.00	1.00			1.00
Frt		1.00	1.00			0.86
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		3292	3290			1550
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		3292	3290			1550
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1050	1656	5	0	57
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1050	1661	0	0	57
Confl. Peds. (#/hr)	2			2	3	
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Turn Type		NA	NA			Perm
Protected Phases		6	2			
Permitted Phases						6
Actuated Green, G (s)		180.0	180.0			180.0
Effective Green, g (s)		180.0	180.0			180.0
Actuated g/C Ratio		1.00	1.00			1.00
Clearance Time (s)		5.7	5.7			5.7
Vehicle Extension (s)		3.0	3.0			3.0
Lane Grp Cap (vph)		3292	3290			1550
v/s Ratio Prot		0.32	c0.50			
v/s Ratio Perm						0.04
v/c Ratio		0.32	0.50			0.04
Uniform Delay, d1		0.0	0.0			0.0
Progression Factor		1.00	1.00			1.00
Incremental Delay, d2		0.2	0.3			0.0
Delay (s)		0.2	0.3			0.0
Level of Service		A	A			A
Approach Delay (s)		0.2	0.3		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay	0.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	11.1
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	162	7	4	7	3	17	21	926	12	33	1612	329
Future Volume (vph)	162	7	4	7	3	17	21	926	12	33	1612	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	10	11	11	12	11	11
Total Lost time (s)	5.4	5.4		5.4			5.7	5.7		5.7	5.7	
Lane Util. Factor	0.95	0.95		1.00			1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.99		0.90			1.00	1.00		1.00	0.97	
Flt Protected	0.95	0.95		0.99			0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1641	1636		1671			1668	3449		1787	3353	
Flt Permitted	0.95	0.95		0.99			0.06	1.00		0.27	1.00	
Satd. Flow (perm)	1641	1636		1671			109	3449		503	3353	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	165	7	4	7	3	17	21	945	12	34	1645	336
RTOR Reduction (vph)	0	77	0	26	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	87	12	0	1	0	0	21	957	0	34	1975	0
Confl. Peds. (#/hr)			4				1					1
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Prot		Prot			pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4			1	6		5	2	
Permitted Phases	8						6			2		
Actuated Green, G (s)	14.9	14.9		4.4			136.7	132.9		140.3	134.7	
Effective Green, g (s)	14.9	14.9		4.4			136.7	132.9		140.3	134.7	
Actuated g/C Ratio	0.08	0.08		0.02			0.76	0.74		0.78	0.75	
Clearance Time (s)	5.4	5.4		5.4			5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	135	135		40			115	2546		432	2509	
v/s Ratio Prot	c0.05	0.01		c0.00			c0.00	0.28		0.00	c0.59	
v/s Ratio Perm							0.13			0.06		
v/c Ratio	0.64	0.09		0.02			0.18	0.38		0.08	0.79	
Uniform Delay, d1	80.0	76.3		85.7			14.7	8.5		5.1	13.9	
Progression Factor	1.00	1.00		1.00			1.04	0.84		1.00	1.00	
Incremental Delay, d2	10.1	0.3		0.2			0.7	0.4		0.1	2.6	
Delay (s)	90.1	76.6		85.9			16.1	7.6		5.2	16.5	
Level of Service	F	E		F			B	A		A	B	
Approach Delay (s)		83.2		85.9				7.8			16.3	
Approach LOS		F		F				A			B	

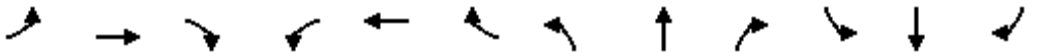
Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.2
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	972	34	8	1680	37	142	32	5	21	46	69
Future Volume (vph)	16	972	34	8	1680	37	142	32	5	21	46	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	12
Total Lost time (s)		6.0			6.0		4.5	5.4		4.5	5.4	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			1.00		1.00	0.98		1.00	0.91	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3435			3441		1668	1719		1665	1597	
Flt Permitted		0.87			0.95		0.35	1.00		0.73	1.00	
Satd. Flow (perm)		2991			3257		613	1719		1283	1597	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	17	1045	37	9	1806	40	153	34	5	23	49	74
RTOR Reduction (vph)	0	1	0	0	0	0	0	4	0	0	26	0
Lane Group Flow (vph)	0	1098	0	0	1855	0	153	35	0	23	97	0
Confl. Peds. (#/hr)	1					1			1	1		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Actuated Green, G (s)		159.8			159.8		25.3	20.3		21.3	18.3	
Effective Green, g (s)		159.8			159.8		25.3	20.3		21.3	18.3	
Actuated g/C Ratio		0.80			0.80		0.13	0.10		0.11	0.09	
Clearance Time (s)		6.0			6.0		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		2401			2615		104	175		143	146	
v/s Ratio Prot							c0.04	0.02		0.00	0.06	
v/s Ratio Perm		0.37			c0.57		c0.15			0.01		
v/c Ratio		12.33dl			20.00dl		1.47	0.20		0.16	0.66	
Uniform Delay, d1		6.1			9.0		87.2	81.9		80.5	87.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.9		256.7	0.6		0.5	10.7	
Delay (s)		6.2			9.9		343.8	82.5		81.0	98.1	
Level of Service		A			A		F	F		F	F	
Approach Delay (s)		6.2			9.9			290.8			95.4	
Approach LOS		A			A			F			F	

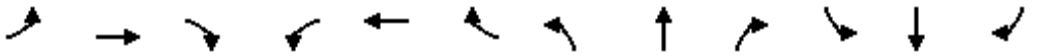
Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	199.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	782	152	159	1223	80	262	225	130	333	388	233
Future Volume (vph)	68	782	152	159	1223	80	262	225	130	333	388	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	11	12	12
Total Lost time (s)	6.0	6.0	6.0	7.4	7.4		6.8	6.8	6.8	5.8	5.8	5.8
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1668	3574	1599	1668	3538		1668	3574	1566	1724	3574	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.20	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	1668	3574	1599	1668	3538		353	3574	1566	725	3574	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	823	160	167	1287	84	276	237	137	351	408	245
RTOR Reduction (vph)	0	0	82	0	3	0	0	0	122	0	0	129
Lane Group Flow (vph)	72	823	78	167	1368	0	276	237	15	351	408	116
Confl. Peds. (#/hr)	1					1			5	5		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	11.4	77.7	77.7	21.3	87.6		50.9	20.1	20.1	59.1	24.2	24.2
Effective Green, g (s)	11.4	77.7	77.7	21.3	87.6		50.9	20.1	20.1	59.1	24.2	24.2
Actuated g/C Ratio	0.06	0.43	0.43	0.12	0.49		0.28	0.11	0.11	0.33	0.13	0.13
Clearance Time (s)	6.0	6.0	6.0	7.4	7.4		6.8	6.8	6.8	5.8	5.8	5.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	105	1542	690	197	1721		324	399	174	431	480	214
v/s Ratio Prot	0.04	0.23		c0.10	c0.39		0.15	0.07		c0.16	c0.11	
v/s Ratio Perm			0.05				0.09		0.01	0.11		0.07
v/c Ratio	0.69	0.53	0.11	0.85	0.80		0.85	0.59	0.09	0.81	0.85	0.54
Uniform Delay, d1	82.5	37.8	30.6	77.8	38.7		56.1	76.1	71.7	51.3	76.1	72.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.0	1.3	0.3	27.1	3.9		18.9	1.6	0.1	10.7	12.7	1.5
Delay (s)	99.5	39.1	30.9	104.9	42.6		75.0	77.7	71.8	61.9	88.9	74.2
Level of Service	F	D	C	F	D		E	E	E	E	F	E
Approach Delay (s)		42.0			49.3			75.3			75.9	
Approach LOS		D			D			E			E	

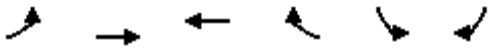
Intersection Summary			
HCM 2000 Control Delay	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1235	14	84	1042	36	25	69	48	86	75	69
Future Volume (vph)	123	1235	14	84	1042	36	25	69	48	86	75	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	10	10	11	11	11	11	11	11	11	11	11
Total Lost time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.93	1.00		0.96	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1593	3297		1711	3392		1587	1601		1643	1592	
Flt Permitted	0.17	1.00		0.14	1.00		0.66	1.00		0.52	1.00	
Satd. Flow (perm)	291	3297		245	3392		1107	1601		899	1592	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	127	1273	14	87	1074	37	26	71	49	89	77	71
RTOR Reduction (vph)	0	0	0	0	1	0	0	11	0	0	15	0
Lane Group Flow (vph)	127	1287	0	87	1110	0	26	109	0	89	133	0
Confl. Peds. (#/hr)	17		1	1		17	35		51	51		35
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	141.2	129.1		136.0	126.5		46.0	46.0		64.3	64.3	
Effective Green, g (s)	141.2	129.1		136.0	126.5		46.0	46.0		64.3	64.3	
Actuated g/C Ratio	0.64	0.59		0.62	0.58		0.21	0.21		0.29	0.29	
Clearance Time (s)	5.7	5.7		5.7	5.7		5.7	5.7		5.4	5.7	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	258	1934		214	1950		231	334		306	465	
v/s Ratio Prot	c0.03	c0.39		0.02	0.33			c0.07		0.02	c0.08	
v/s Ratio Perm	0.29			0.23			0.02			0.07		
v/c Ratio	0.49	0.67		0.41	0.57		0.11	0.33		0.29	0.29	
Uniform Delay, d1	21.0	30.8		23.2	29.5		70.5	73.8		58.6	60.1	
Progression Factor	1.00	1.00		0.89	0.61		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	1.8		1.2	1.2		1.0	2.6		0.5	1.5	
Delay (s)	22.5	32.6		21.8	19.2		71.5	76.4		59.1	61.7	
Level of Service	C	C		C	B		E	E		E	E	
Approach Delay (s)		31.7			19.4			75.5			60.7	
Approach LOS		C			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

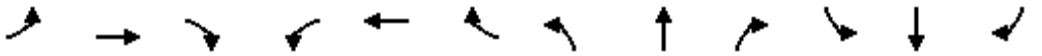


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↱			↱
Traffic Volume (vph)	0	1379	1098	8	0	91
Future Volume (vph)	0	1379	1098	8	0	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	12	12
Total Lost time (s)		5.7	5.7			5.7
Lane Util. Factor		0.95	0.95			1.00
Frpb, ped/bikes		1.00	1.00			0.99
Flpb, ped/bikes		1.00	1.00			1.00
Frt		1.00	1.00			0.86
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		3323	3320			1546
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		3323	3320			1546
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1422	1132	8	0	94
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1422	1140	0	0	94
Confl. Peds. (#/hr)	1			1	4	1
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Turn Type		NA	NA			Perm
Protected Phases		6	2			
Permitted Phases						6
Actuated Green, G (s)		110.0	110.0			110.0
Effective Green, g (s)		110.0	110.0			110.0
Actuated g/C Ratio		1.00	1.00			1.00
Clearance Time (s)		5.7	5.7			5.7
Vehicle Extension (s)		3.0	3.0			3.0
Lane Grp Cap (vph)		3323	3320			1546
v/s Ratio Prot		c0.43	0.34			
v/s Ratio Perm						0.06
v/c Ratio		0.43	0.34			0.06
Uniform Delay, d1		0.0	0.0			0.0
Progression Factor		1.00	1.00			1.00
Incremental Delay, d2		0.3	0.2			0.1
Delay (s)		0.3	0.2			0.1
Level of Service		A	A			A
Approach Delay (s)		0.3	0.2		0.1	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay	0.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.1
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	335	4	6	22	15	27	25	1346	13	28	1102	196
Future Volume (vph)	335	4	6	22	15	27	25	1346	13	28	1102	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	10	11	11	12	11	11
Total Lost time (s)	5.4	5.4		5.4			5.7	5.7		5.7	5.7	
Lane Util. Factor	0.95	0.95		1.00			1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		0.99			1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00			1.00	1.00		1.00	1.00	
Frt	1.00	0.99		0.91			1.00	1.00		1.00	0.98	
Flt Protected	0.95	0.95		0.98			0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1641	1638		1661			1668	3449		1787	3357	
Flt Permitted	0.95	0.95		0.98			0.14	1.00		0.12	1.00	
Satd. Flow (perm)	1641	1638		1661			241	3449		230	3357	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	368	4	7	24	16	30	27	1479	14	31	1211	215
RTOR Reduction (vph)	0	58	0	66	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	191	130	0	4	0	0	27	1493	0	31	1422	0
Confl. Peds. (#/hr)	2		2		2	2	4		7	7		4
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	Prot		Prot			pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4			1	6		5	2	
Permitted Phases							6			2		
Actuated Green, G (s)	30.9	30.9		7.3			159.1	153.8		160.1	154.3	
Effective Green, g (s)	30.9	30.9		7.3			159.1	153.8		160.1	154.3	
Actuated g/C Ratio	0.14	0.14		0.03			0.72	0.70		0.73	0.70	
Clearance Time (s)	5.4	5.4		5.4			5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0			3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	230	230		55			208	2411		208	2354	
v/s Ratio Prot	c0.12	0.08		c0.00			0.00	c0.43		c0.00	0.42	
v/s Ratio Perm							0.09			0.10		
v/c Ratio	0.83	0.56		0.08			0.13	0.62		0.15	0.60	
Uniform Delay, d1	92.0	88.3		103.1			12.7	17.6		13.6	17.0	
Progression Factor	1.00	1.00		1.00			0.84	0.60		1.00	1.00	
Incremental Delay, d2	21.7	3.1		0.6			0.3	1.1		0.3	1.2	
Delay (s)	113.7	91.4		103.7			10.9	11.6		14.0	18.2	
Level of Service	F	F		F			B	B		B	B	
Approach Delay (s)		102.6		103.7				11.6			18.1	
Approach LOS		F		F				B			B	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	22.2
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

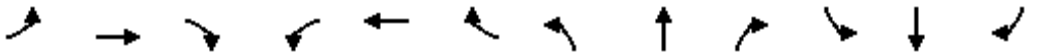


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1421	49	3	1054	21	91	62	9	11	53	35
Future Volume (vph)	7	1421	49	3	1054	21	91	62	9	11	53	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	10	10	10	10	10	12
Total Lost time (s)		6.0			6.0		4.5	5.4		4.5	5.4	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			1.00		1.00	0.98		1.00	0.94	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3435			3445		1668	1721		1668	1651	
Flt Permitted		0.95			0.95		0.53	1.00		0.71	1.00	
Satd. Flow (perm)		3260			3277		937	1721		1242	1651	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	1512	52	3	1121	22	97	66	10	12	56	37
RTOR Reduction (vph)	0	1	0	0	1	0	0	4	0	0	21	0
Lane Group Flow (vph)	0	1570	0	0	1145	0	97	72	0	12	72	0
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Actuated Green, G (s)		94.5			94.5		21.6	16.6		15.6	13.6	
Effective Green, g (s)		94.5			94.5		21.6	16.6		15.6	13.6	
Actuated g/C Ratio		0.73			0.73		0.17	0.13		0.12	0.11	
Clearance Time (s)		6.0			6.0		4.5	5.4		4.5	5.4	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		2388			2400		185	221		156	174	
v/s Ratio Prot							c0.02	0.04		0.00	0.04	
v/s Ratio Perm		c0.48			0.35		c0.07			0.01		
v/c Ratio		10.40dr			7.33dr		0.52	0.32		0.08	0.42	
Uniform Delay, d1		8.9			7.1		48.5	51.1		50.2	54.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.2		2.7	0.9		0.2	1.6	
Delay (s)		9.6			7.2		51.1	52.0		50.4	55.6	
Level of Service		A			A		D	D		D	E	
Approach Delay (s)		9.6			7.2			51.5			55.0	
Approach LOS		A			A			D			E	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	129.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	1148	159	163	818	186	167	446	154	253	353	86
Future Volume (vph)	131	1148	159	163	818	186	167	446	154	253	353	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	12	12	10	12	12	10	12	12	11	12	12
Total Lost time (s)	6.0	6.0	6.0	7.4	7.4		6.8	6.8	6.8	5.8	5.8	5.8
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1668	3574	1574	1668	3475		1668	3574	1576	1727	3574	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.47	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	1668	3574	1574	1668	3475		827	3574	1576	538	3574	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	134	1171	162	166	835	190	170	455	157	258	360	88
RTOR Reduction (vph)	0	0	50	0	9	0	0	0	88	0	0	61
Lane Group Flow (vph)	134	1171	112	166	1016	0	170	455	69	258	360	27
Confl. Peds. (#/hr)			2	2					1	1		
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	21.4	86.3	86.3	25.3	90.2		75.3	54.8	54.8	89.2	61.9	61.9
Effective Green, g (s)	21.4	86.3	86.3	25.3	90.2		75.3	54.8	54.8	89.2	61.9	61.9
Actuated g/C Ratio	0.10	0.39	0.39	0.12	0.41		0.34	0.25	0.25	0.41	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	7.4	7.4		6.8	6.8	6.8	5.8	5.8	5.8
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	162	1401	617	191	1424		361	890	392	367	1005	449
v/s Ratio Prot	0.08	c0.33		c0.10	c0.29		0.04	0.13		c0.09	0.10	
v/s Ratio Perm			0.07				0.12		0.04	c0.20		0.02
v/c Ratio	0.83	0.84	0.18	0.87	0.71		0.47	0.51	0.18	0.70	0.36	0.06
Uniform Delay, d1	97.5	60.4	43.7	95.7	54.1		53.1	71.1	64.9	47.6	63.2	57.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.9	6.0	0.6	31.6	3.1		1.0	2.1	1.0	4.9	0.1	0.0
Delay (s)	125.4	66.5	44.4	127.3	57.2		54.1	73.2	65.9	52.5	63.3	57.8
Level of Service	F	E	D	F	E		D	E	E	D	E	E
Approach Delay (s)		69.4			67.0			67.6			58.7	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	66.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	981	47	1627	17	135	40	65
v/c Ratio	0.51	0.42	0.12	0.72	0.13	0.73	0.26	0.22
Control Delay	18.2	13.6	7.8	14.6	72.8	95.7	62.5	25.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	18.2	13.6	7.8	14.7	72.8	95.7	62.5	25.9
Queue Length 50th (ft)	29	262	12	226	19	149	40	23
Queue Length 95th (ft)	73	374	28	539	45	222	74	67
Internal Link Dist (ft)		568		195		282		245
Turn Bay Length (ft)	135		135		100		60	
Base Capacity (vph)	227	2309	451	2255	189	273	189	442
Starvation Cap Reductn	0	0	0	49	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.42	0.10	0.74	0.09	0.49	0.21	0.15

Intersection Summary

Lane Group	EBT	WBT	SBR
Lane Group Flow (vph)	1050	1661	57
v/c Ratio	0.32	0.50	0.04
Control Delay	0.2	0.3	0.0
Queue Delay	0.0	0.0	0.0
Total Delay	0.2	0.4	0.0
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	0	0	0
Internal Link Dist (ft)	79	359	
Turn Bay Length (ft)			
Base Capacity (vph)	3292	3292	1550
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	40	19
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.32	0.51	0.04

Intersection Summary

Lane Group	SBL2	SBL	NWL	NEL	NET	SWL	SWT
Lane Group Flow (vph)	87	89	27	21	957	34	1981
v/c Ratio	0.64	0.42	0.20	0.15	0.37	0.08	0.77
Control Delay	100.6	21.1	3.5	7.2	7.9	4.9	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.6	21.1	3.5	7.2	7.9	4.9	16.8
Queue Length 50th (ft)	107	6	0	4	177	7	742
Queue Length 95th (ft)	171	67	0	12	197	18	964
Internal Link Dist (ft)		168	307		198		172
Turn Bay Length (ft)				100		65	
Base Capacity (vph)	269	339	168	211	2588	507	2579
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.26	0.16	0.10	0.37	0.07	0.77

Intersection Summary

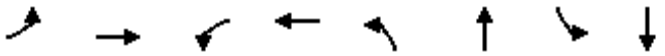
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1099	1855	153	39	23	123
v/c Ratio	0.48	0.74	0.91	0.13	0.10	0.42
Control Delay	9.5	24.9	121.6	54.1	59.6	53.7
Queue Delay	0.0	3.1	0.0	0.0	0.0	0.0
Total Delay	9.5	28.0	121.6	54.1	59.6	53.7
Queue Length 50th (ft)	228	1000	180	36	23	102
Queue Length 95th (ft)	357	1148	258	69	49	161
Internal Link Dist (ft)	952	940		539		723
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	2301	2494	269	476	353	459
Starvation Cap Reductn	0	520	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.94	0.57	0.08	0.07	0.27

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	72	823	160	167	1371	276	237	137	351	408	245
v/c Ratio	0.69	0.53	0.21	0.85	0.79	0.85	0.60	0.45	0.81	0.85	0.71
Control Delay	102.4	50.4	17.4	111.1	44.2	75.4	82.5	12.2	63.5	92.6	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	46.4	0.0	0.0	0.0	0.0	0.6
Total Delay	102.4	50.4	17.4	111.1	44.4	121.8	82.5	12.2	63.5	92.6	41.4
Queue Length 50th (ft)	84	372	15	193	742	259	140	0	335	248	109
Queue Length 95th (ft)	#164	543	135	#321	873	373	196	58	430	#335	221
Internal Link Dist (ft)		940			932		572			709	
Turn Bay Length (ft)	140		200	415		225		200	115		115
Base Capacity (vph)	114	1545	773	212	1727	390	411	311	493	501	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	26	131	0	0	0	0	14
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.53	0.21	0.79	0.81	1.07	0.58	0.44	0.71	0.81	0.72

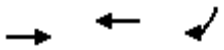
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	1287	87	1111	26	120	89	148
v/c Ratio	0.49	0.67	0.41	0.57	0.11	0.35	0.29	0.31
Control Delay	21.0	33.1	17.9	19.4	73.3	69.1	60.8	53.6
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	21.0	33.1	17.9	19.9	73.3	69.1	60.8	53.6
Queue Length 50th (ft)	67	654	30	216	31	134	97	145
Queue Length 95th (ft)	99	750	47	239	67	211	155	220
Internal Link Dist (ft)		568		195		282		245
Turn Bay Length (ft)	135		135		100		60	
Base Capacity (vph)	304	1934	289	1951	231	345	309	480
Starvation Cap Reductn	0	0	0	366	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.67	0.30	0.70	0.11	0.35	0.29	0.31

Intersection Summary



Lane Group	EBT	WBT	SBR
Lane Group Flow (vph)	1422	1140	94
v/c Ratio	0.43	0.34	0.06
Control Delay	0.3	0.2	0.1
Queue Delay	0.0	0.0	0.0
Total Delay	0.3	0.2	0.1
Queue Length 50th (ft)	0	0	0
Queue Length 95th (ft)	0	0	0
Internal Link Dist (ft)	79	359	
Turn Bay Length (ft)			
Base Capacity (vph)	3323	3320	1546
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.43	0.34	0.06

Intersection Summary

Lane Group	SBL2	SBL	NWL	NEL	NET	SWL	SWT
Lane Group Flow (vph)	191	188	70	27	1493	31	1426
v/c Ratio	0.83	0.65	0.58	0.12	0.61	0.14	0.60
Control Delay	119.0	66.3	38.5	8.5	12.3	10.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	119.0	66.3	38.5	8.5	12.5	10.0	19.3
Queue Length 50th (ft)	289	177	3	8	297	10	531
Queue Length 95th (ft)	383	270	65	18	332	27	753
Internal Link Dist (ft)		168	307		198		172
Turn Bay Length (ft)				100		65	
Base Capacity (vph)	332	386	209	273	2430	273	2373
Starvation Cap Reductn	0	0	0	0	166	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.49	0.33	0.10	0.66	0.11	0.60

Intersection Summary

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1571	1146	97	76	12	93
v/c Ratio	0.63	0.46	0.62	0.33	0.07	0.39
Control Delay	7.8	14.9	61.0	41.6	39.9	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	14.9	61.0	41.6	39.9	33.9
Queue Length 50th (ft)	214	571	66	45	8	42
Queue Length 95th (ft)	366	675	114	84	24	86
Internal Link Dist (ft)	952	940		539		723
Turn Bay Length (ft)			50		50	
Base Capacity (vph)	2503	2515	295	421	300	420
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	35	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.46	0.33	0.18	0.04	0.22

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	134	1171	162	166	1025	170	455	157	258	360	88
v/c Ratio	0.83	0.84	0.24	0.87	0.72	0.47	0.51	0.33	0.70	0.36	0.17
Control Delay	124.9	71.5	27.4	132.1	57.1	49.2	74.6	21.8	57.0	65.3	11.8
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	124.9	72.1	27.4	132.1	57.1	49.2	74.6	21.8	57.0	65.3	11.8
Queue Length 50th (ft)	186	802	87	239	657	165	303	45	263	222	3
Queue Length 95th (ft)	#294	943	190	#367	746	234	388	128	352	289	57
Internal Link Dist (ft)		940			932		572			709	
Turn Bay Length (ft)	140		200	415		225		200	115		115
Base Capacity (vph)	181	1402	667	209	1433	496	890	480	457	1005	510
Starvation Cap Reductn	0	53	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.87	0.24	0.79	0.72	0.34	0.51	0.33	0.56	0.36	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

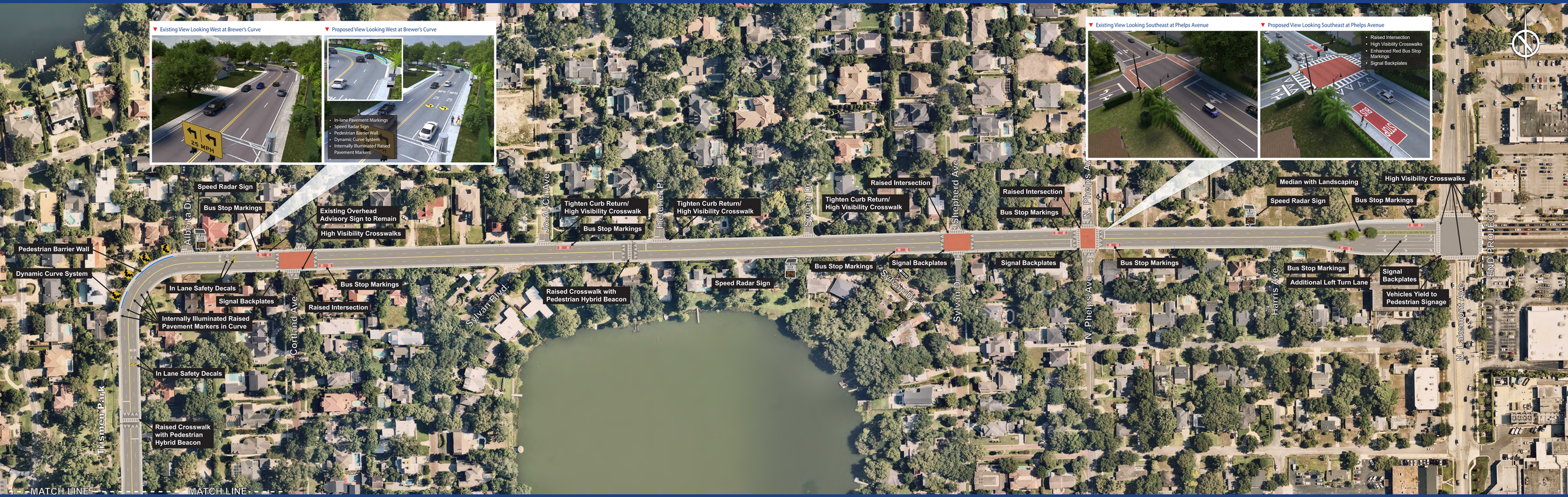
Appendix B: Preferred Alternative Roll Plots

West Section Preferred Alternative

S.R. 426 Coalition
Financial Project Identification (FPID) Number: 451282-1

Scale: 1"=60'
0' 60' 120' 180' 240' 300'

East Section Preferred Alternative



S.R. 426 Coalition

Financial Project Identification (FPID) Number: 451282-1

Scale: 1"=60'

0' 60' 120' 180' 240' 300'

Appendix C: List of PVT Members

PROJECT VISIONING TEAM

S.R. 426 Coalition - Project Visioning Team Members	
Agency/Organization	**Representative**
City of Winter Park-Transportation	Hong Lim
City of Winter Park- Public Works	Charles Ramdatt
City of Winter Park- Fire Chief	Dan Hagedorn
City of Winter Park- Police Chief	Tim Volkerson
City of Winter Park - City Manager	Randy Knight
City of Winter Park - Assistant City Manager	Michelle del Valle
City of Winter Park - City Engineer	Don Marcotte
City of Winter Park - Planning & Transportation Director	Jeffrey Briggs
City of Winter Park - Assistant Planning & Transportation Director	Allison McGillis
City of Winter Park - Transportation Planner	Keith Moore
AdventHealth Hospital	Caitlin Janetzko
AdventHealth Hospital	Justin Birmele
All Saints Episcopal Church of Winter Park	Beth Davis
Bike/Walk Florida	Emily Hanna
Fix426.com	Ben Robinson
Fix426.com	David Albertson
Fix426.com	Debra Rosenbluth
Fix426.com	Flo Bueno
Fix426.com	Leah Milan
Fix426.com	Pamela Peters
Fix426.com	Tara Gaffey
Lake Virginia Condominium Board	Melanie Hurt
LYNX	James Boyle
LYNX	Myles O'Keefe
MetroPlan Orlando	Alex Trauger
MetroPlan Orlando	Taylor Laurent
Orange County	Blanche Hardy
Orange County Public Schools	Kristin McWilliams
Park Avenue District- President	Sarah Grafton
Polasek Museum	Debbie Komanski
Rollins College	Ken Miller
Rollins College - Community Relations	Sam Stark
The Woman's Club of Winter Park	Nancy Miles
Universal Orlando	Charlie Gundacker
Windsong HOA President	Walter Benenati
Winter Park Chamber of Commerce	Annemarie Cooper
Winter Park Chamber of Commerce- President/CEO	Betsy Gardner-Ekbert
Winter Park High School- Athletic Director	Andy Chiles

Appendix D: PVT Meeting #1 Materials

PROJECT VISIONING TEAM MEETING #1
S.R. 426 COALITION PROJECT
NOVEMBER 14, 2022 | 9:30AM-11:00AM

AGENDA

1. **INTRODUCTIONS**

2. **PROJECT OVERVIEW**

3. **CRASH & SAFETY ANALYSIS**

4. **EXISTING TRAFFIC OPERATIONS**

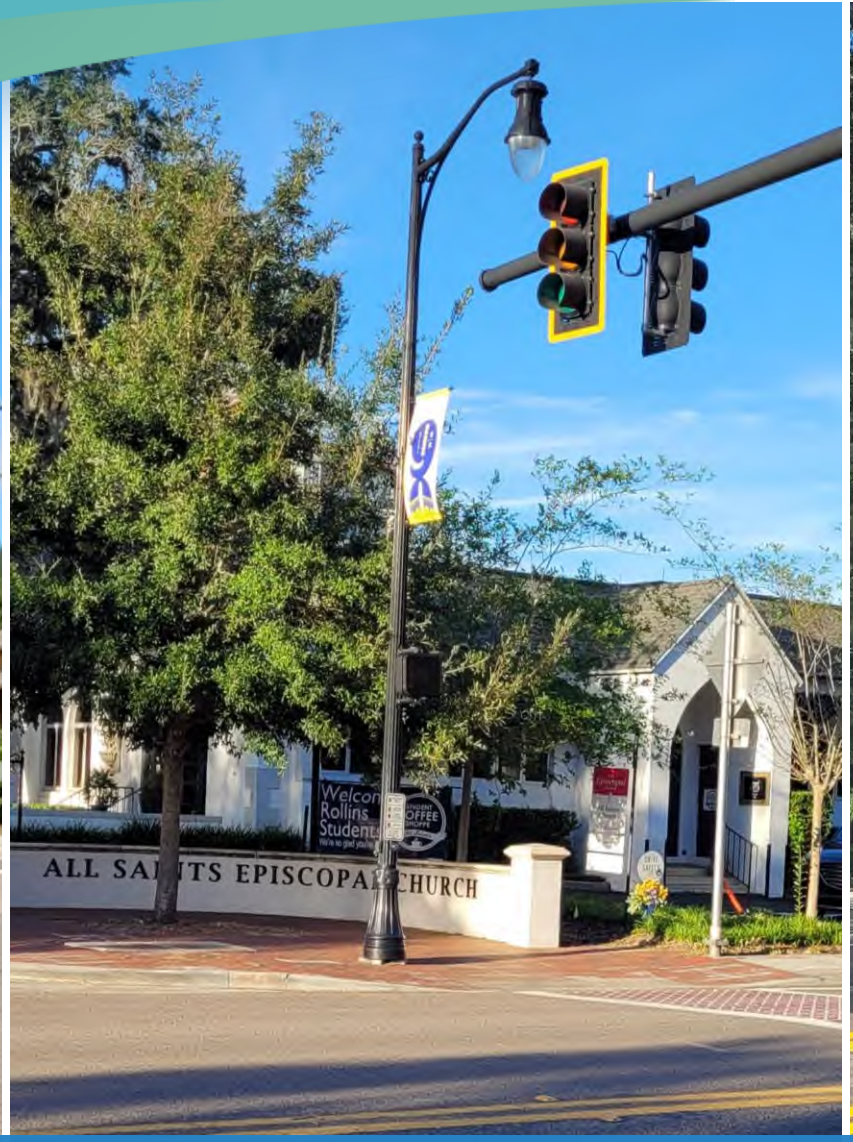
5. **PROJECT VISIONING TEAM INPUT**

6. **POTENTIAL IMPROVEMENTS**

7. **NEXT STEPS**

8. **ACTION ITEMS**

Item	Responsible Party	Due Date



FDOT

S.R. 426 COALITION

From S. Park Avenue to N. Lakemont Avenue

Project Visioning Team Meeting #1

November 14, 2022

Agenda Items

1. Introductions
2. Project Overview
3. Crash & Safety Analysis
4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

What is a Coalition?

Improvements Paired with Resurfacing Projects:
Construction Will Happen

Project Visioning, Team Collaboration, Community-Centric Design

Local Partnerships
Community Champions
Consensus Building

Changes in the FDOT Design Manual:
Safety Improvements on the Resurfacing Schedule

Changes to the FDOT Process:
Context-Based Decision Making and Solutions

Who are the Project Visioning Team Members?

Government Partners

- City of Winter Park
- MetroPlan Orlando
- FDOT
- LYNX
- Orange County

Community Partners

- Fix426
- Advent Health
- Rollins College
- Windsong HOA
- Lake Virginia Condo Board
- Winter Park Chamber of Commerce
- All Saints Episcopal Church
- Polasek Museum
- The Women's Club of Winter Park
- Park Avenue District
- Winter Park High School

MISSION

- Our mission is to bring the community together, collaborate with leaders, and mobilize resources to create a safer road for residents, pedestrians, cyclists and commuters.
- We are working together as a community to radically reduce the number of crashes that cause injuries/fatalities, and personal property damage.

GOALS

- Safer commute for residents, pedestrians, and cyclists
- Safer ingress and egress for homeowners/business owners
- Decrease crashes involving death, injuries, and personal property damage
- Decrease/calm the flow of traffic
- Increase walkability to encourage more residents to walk to downtown Winter Park and support local business
- Increase desirability of the neighborhood and its local establishments
- Maintain the status and beauty of Winter Park
- Attract more visitors and increase business for local establishments

How Will the Project Visioning Team Function?

Serves as the Community Voice and Helps Guide Recommendations

3-4 PVT Meetings Anticipated

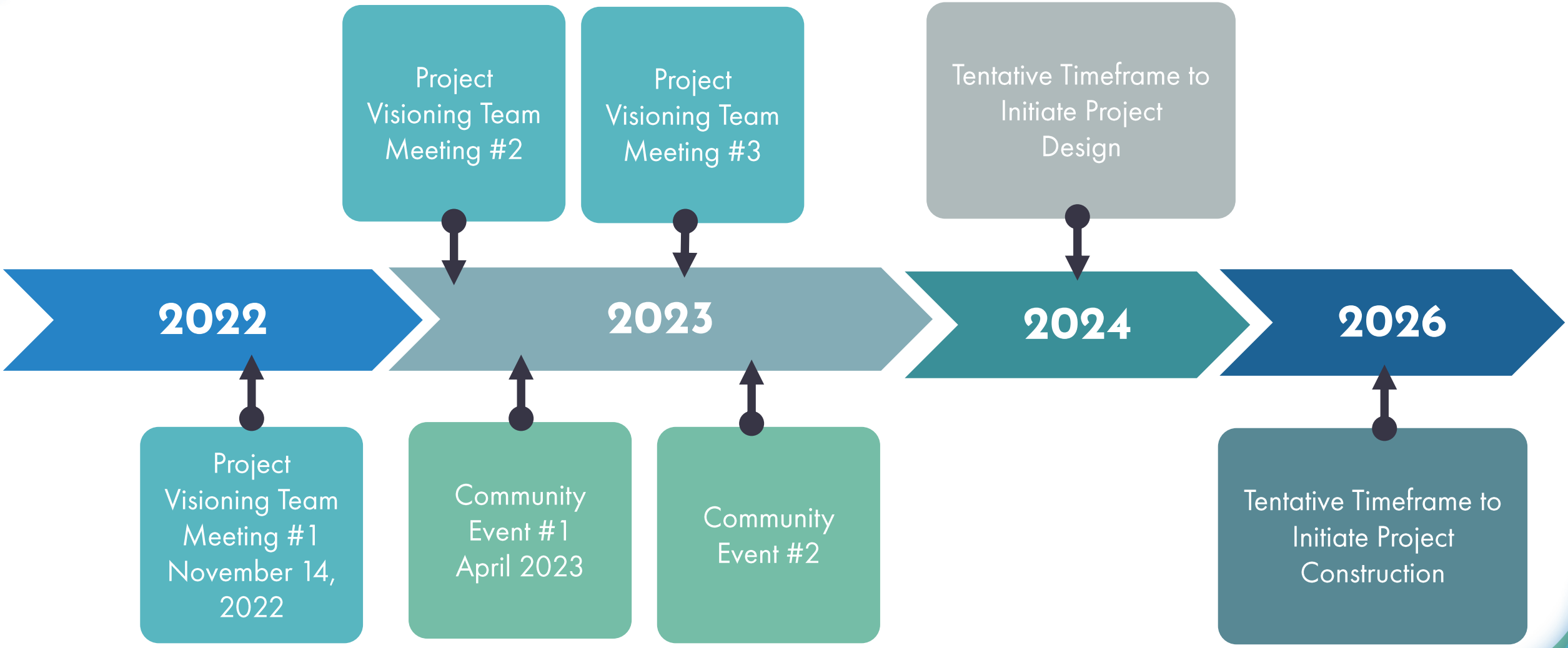
Participation and Input Desired at Each Meeting

PVT Meeting #1
Review Goals and Identify Issues

PVT Meeting #2
Review Draft Alternatives

PVT Meeting #3
View Recommendations in Virtual Fly-through

Project Schedule*



* All dates subject to change

Project Overview

What We've Seen and Heard

- Speeding throughout, especially through curves
- Lane departures, especially around curves
- Safe crossings needed for bicyclists and pedestrians
- Lighting improvements needed
- Sight distance issues from side roads and driveways
- Landscaping at intersections obstructs views
- Signal timing needs to be improved
- Improve pedestrian and bicycle mobility
- Wrong way driving on Henkel Circle

Agenda Items

1. Introductions
2. Project Overview
3. Crash & Safety Analysis

We are here...

4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

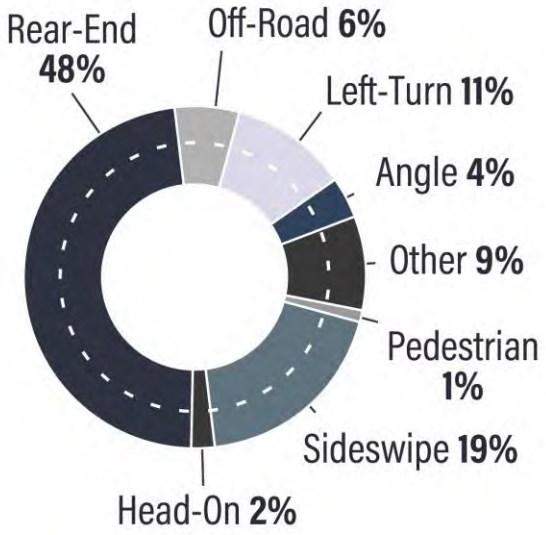
S.R. 426: S PARK AVENUE TO N LAKEMONT AVENUE

CRASH FACTS

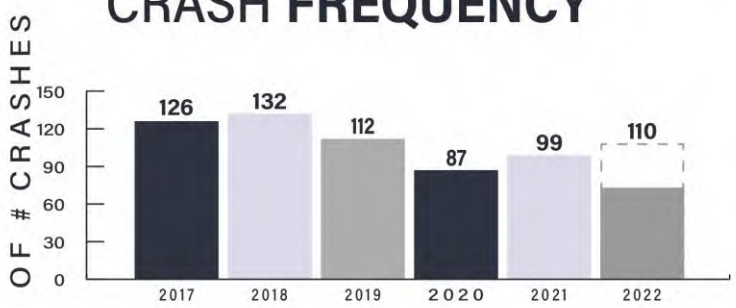
January 2017-August 2022

SPEED LIMIT 30

CRASH TYPE



CRASH FREQUENCY



CRASH SEVERITY

0.3% FATAL

32.3% INJURY

424 PROPERTY DAMAGE

2 DEATHS **203** INJURIES

S.R. 426: S PARK AVENUE TO N LAKEMONT AVENUE

CRASH FACTORS

426

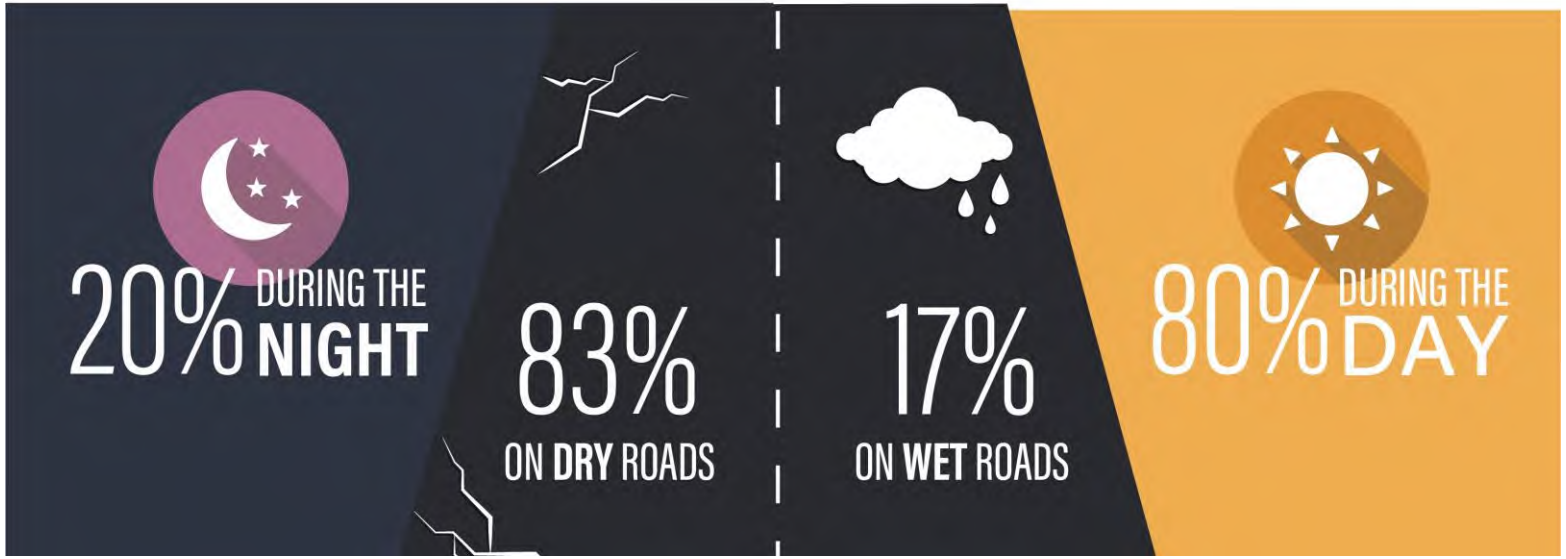
SPEED LIMIT 30

January 2017-August 2022

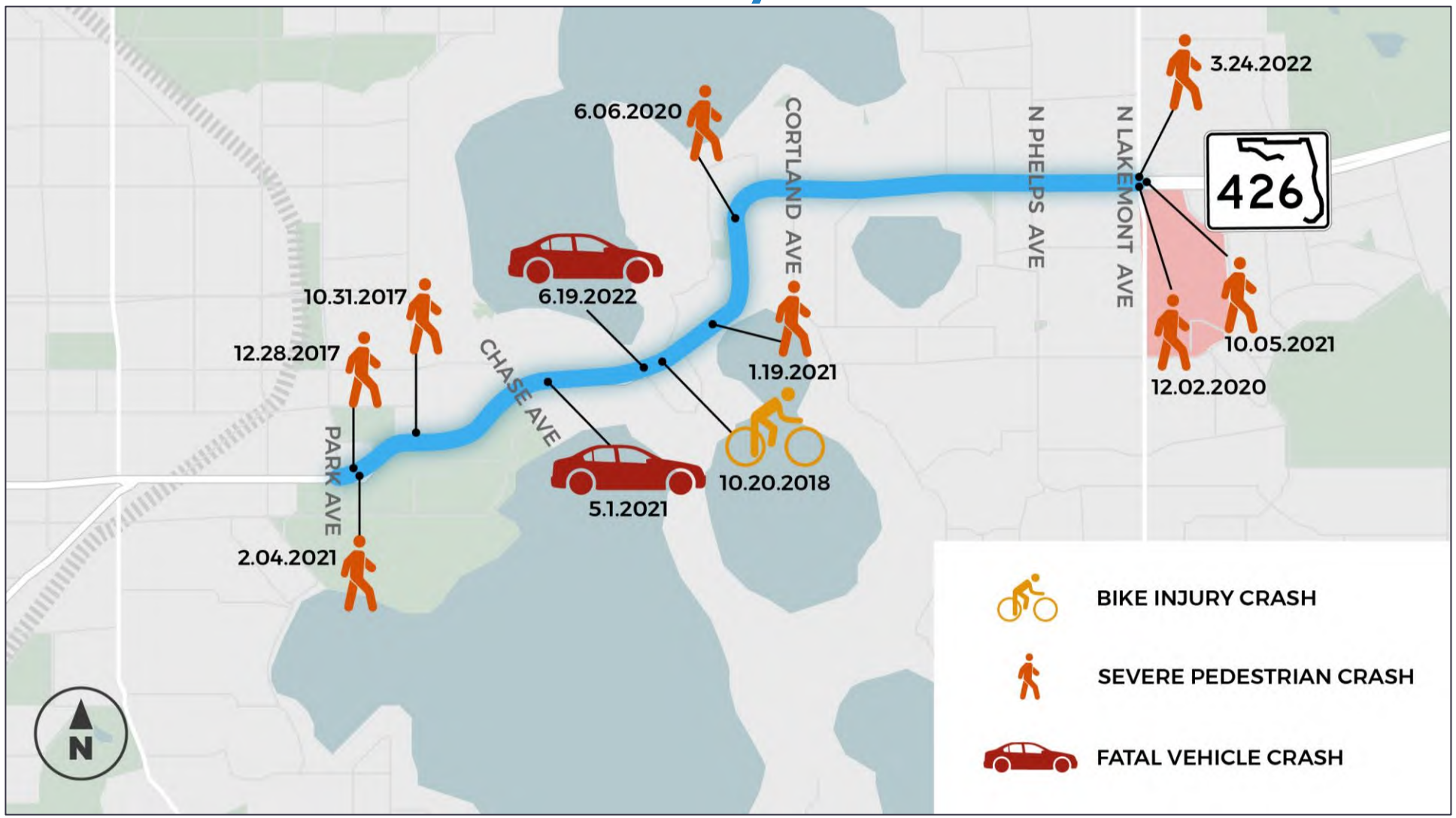
26%
INVOLVED
LANE DEPARTURE

4%
INVOLVED AGGRESSIVE
DRIVING & SPEEDING

40%
INVOLVED
DISTRACTED DRIVING



Crashes – Fatal, Bicycle and Pedestrian



* January 2017 – August 2022

Agenda Items

1. Introductions
2. Project Overview
3. Crash & Safety Analysis
4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

We are here...

Spot Speed Data (Dec. 2020)

Display Off

85th % SPEED:

39 MPH

Average Speed:

34.3 MPH

Display On

85th % SPEED:

39 MPH

Average Speed:

38.4 MPH

Existing Intersection Delay (2019)

Agenda Status

1. Introductions
2. Project Overview
3. Crash & Safety Analysis
4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

We are here...

We Want to Hear Your Thoughts!

What are the Issues and Opportunities on S.R. 426?

Agenda Status

1. Introductions
2. Project Overview
3. Crash & Safety Analysis
4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

We are here...

POTENTIAL COUNTERMEASURES

PEDESTRIAN SAFETY


High visibility crosswalks

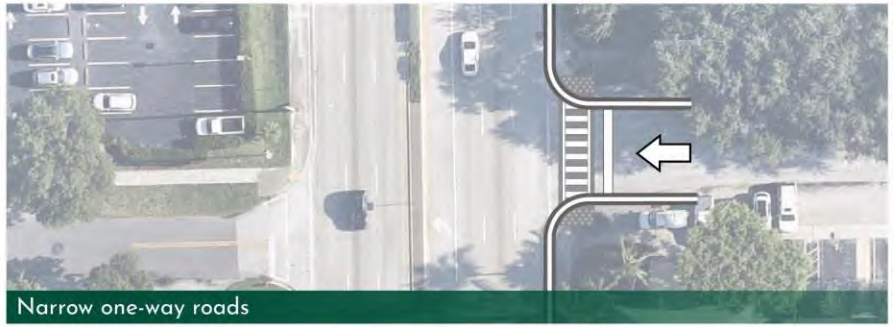

Raised crosswalks


Radar for peds + warning LED flashing sign


Tighten curb returns


Barrier wall


Relocate utilities out of sidewalk


Narrow one-way roads


Raised intersections


Signal retiming to reduce wait time


HAWK/Pedestrian Hybrid Beacon

FDOT

SR 426 Transportation Safety Countermeasures

POTENTIAL COUNTERMEASURES

OVERALL SAFETY


Increase lighting


Reduce/remove shrubbery/vegetation in FDOT right of way for sight distance


Signal backplates


Signal re-timing

BICYCLE SAFETY/TRANSIT MOBILITY


Remove unused driveways

Bus stop painted in outside lane

Green time extension (Preemption/GPS) for transit

AESTHETICS

Paint bridge wall


Decorative signal poles

FDOT

SR 426 Transportation Safety Countermeasures

POTENTIAL COUNTERMEASURES

SPEED MANAGEMENT


Narrow lanes

Pavement markings


Sliver medians

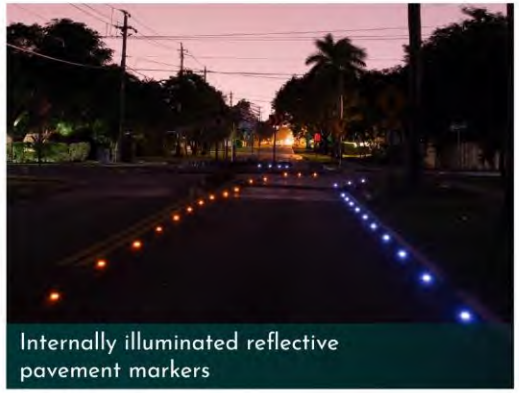

Minor chicanes


Raised intersections

CURVE SAFETY

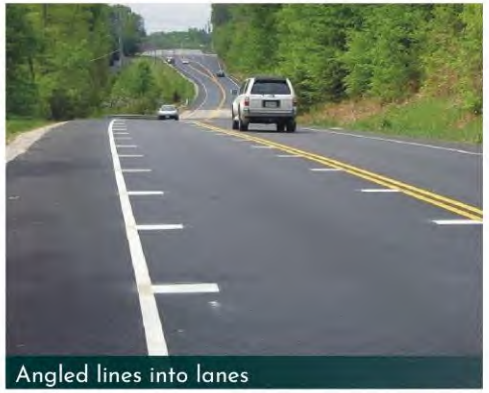

Concrete barrier wall with sidewalk


Paint curbs in key locations

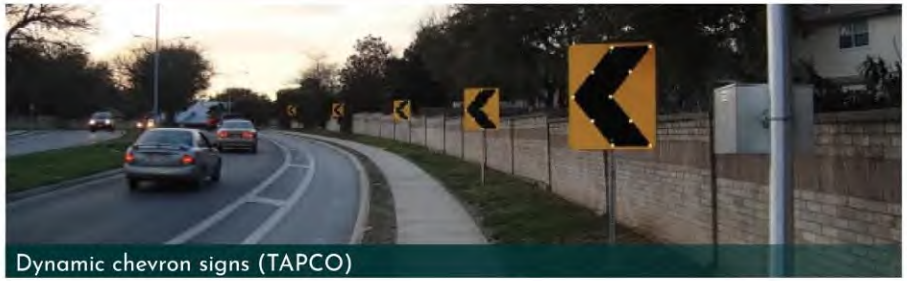

Internally illuminated reflective pavement markers


Dynamic chevron signs

Advanced radar sign w/ message (Slow Down)


Angled lines into lanes


Rubberized rumble strips (vibratory)


Dynamic chevron signs (TAPCO)


Thermoplastic decals on roadway

FDOT

SR 426 Transportation Safety Countermeasures

Agenda Status

1. Introductions
2. Project Overview
3. Crash & Safety Analysis
4. Existing Traffic Operations
5. Project Visioning Team Input
6. Potential Improvements
7. Next Steps

We are here...

Next Project Visioning Team Meeting

- Anticipated in Early 2023
- Prior to Community Event #1
- Summarize challenges/issues heard in prior meetings
- Present findings
- Review additional countermeasures to align with project concerns
- Presentation of alternatives (2) to meet project goals
- Obtain PVT input on alternatives

Contact: Jesse Blouin, AICP
Project Manager
FDOT District Five 719 S. Woodland Blvd. DeLand, FL 32720
Phone: 386-943-5167
Email: ***jesse.blouin@dot.state.fl.us***

Thank you for your involvement!

PROJECT VISIONING TEAM MEETING #1
S.R. 426 COALITION PROJECT
NOVEMBER 14, 2022 | 9:30AM-11:00AM

*benjaminjrobinson@gmail.com

Sign-In Sheet

Name	Signature	Agency	Email	Phone
Albertson, David		Fix426.com	david@albertsonfresh.com	559-287-7200
Gaffey, Tara		Fix426.com	taragaffeywp@gmail.com	540-226-4967
Milan, Leah		Fix426.com	milan.leah@gmail.com	818-497-4980
Peters, Pamela		Fix426.com	pamelapeters@me.com	407-620-7767
Robinson, Ben		Fix426.com	~~ben.j.robinson@gmail.com~~ *	202-427-8437
Mayor Anderson		City of Winter Park	phil.anderson@cityofwinterpark.org	407-599-3234
Ramdatt, Charles		City of Winter Park	cramdatt@cityofwinterpark.org	407-599-3242
Lim, Hongmyung		City of Winter Park	hlim@cityofwinterpark.org	407-599-3521
Hagedorn, Dan		City of Winter Park	dhagedorn@cityofwinterpark.org	407-599-3299
Volkerson, Tim		City of Winter Park	tvolkerson@cityofwinterpark.org	407-599-3272
Knight, Randy		City of Winter Park	rknight@cityofwinterpark.org	407-599-3235
Del Valle, Michelle		City of Winter Park	mdelvalle@cityofwinterpark.org	407-599-3236
Marcotte, Don		City of Winter Park	dmarcotte@cityofwinterpark.org	407-599-3425
Briggs, Jeffery		City of Winter Park	jbriggs@cityofwinterpark.org	407-599-3440
McGillis, Allison		City of Winter Park	amcgillis@cityofwinterpark.org	407-599-3665
Moore, Keith		City of Winter Park	kmoore@cityofwinterpark.org	407-599-3262
Trebitz, Mark	MT	FDOT	mark.trebitz@dot.state.fl.us	386-943-5157
Blouin, Jesse	JB	FDOT In-House Consultant	jesse.blouin@dot.state.fl.us	386-943-5167
Casey, Emily	EC	FDOT In-House Consultant	emily.casey@dot.state.fl.us	516-512-4290

Name	Signature	Agency/Firm	Email	Phone
Laurent, Taylor		MetroPlan Orlando	tlaurent@metroplanorlando.org	407-481-5672
Hardy, Blanche		Orange County	blanche.hardy@ocfl.net	407-836-6350
Janetzko, Caitlyn		Advent Health Hospital	Caitlin.Janetzko@adventhealth.com	407-646-7081 407-646-7495
Davis, Beth		All Saints Episcopal Church of Winter Park	beth@allsaintswinterpark.org	321-689-5611
Hurt, Melanie		Lake Virginia Condominium Board	melaniehurt10@gmail.com	407-721-7029
Boyle, James		LYNX	jboyle@golynx.com	407-841-5969
Grafton, Sarah		Park Avenue District	sarahegrafton@gmail.com	407-920-2043
Komanski, Debbie		Polasek Museum	dkomanski@polasek.org	407-647-6294
Stark, Sam		Rollins College	sstark@rollins.edu	407-748-8557
Miles, Nancy		The Women's Club of Winter Park	nancymiles@gmail.com	407-644-2237
Benenati, Walter		Windsong HOA	wfb@777lawfirm.com	407-780-5667
Antin, Liz		WSP	elizabeth.antin@wsp.com	503-478-2814
Fanchi, Christine		WSP	christine.fanchi@wsp.com	602-703-0231
Hayes, Drake	DH	WSP	drake.hayes@wsp.com	407-587-7955
Hossan, Sakoat	SH	WSP	mdsakoat@wsp.com	407-587-7862
Kendall, Michelle		WSP	michelle.kendall@wsp.com	407-587-7806
Lucas Cruse		PGA	Lucas.Cruse@patelgreeno.com	
Flavia Bueno		UNIVERSAL	Flo.Bueno@universalorlando.com	818-399-5617

Debra Rosenbluth drosenbluth@gmail.com 202-246-7762

Jeanette Maldonado Jeanette.Maldonado@dot.state.fl.us (386) 943 5211

PROJECT VISIONING TEAM MEETING #1
S.R. 426 COALITION PROJECT
NOVEMBER 14, 2022 | 9:30AM-11:00AM

Sign-In Sheet

Name	Signature	Agency	Email	Phone
Albertson, David		Fix426.com	david@albertsonfresh.com	559-287-7200
Gaffey, Tara		Fix426.com	taragaffeywp@gmail.com	540-226-4967
Milan, Leah		Fix426.com	milan.leah@gmail.com	818-497-4980
Peters, Pamela		Fix426.com	pamelapeters@me.com	407-620-7767
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Moore, Keith		City of Winter Park	kmoore@cityofwinterpark.org	407-599-3262
Trebitz, Mark		FDOT	mark.trebitz@dot.state.fl.us	386-943-5157
Blouin, Jesse		FDOT In-House Consultant	jesse.blouin@dot.state.fl.us	386-943-5167
Casey, Emily		FDOT In-House Consultant	emily.casey@dot.state.fl.us	516-512-4290

Name	Signature	Agency/Firm	Email	Phone
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Grafton, Sarah		Park Avenue District	sarahegrafton@gmail.com	407-920-2043
Komanski, Debbie		Polasek Museum	dkomanski@polasek.org	407-647-6294
Stark, Sam KRN MILLER		Rollins College	sstark@rollins.edu KMILLER@ROLLINS.EDU	~~407-748-8557~~ 407 646 2002
Miles, Nancy		The Women's Club of Winter Park	nancymiles@gmail.com	407-644-2237
Benenati, Walter		Windsong HOA	wfb@777lawfirm.com	407-780-5667
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Fanchi, Christine		WSP	christine.fanchi@wsp.com	602-703-0231
Hayes, Drake		WSP	drake.hayes@wsp.com	407-587-7955
Hossan, Sakoat		WSP	mdsakoat@wsp.com	407-587-7862
Kendall, Michelle		WSP	michelle.kendall@wsp.com	407-587-7806

PROJECT VISIONING TEAM (PVT) MEETING #1
S.R. 426 COALITION PROJECT
NOVEMBER 14, 2022 | 9:30AM-11:00AM
MEETING SUMMARY

1. **INTRODUCTIONS** – See attached sign-in sheets.

2. PROJECT OVERVIEW

Jesse Blouin, FDOT In-House Consultant Project Manager, provided an overview of how this project was initiated, what a "Coalition" is, what FDOT's process is for Coalition projects and how it is tied to a scheduled Resurfacing project. He also noted that FDOT has programmed the Design phase of this project in 2024, and Construction in 2026.

An overview of the corridor was also provided, as well as a summary of key observations and stakeholder input provided to date. A detailed PowerPoint presentation was then reviewed with the PVT. After the presentation portion of the meeting, the PVT members broke out into small groups and provided their input on the issues and opportunities on the project corridor, gathering again as a full group to share the identified issues with the entire group. The PVT meeting ended with an explanation of potential safety improvements (countermeasures), and then a discussion of immediate next steps in the project.

3. CRASH & SAFETY ANALYSIS

The following items were highlighted during the discussion of the crash and safety analysis, based on crash data from 2017-2022. See attached PowerPoint presentation for additional details.

- Crash Type
  - 48% Rear end
  - 19% Sideswipe
  - 11% Left-turn
  - 9% Other
  - 6% Off-road
  - 4% Angle
  - 2% Head-on
  - 1% Pedestrian
- Crash Frequency/Severity
  - Peak in 2018 with 132
  - Low in 2020 with 87
  - Current year (2022) has 73 crashes as of August 2022
  - 32.3 % Injury
  - 0.3% Fatal

- Factors
  - 80% during the day
  - 20% during the night
  - 83% on dry roads
  - 17% on wet roads

4. EXISTING TRAFFIC OPERATIONS

The following items were highlighted during the discussion of existing traffic operations. See attached PowerPoint presentation for additional details.

- Speeding
  - An average speed of 34.3 miles per hour was registered when the portable speed monitor did not show the vehicle's traveling speed.
  - An average speed of 38.4 miles per hour was registered when the portable speed monitor's display was on, showing vehicles' traveling speeds.
- Intersection Performance
  - All intersections are operating at a Level of Service (LOS) D or better, with the exception of the intersection at N. Lakemont Avenue which is operating at a LOS E.

5. PROJECT VISIONING TEAM INPUT

The input below was obtained from the PVT members during portion of the meeting when the group broke out into small group discussions.

- Speeding
  - Speed signs are too close together.
  - Speeds observed to be higher than the posted speed limit throughout the corridor.
  - Speeding/aggressive driving makes it difficult to pull out of cross streets onto S.R. 426.
  - Speeding adjacent to sidewalk makes it very uncomfortable to walk.
- Signage
  - Early signage for signals suggested.
- Curves
  - Brewers' Curve is perceived to have the highest number of crashes.
  - Blind curves contribute to crashes.
  - Speeding observed around curves.
- Traffic/Signalization
  - Heavy traffic flow, especially during peak periods and after schools let out.
  - Traffic backs up on S.R. 426 due to the inability to turn onto cross streets or into driveways.
  - High proportion of traffic is cut through/commuter traffic and drivers are unfamiliar with corridor and travel too quickly.

- Commuter/pass-through traffic headed to Park Avenue, Interstate 4, and other destinations in the area.
- Long wait times at side roads and driveways to turn onto S.R. 426.
- Chase Avenue was noted as having a particularly long traffic signal cycle; it takes multiple cycles to clear the intersection.
- Additional traffic signals are desired at places like Trismen Terrace/Henkel Circle, middle of the curve, etc.
- Pedestrian signal near Rollins College has improved unsafe pedestrian crossings, however this has not completely eliminated pedestrians from crossing S.R. 426 at non-signalized locations because it takes too long, and pedestrians get tired of waiting.

- Bicycle, Pedestrian, and Transit
  - Mid-block crossings desired.
  - There is a lack of bicycle facilities.
  - Sidewalks are not perceived to be safe.
  - No buffer provided between roadway and sidewalks.
  - Narrow sidewalks with utilities located in the walkway in some locations.
  - Residents want to be able to safely reach destinations such as Park Avenue by walking or biking.
  - Suggestion to review LYNX transit stops for appropriate spacing/location while aligning with crosswalk locations.
- Roadway
  - No pull off locations for delivery and other trucks so they stop in the through lanes, blocking traffic.
  - Delays due to crashes.
  - Dangerous turning movements at multiple locations including into the Lake Virginia Condominiums and Henkel Circle.
  - Lack of left turn lanes, or short turn lanes results in drivers using striped gore areas as a turning refuge at N. Lakemont Avenue and also near Trismen Terrace.
  - Drivers use Trismen Terrace to make U-turns to access properties on the north side of S.R. 426.
  - No shoulder available for emergency vehicles to pass.
  - Desire to reduce to three lanes.
  - Consider redesigning the corridor to be 2 lanes in some locations and 1 lane in others.
- General
  - Desire to make improvements that benefit all users, including residents and commuters.
  - Additional development (e.g., expanded Alfond Inn and site at the NW quadrant of S.R. 426 and N. Lakemont Avenue) should be taken into consideration when looking at improvements.
  - Property damage concerns due to crashes/lane departures.
  - Distracted driving is observed to be prevalent along the corridor.
  - Lack of parking on S.R. 426.
  - Concern about safety walking to/from schools.
  - Desire for the improvements to be constructed as quickly as possible.

- Denning Drive and Robinson Street were noted to be a good examples of improvements.
- Safety is the main concern of the community. They are willing to trade-off traffic operations/congestion to improve safety.
- Due to safety, residents often take local roads instead of S.R. 426 which increases their travel time.

6. POTENTIAL IMPROVEMENTS

The following items were identified as a series of potential safety countermeasures that are applicable in different environments. These countermeasures will be assessed for their ability to improve the S.R. 426 corridor. Please refer to the attachments for images of each of these countermeasures.

- Overall Safety
  - Increase lighting
  - Reduce/remove shrubbery and vegetation
  - Signal backplates
- Bicycle Safety/Transit Mobility
  - Signal re-timing
  - Bus stop painted
  - Green time extension
  - Paint bridge wall
  - Decorative signal plates
- Speed Management
  - Narrow lanes
  - Pavement markings
  - Sliver medians
  - Minor chicanes
  - Raised intersections
- Curve Safety
  - Concrete barrier wall with sidewalk
  - Paint curbs in key locations
  - Rubberized rumble strips
  - Internally illuminated reflective pavement markings
  - Dynamic chevron signs
  - Advanced radar signs
  - Angled line markings on road
  - Thermoplastic decals on roadway

- Pedestrian Safety
  - High visibility crosswalks
  - Raised crosswalks
  - Radar for peds and warning LED flashing sign
  - Tighten curb returns
  - Barrier wall
  - Raised intersection
  - Relocate utilities out of sidewalk
  - Signal retiming to reduce wait time
  - HAWK/pedestrian hybrid beacon
  - Narrow one-way roads

7. NEXT STEPS/QUESTIONS

The schedule of next steps was reviewed at the end of the meeting. In summary – PVT Meeting #2 is anticipated in February 2023 with a Community Event tentatively scheduled for April 18, 2023.

Below are additional questions raised by the PVT at the ending portion of the meeting.

Q – If the Design phase will begin in 2024, when will the final conceptual design need to be adopted?

A – This is ongoing and will need to be determined at a later date.

Q – Can you clarify what is meant by intersection delay?

A – Intersection delay is associated with the time lost to a vehicle because of the operation of the signal and the geometric and traffic conditions present at the intersection. Intersection delay represents the time difference between the travel time experienced and the reference travel time that would result during ideal conditions.

Q - Can signals be justified by something other than volume warrants? The PVT would like consideration of safety as the main factor in approval of new signals.

A – A traffic signal can be justified based on crash experience. A total of 9 warrants exist, including Warrant # 7 which is based on crash experience. However, this is a minimum requirement and satisfaction of a warrant is not necessarily justification or a mandate for a traffic signal.

Q – If the cost for the improvements is too high, will the project be cancelled?

A – FDOT is committed to implementing safety improvements during the scheduled resurfacing project. Cost considerations will continue to be evaluated during the lifecycle of the project.

Q – Will the construction of the improvements make traffic worse?

A – This is not anticipated. FDOT works with contractors to minimize disruptions and impacts throughout the construction process.

8. ACTION ITEMS

Item	Responsible Party	Due Date
Send pdf version of PowerPoint presentation with Fix426.	FDOT	Complete
Update PVT team members contact information as needed.	WSP	Complete
Schedule a meeting with Fix426 prior to PVT Meeting #2.	FDOT	Anticipated in January 2023

Appendix E: PVT Meeting #2 Materials

PVT MEETING #2 REVIEW MEETING
S.R. 426 COALITION
February 7, 2023 | 3:00pm

MEETING AGENDA

1. PVT MEETING #2 AGENDA ITEMS

- "We Heard You" – Recap of main concerns from PVT #1
  - Make sure to capture "roadway redesign" – differentiate between "no more signs" and actual in-road physical improvements

- Key existing conditions issues

- Priorities/Goals for redesign of S.R. 426
  - Reduce crashes along corridor
  - Reduce speeding vehicles
  - Create more opportunities for pedestrian crossings
  - Improve turning operations at all intersections

- To achieve those goals, we evaluated:
  - Safety analysis by intersection/corridor to understand issues
  - Traffic signal at Henkel/Trismen
  - Lane elimination/repurposing
  - Roundabout at Chase/Ollie
  - Traffic signal operations at N. Lakemont Avenue

- Present Alternatives 1 and 2

- Next Steps:
  - Community Workshop - 4/18/23
  - Next PVT Meeting – May/June
  - Final Community Workshop- July/August
  - Project Design - 2023/2024
  - Project Construction - 2025/2026

2. ACTION ITEMS

Item	Responsible Party	Anticipated Due Date

FDOT

S.R. 426 COALITION
From West of S. Park Avenue to East of N. Lakemont Ave
PVT Meeting #2
June 1, 2023

Agenda Items

1. Introductions
2. Project Schedule
3. What We Heard from You
4. Draft Alternatives
5. Breakout Session
6. Next Steps & Action Items

Project Schedule

* FY = Fiscal Year.

** All dates are subject to change.

Agenda Items

1. Introductions
2. Project Schedule
3. What We Heard from You
4. Draft Alternatives
5. Breakout Session
6. Next Steps & Action Items

Areas of Focus Identified by the PVT

- Safety is the Highest Priority (Reduce Speeding)
- Traffic Improvements (Turning Movements)
- Roadway Improvements (Curves, Lane Departures)
- Enhanced Travel Experience for Bicyclists and Pedestrians

What You Told Us: Safety Issues

- Speeds Need to be Reduced
- Safety is the Highest Priority
- Speeding Observed through Curves
- Brewers Curve is Perceived to Have the Most Crashes
- Curves Contribute to Crashes
- Landscaping at Intersections Obstructs Views
- Speeding and Aggressive Driving Makes it Difficult to Pull out of Cross Streets
- Speeding Contributes to Uncomfortable Walking Conditions
- Wrong Way Driving on Henkel Circle

What You Told Us: Traffic Issues

- Heavy Traffic During Morning, Evening and After School
- Traffic Backs up onto S.R. 426 Due to Inability to Turn onto Cross-streets/Driveways
- Long Wait Times at Cross-Streets and Driveways to Turn onto S.R. 426
- High Volume of Non-Local (Through) Traffic
- Unable to Turn Out of Cross-streets Due to Speeding Cars
- New Traffic Signal Desired at Trismen Terrace/ Henkel Circle
- Long Left-turn Queues Eastbound at Lakemont Avenue
- Chase Avenue has Particularly Long Traffic Signal Cycle
- Eastbound Traffic in PM Peak Hour Backs up to Brewers Curve

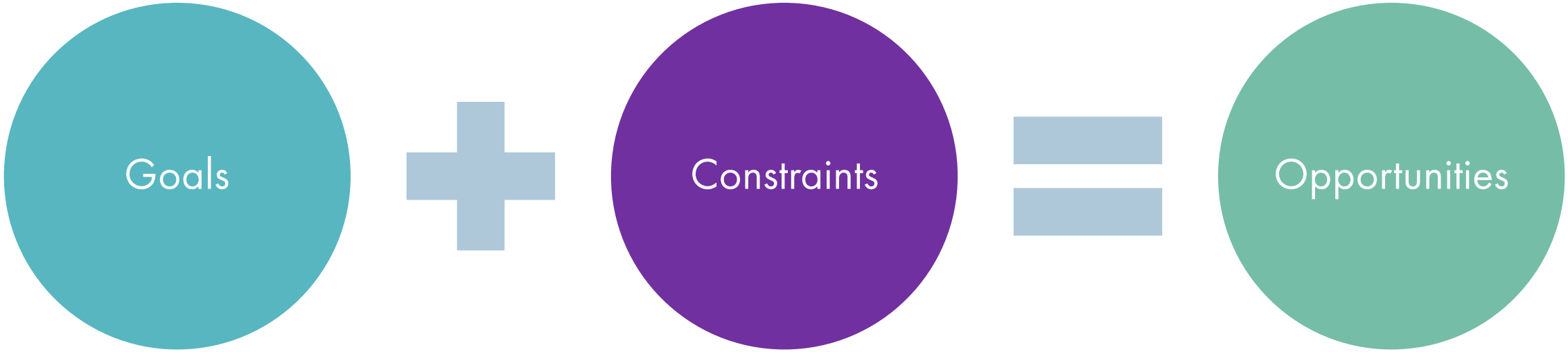
What You Told Us: Roadway Issues

- Dangerous Turning Movements at Lake Virginia Condominiums
- Dangerous Turning Movements at Henkel Circle
- Sight Distance Issues at all cross streets and driveways
- Lack of Left Turn Lanes Results in Cars Stacking in Striped (Gore) Areas at Trismen Terrace
- Drivers Use Trismen Terrace to Make U-Turns to Access Properties on N. Side of S.R. 426
- Vehicles leaving lanes or departing roadway
- No Pull-Off Locations for Delivery/Trucks
- Delays Due to Crashes
- No Shoulders Available for Emergency Vehicles to Pass

What You Told Us: Bike and Pedestrian Issues

- Limited Mid-Block Pedestrian Crossing Opportunities
- Lack of Bicycle Facilities
- Sidewalks Do Not Feel Safe
- Uncomfortable Walking/Biking Experience to Get to Park Avenue
- LYNX Bus Stops Lack Safe Crosswalks
- No Buffer Between Roadway and Sidewalk
- Utilities Block Sidewalks in Some Locations
- Pedestrian Signal near Rollins –Takes too Long
- Sidewalks are Narrow

Turning Goals into Recommendations



- Improve Safety for All
- Enhance Multi-Modal Mobility

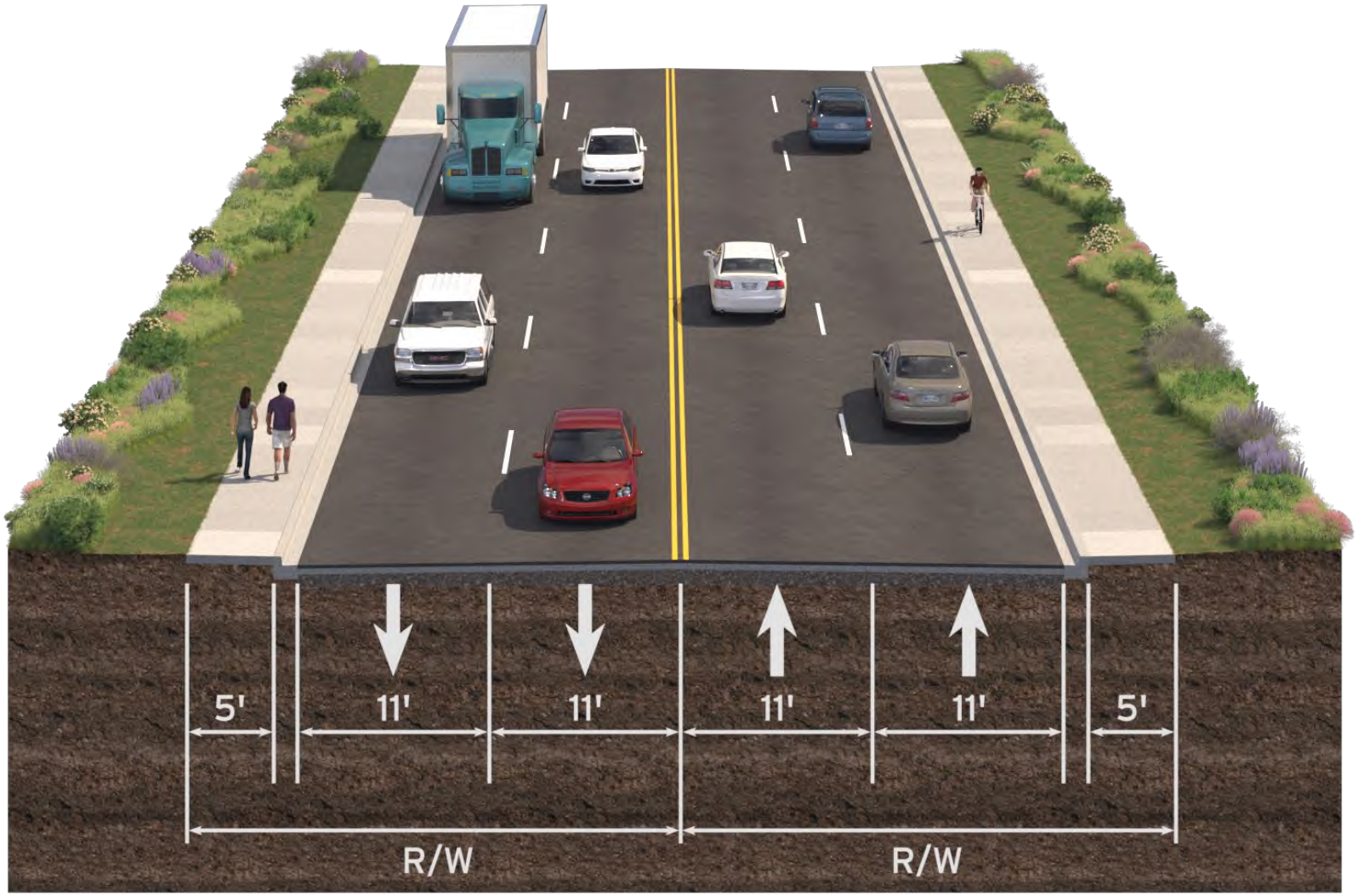
- Existing R.O.W
- Traffic Volumes
- Budgets

Safe Systems = Behavioral Change

Opportunities Toolbox

Issues to Address	Traffic Calming/Speed Reduction	Curve Safety	Bicycle, Pedestrian, Transit	Safer Turning Movements
Viable Countermeasures	» Raised intersections » Lower posted speed limit » Curvature of the roadway » Speed tables » Narrower lanes » Enhanced signage » Alert lighting » Vertical landscaping in medians » In-lane speed markings	» Dynamic curve system » Angled lane markings » Narrow median » Rumble strips » Internally illuminated raised pavement markers » Barriers through curves » In-lane pavement markings	» Raised, mid-block crossings with pedestrian signals » Tightened turn radii » Pedestrian barrier wall through curves » High visibility crosswalks » Shorter pedestrian crossing length » Slip lane elimination at Chase Avenue » Bus stop markings	» New turn lane at Phelps Avenue » Traffic signal timing improvements » Increased turn lane length at N. Lakemont Avenue » Signal backplates » Advance warning signage at Henkel Circle » Landscape maintenance to improve visibility

Evaluating Roadway Space for Improvements



SR426 Existing Typical Section

Lane Repurposing Scenarios Evaluated

Scenario 1	Center turn-lane throughout the corridor
Scenario2	2-lanes in Eastbound direction and 1 lane in Westbound direction
Scenario 3	2-lanes in Westbound direction and 1 lane in Eastbound direction
Scenario 4	1-lane each Direction through curves, 2-lanes before and after curves

S.R. 426 Roadway Demand and Capacity

# of Lanes	Roadway Capacity*	2022 S.R. 426 Daily Traffic Volume	Over Capacity	Lane Repurposing
4-lanes (Existing)	36,100	41,000	5,000	-
2-lanes	17,600	41,000	23,400	Not Suitable

* *2023 FDOT QLOS Handbook (LOS D GSVTs for C4)*

"FHWA advises that roadways with ADT of
20,000 vehicles per day or less
may be good candidates for a Road Diet."

Traffic Signal Warrants
Henkel Circle/Trismen Terrace, Jo-Al-Ca Avenue

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

Agenda Items

1. Introductions
2. Project Schedule
3. What We Heard from You
4. Draft Alternatives
5. Breakout Session
6. Next Steps & Action Items


S.R. 426 - ALTERNATIVE 1
LAKE OSCEOLA
LAKE VIRGINIA
BEGIN PROJECT
END PROJECT
S. Park Ave.
Interlachen Ave.
Chase Ave.
Henkel Cir.
Cortland Ave.
Fletcher Pl.
N. Phelps Ave.
N. Lakemont Ave.
426
25 MPH
TURN
Existing Median
Dynamic Curve System
Raised Crosswalk with Pedestrian Hybrid Beacon[1]
Pavement Markings
Mini-Median
Raised Intersection with High Visibility Crosswalks
Tighten Curb Returns with High Visibility Crosswalks
Tighten Returns to Eliminate Wrong Way Driving
Signal Timing Optimization with Leading Pedestrian Interval & Transit Signal Priority
Intersection Geometry Improvements
Pedestrian Barrier Wall
In-Lane Decals
Internally Illuminated RPMs
New Left Turn Lane
2-Lane Roundabout[2]
Notes
1. The number of potential pedestrian crossings shown on this map will be narrowed down to a few select locations.
2. Potential Long-Term Improvement, Right-of-Way Needed.


S.R. 426 - ALTERNATIVE 2
LAKE OSCEOLA
LAKE VIRGINIA
BEGIN PROJECT
END PROJECT
S. Park Ave.
Interlachen Ave.
Chase Ave.
Henkel Cir.
Cortland Ave.
Fletcher Pl.
N. Phelps Ave.
N. Lakemont Ave.
426
RRR
XXX
25 MPH
TURN
N
Existing Median
Rumble Strips
Remove Slip Lane
Tighten Curb Returns with High Visibility Crosswalks
Tighten Returns to Eliminate Wrong Way Driving
Raised Intersection
Signal Timing Optimization with Leading Pedestrian Interval & Transit Signal Priority
Mini-Median
Raised Crosswalk with Pedestrian Hybrid Beacon[1]
Chicane Roadway Edge
Intersection Geometry Improvements
Bus Stop Markings
Pedestrian Barrier Wall
Paint Canal Bridge Wall
In-Lane Decals
Pavement Markings
Dynamic Curve System
New Left Turn Lane
Speed Table
Notes
1. The number of potential pedestrian crossings shown on this map will be narrowed down to a few select locations.

Henkel Circle Potential Concept

Eastbound at Henkel Circle
EXISTING

Eastbound at Henkel Circle
PROPOSED

Brewers Curve Potential Concept

Westbound approaching Brewers Curve
EXISTING

Westbound Approaching Brewers Curve
PROPOSED

Southern Curve Potential Concept

Eastbound approaching the Southern Curve
EXISTING

Eastbound Approaching the Southern Curve
PROPOSED

Shepherd Avenue Potential Concept

Eastbound at Shepherd Avenue
EXISTING

Eastbound at Shepherd Avenue
PROPOSED

Phelps Avenue Potential Concept

Eastbound at Phelps Avenue
EXISTING

Eastbound at Phelps Avenue
PROPOSED

How a Pedestrian Hybrid Beacon (PHB) Works

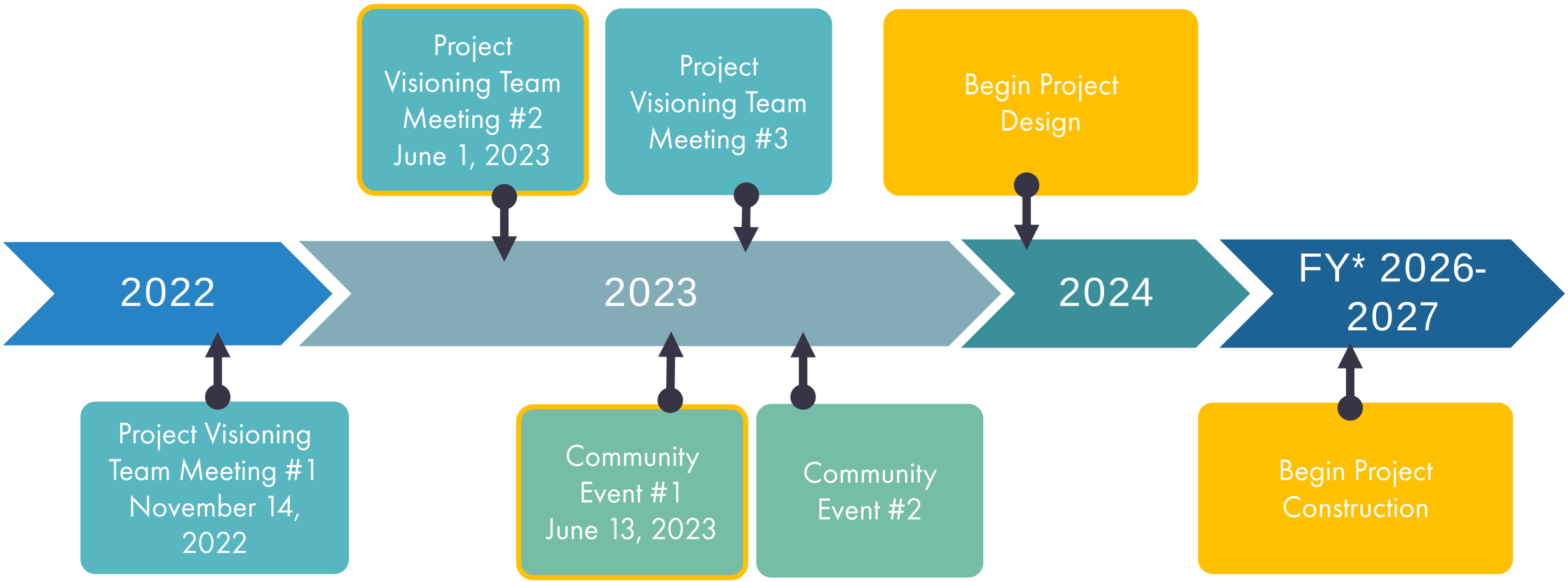
[How To Use A Pedestrian Hybrid Beacon - Animation - YouTube]

[Pedestrian Hybrid Beacon - YouTube]

Agenda Items

1. Introductions
2. Project Schedule
3. What We Heard from You
4. Draft Alternatives
5. Breakout Session
6. Next Steps & Action Items

Next Steps



* FY = Fiscal Year.

** All dates are subject to change.

Contact: Jesse Blouin, AICP
Project Manager
FDOT District Five 719 S. Woodland Blvd. DeLand, FL 32720
Phone: 386-943-5167
Email: *jesse.blouin@dot.state.fl.us*

PROJECT VISIONING TEAM MEETING #2
S.R. 426 COALITION PROJECT
JUNE 1, 2023 | 9:00AM-11:00AM

Sign-In Sheet

Name	Signature	Organization/Agency	Email	Phone
Judy Allen	Judy Allen	Woman's Club	judyallen244@gmail.com	407-648-8855
Lisa Frugé	Lisa Frugé	WSP	LISA.FRUGE@WSP.com	407-587-7889
Liz Antin		WSP	elizabeth.antin@wsp.com	
Vince Dyer		Bike/Walk CF	vince@bikewalkcf.org	407-818-9995
Zach Zalneraitis		FDOT	zachary.zalneraitis@dot	386 943 5370
Cliff Satter		LYNX	csatter@golynx.com	407.254-6053
Jen Hall		LYNX	jhall@golynx.com	407-713-3191
Debbie Komanski		Polasek Museum	dkomanski@polasek.org	407-647-6294
Katie Campbell		Woman's Club	kcampbellwcwp@gmail.com	407-484-5869
Kay Kimbrough		All Saints	Kaye Kimbrough@yahoo.com	407 616 5316
MIKE MILLER		ME	MMILLER2375@YAHOO	321-356-0047
Sarah Graft		Park Ave District	sarahegraft@m	407-920-2045
Annemarie Cooper		WPCC	acooper@winterpark.org	813-347-
Debra Rosenbloh		Fix 426	drosenblohe@gmail.com	202-246-7762
Pam Peters		"	pamelapeters@me.com	407-620-7767
Tim Volkerson		WPD		
Hong Lim		Winter Park	HLim@cityofwinterpark.org	407-599-3521
Beth Davis		All Saints Church	bethe@allsaintswinterpark.org	321-689-5611
Ken Mueller		Rollins College	kmueller@rollins.edu	407 646 2002
Michelle Kendall		WSP	michelle.kendall@wsp.com	407-587-7806
Christine Fanchi		WSP	christine.fanchi@wsp.com	602-703-0231
Jesse Blouin		FDOT	jesse.blouin@dot.state.fl.us	386-943-5167
Mark Trebitz		FDOT	mark.trebitz@dot.state.fl.us	386-943-5157
Sakoat Hossan		WSP	mdsakoat.hossan@wsp.com	407-587-7862

PROJECT VISIONING TEAM MEETING #2
S.R. 426 COALITION PROJECT
JUNE 1, 2023 | 9:00AM-11:00AM

Sign-In Sheet

Name	Signature	Organization/Agency	Email	Phone
Michael Civrea	[signature]	AdventHealth	michael.civrea@adventhealth.com	305-318-2317
Ben Robinson	[signature]	Fix 426	benjamin.j.robinson@gmail.com	
			(202) 427-8437	
Keith Moore	[signature]	CWP	KMOORE@CITYofWINTERPARK.ORG	599 3262
Elizabeth Fedley	[signature]	WCWP	eyf@rvcsl.com	407 310 1107
Charles Ramdatt	[signature]	CWP		
Leah Milan	[signature]	Fix 426	milan.leah@gmail.com	818-497-4980
Blanche Hardy	[signature]	ORANGE CO	blanche.hardy@ocfl.net	4072536025

PROJECT VISIONING TEAM (PVT) MEETING #2
S.R. 426 COALITION PROJECT
JUNE 1, 2023 | 9:00AM-11:00AM
MEETING SUMMARY

1. INTRODUCTION

Below please find the meeting summary, reflective of the team's understanding of the PVT's comments conveyed during the review of Alternatives. Additional project details, including the Alternatives reviewed, can be found at https://www.cflroads.com/project/451282-1.

Jesse Blouin, Project Manager and Mark Trebitz, FDOT Project Development Manager provided an update on the project status and process moving forward, and thanked the PVT members for their continued efforts and support of the project. Christine Fanchi, Lead Concept Engineer, then presented a PowerPoint presentation that provided details on the work that has been underway since the last PVT meeting, including the draft Alternatives that were reviewed following the presentation.

2. PRESENTATION – PVT QUESTIONS/COMMENTS

Below are questions raised by the PVT in the beginning of the meeting.

Q – Cortland Avenue or Sylvan Boulevard should be studied for a signal rather than Jo-Al-Ca Avenue. The warrant will not be met if you look the intersections are considered individually. Residents on most of the other side streets go to N. Phelps Avenue because of they prefer to use the existing signal, so counts are artificially low at other intersections. Need to look at Trismen Terrace, Alberta Drive and Cortland Avenue collectively to meet signal warrant for volume.

A – FDOT agreed to collect new traffic count data at these three intersections when school is back in session in the fall.

Q – Does the City of Winter Park agree with the Alternatives being proposed?

A – The City indicated that they have been in discussions with FDOT regarding the proposed improvements, but they are not currently in agreement with all of the potential improvements. Ongoing coordination will take place to determine the final recommended alternative in conjunction with the City.

3. REVIEW OF ALTERNATIVES

The input below was obtained from the PVT members during the group break-out session to review the Alternatives.

- **Alternative #1 Comments**
  - Move Pedestrian Hybrid Beacon (PHB) at Chapman Avenue to the corner of the Rollins College parking garage.
  - Move Rollins crosswalk further east.
  - Prefers hedges in the medians instead of trees (lower height) due to sight distance concerns.
  - Park Avenue – pedestrians get walk signal at same time as cars, need Leading Pedestrian Interval (LPI) so the pedestrians have advance time to cross the street.
  - Color the crosswalks for enhanced visibility.
  - Consider full signal at Interlachen Avenue.

- Cars traveling southbound from Interlachen Avenue to S.R. 426 do not stop at stop sign.
- Add "No Right Turn on Red" at Interlachen Avenue (turning westbound onto S.R. 426).
- Advance pedestrian warning at Interlachen Avenue to make cars aware of pedestrians.
- Add LED lit stop sign at Interlachen Avenue.
- Support for roundabout.
- Concern about southbound to eastbound turning movements at Chase Avenue.
- Support for the roundabout and desire for discussions with the City to help this move forward more quickly. Feels that roundabout would help to right-size pedestrian crossings.
- Would like a continuous pedestrian wall.
- Cars currently use Trismen Terrace to make U-turns.
- Limited support for 9' lanes.
- Would like a trail to Park Avenue – would provide economic benefits.
- Supports more raised elements (such as speed tables, pedestrian crossings, intersections).
- Would like the pedestrian wall to be extended from Chase Avenue east to the southern curve.
- Supports lengthening the existing median in the southern curve.
- Use City ROW in southern curve to maintain 11' lane width.
- Economic benefits will occur if the pedestrian wall is continued to Chase Avenue/Ollie Avenue.
- Would like a signal at Cortland Avenue.
- Make Alberta Drive a right in/right out.
- Extend the spot median past Alberta Drive to restrict left turns.
- Support for pedestrian barrier wall. Mixed input on whether it should be standard concrete or include aesthetic enhancements (ex. painted mural).
- Close Cortland Avenue. Create a larger intersection at Sylvan Boulevard/Jo-Al-Ca Avenue.
- Add more speed tables.
- Add at least two stop lights between Phelps Avenue and Brewers Curve.
- Concerned about 9' lanes that would be required to provide a dedicated turn lane at Phelps Avenue.

- **Alternative #2 Comments**
  - Widen pedestrian crossings near Rollins College to provide larger crossing surface for students.
  - There are 900 parking spaces in the Rollins College parking garage and Alfond Inn. Move crosswalk near Chapman Avenue closer to the corner of the parking garage due to high student/pedestrian crossing demand from the garage to Rollins College.
  - At the Woman's Club the driveway access off Interlachen is very close to the intersection and visibility is challenging - needs improvement. Request for additional signage.
  - Southbound from Interlachen Avenue to S.R. 426 is difficult for pedestrian crossings across Interlachen Avenue. Cars turning right don't look for pedestrians to their right. Would like signage/motion-activated sensor installed on Interlachen Avenue southbound.
  - Prefers low growing landscaping to improve visibility where there will be plantings.

- Supports reduction to 10' lanes to allow for spot medians.
- Concerned about reducing lane width to 10' to provide for spot medians.
- Likes bus lane markings at Interlachen Avenue.
- LYNX likes the markings, but careful with placement as bus stop locations are moved at times.
- Landscaping is not maintained by property owners and creates visibility issues.
- Must keep the turn lanes at Trismen Terrace. Well used.
- Would like to remove turn lanes at Trismen Terrace/Henkel Circle and use the additional space to increase sidewalk width.
- Likes speed tables. Would like to see them as long as possible to have more impact.
- Would like LYNX to consider using smaller vehicles on this corridor (would fit better in the lanes).
- Would like LYNX to consider relocating bus stops based on highest use locations on S.R. 426.
- Would like spot median to extend east of Alberta Drive to prevent left turns.
- Add a pedestrian bridge to span S.R. 426 at Sylvan Drive/Shepherd Avenue.
- Would like to restrict size of trucks that can use S.R. 426.
- Add a traffic light at Cortland Avenue.
- Request to add delineators at edge of sidewalk.
- Place pedestrian wall along entire corridor.
- Likes turn lanes at Phelps Avenue but does not like reducing existing lanes to 9' to accommodate new turning lanes.
- Signal timing at Chase Avenue/Ollie Avenue needs to be reevaluated.
- Pedestrian signal at Chase Avenue/Ollie Avenue takes too long to wait to cross.
- Prefers pedestrian wall in front of sidewalk, not at back.

4. NEXT STEPS

- The schedule of next steps was reviewed at the end of the meeting. Most immediately – the Community Event is scheduled for June 13, 2023.
- Community Event flyers were distributed to PVT members to share with the community.

Appendix F: PVT Meeting #3 Materials

FDOT

S.R. 426 COALITION

From West of S. Park Avenue to East of N. Lakemont Ave

PVT Meeting #3

September 21, 2023

Agenda

1. Introductions
2. Process Overview
3. What We Heard from the Community
4. Preferred Alternative
5. Next Steps

Project Purpose & Need

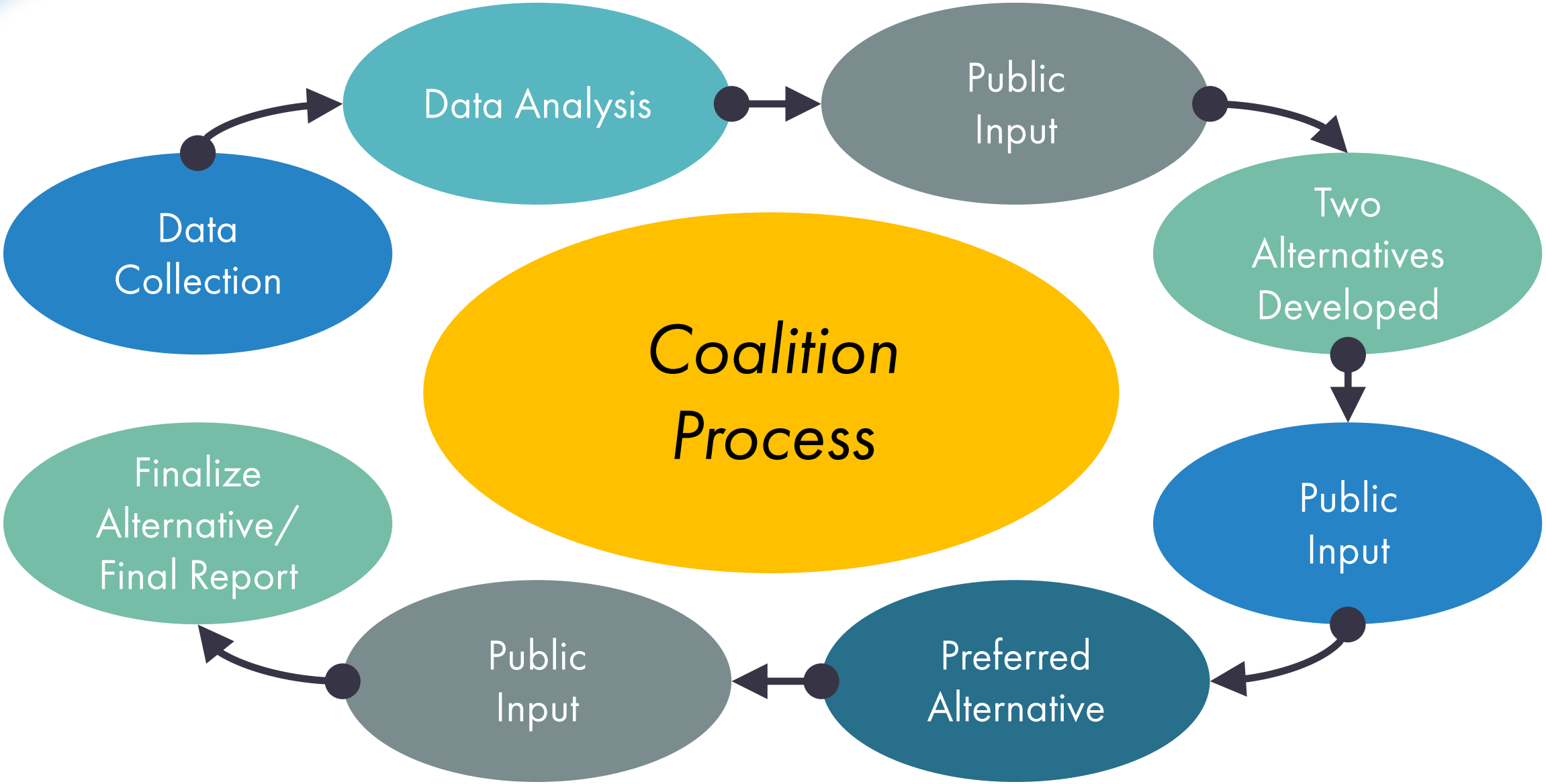
The S.R. 426 Coalition is evaluating a variety of factors including safety, pedestrian and bicyclist mobility, speed management, and traffic operations.

The goal of this maintenance project is to rehabilitate the pavement while incorporating improvements within the existing right of way that will increase safe travel along the corridor for all users.

Reduce Crashes and Speeding

Improve Mobility for All Users

Improve Safety for All Users


Data Analysis
Public Input
Two Alternatives Developed
Public Input
Preferred Alternative
Public Input
Finalize Alternative/ Final Report
Data Collection
Coalition Process

Agenda

1. Introductions
2. Process Overview
3. What We Heard from the Community
4. Preferred Alternative
5. Next Steps

SR 426 Community Outreach to Date

October 2022	Fix426 Meeting #1
November 2022	PVT Meeting #1
May 2023	Fix 426 Meeting #2
June 2023	PVT Meeting #2
June 2023	Community Event #1
September 2023	PVT Meeting #3

Ongoing Public and Agency Coordination

Comments received via verbal discussion, email, comment card, and virtual meeting comments.

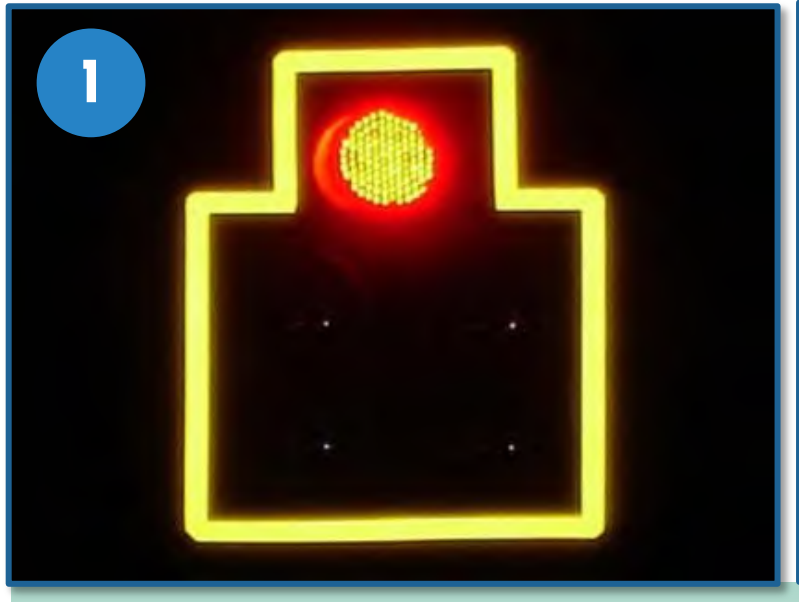

S.R. 426 - ALTERNATIVE 1
LAKE OSCEOLA
LAKE VIRGINIA
Alberta Dr.
Fletcher Pl.
N. Phelps Ave.
END PROJECT
N. Lakemont Ave.
Cortland Ave.
Trismen Ter.
Henkel Cir.
Chase Ave.
Interlachen Ave.
S. Park Ave.
BEGIN PROJECT
426
25 MPH
TURN
Roundabout
Potential Long-Term Improvement, Right-of-Way Needed.
Notes
1. The number of potential pedestrian crossings shown on this map will be narrowed down to a few select locations.
Existing Median
Dynamic Curve System
Raised Crosswalk with Pedestrian Hybrid Beacon[1]
Pavement Markings
Mini-Median
Raised Intersection with High Visibility Crosswalks
Tighten Curb Returns with High Visibility Crosswalks
Tighten Returns to Eliminate Wrong Way Driving
Signal Timing Optimization with Leading Pedestrian Interval & Transit Signal Priority
Intersection Geometry Improvements
Pedestrian Barrier Wall
In-Lane Decals
Internally Illuminated Raised Pavement Markers
New Left Turn Lane
2-Lane Roundabout


S.R. 426 - ALTERNATIVE 2
LAKE OSCEOLA
LAKE VIRGINIA
Alberta Dr.
Fletcher Pl.
N. Phelps Ave.
END PROJECT
N. Lakemont Ave.
Cortland Ave.
Trismen Ter.
Henkel Cir.
Chase Ave.
Interlachen Ave.
S. Park Ave.
BEGIN PROJECT
426
RRR
XXX
25 MPH
TURN
Existing Median
Rumble Strips
Remove Slip Lane
Tighten Curb Returns with High Visibility Crosswalks
Tighten Returns to Eliminate Wrong Way Driving
Raised Intersection
Signal Timing Optimization with Leading Pedestrian Interval & Transit Signal Priority
Mini-Median
Raised Crosswalk with Pedestrian Hybrid Beacon[1]
Chicane Roadway Edge
Intersection Geometry Improvements
Bus Stop Markings
Pedestrian Barrier Wall
Paint Canal Bridge Wall
In-Lane Decals
Pavement Markings
Dynamic Curve System
New Left Turn Lane
Speed Table
Notes
1. The number of potential pedestrian crossings shown on this map will be narrowed down to a few select locations.

Community Feedback

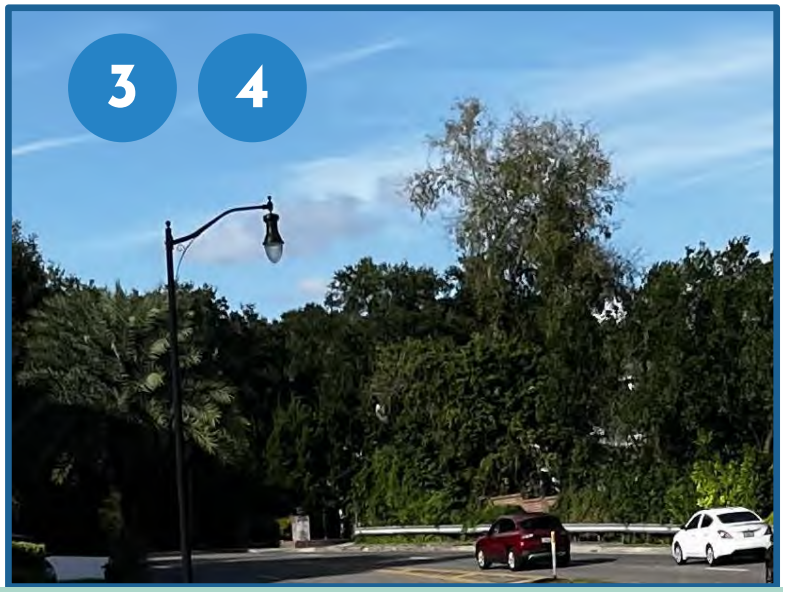
1. Barrier Wall to Separate Pedestrians/Bicyclists from Vehicles
2. Dynamic Curve System
3. Brick-look (stamped or brick)
4. Raised Intersections
5. Medians
6. Raised Crosswalks with Pedestrian Hybrid Beacon
7. Landscaping

Community Feedback



1. Signal Backplates

2. Speed Radar Signs



3. Upgraded Lighting
4. Lighting in Curves

* Images 1 and 2 are representative, not corridor specific.

We Heard You

Create safer pedestrian crossing at Interlachen Avenue

Do not remove Slip Lane at Chase Avenue

Remove/ relocate speed limit sign on Henkel Circle exit as it blocks sight visibility

Pull back median east of Trismen Terrace to allow staging for vehicles

Remove median in Brewer's Curve

Add Stop for Pedestrians signage at N. Lakemont Avenue

Expand Corridor-wide Signal Coordination

Tree Trimming Needed

Traffic Count Collection September 2023

Agenda Items

1. Introductions
2. Process Overview
3. What We Heard from the Community
4. Preferred Alternative
5. Next Steps

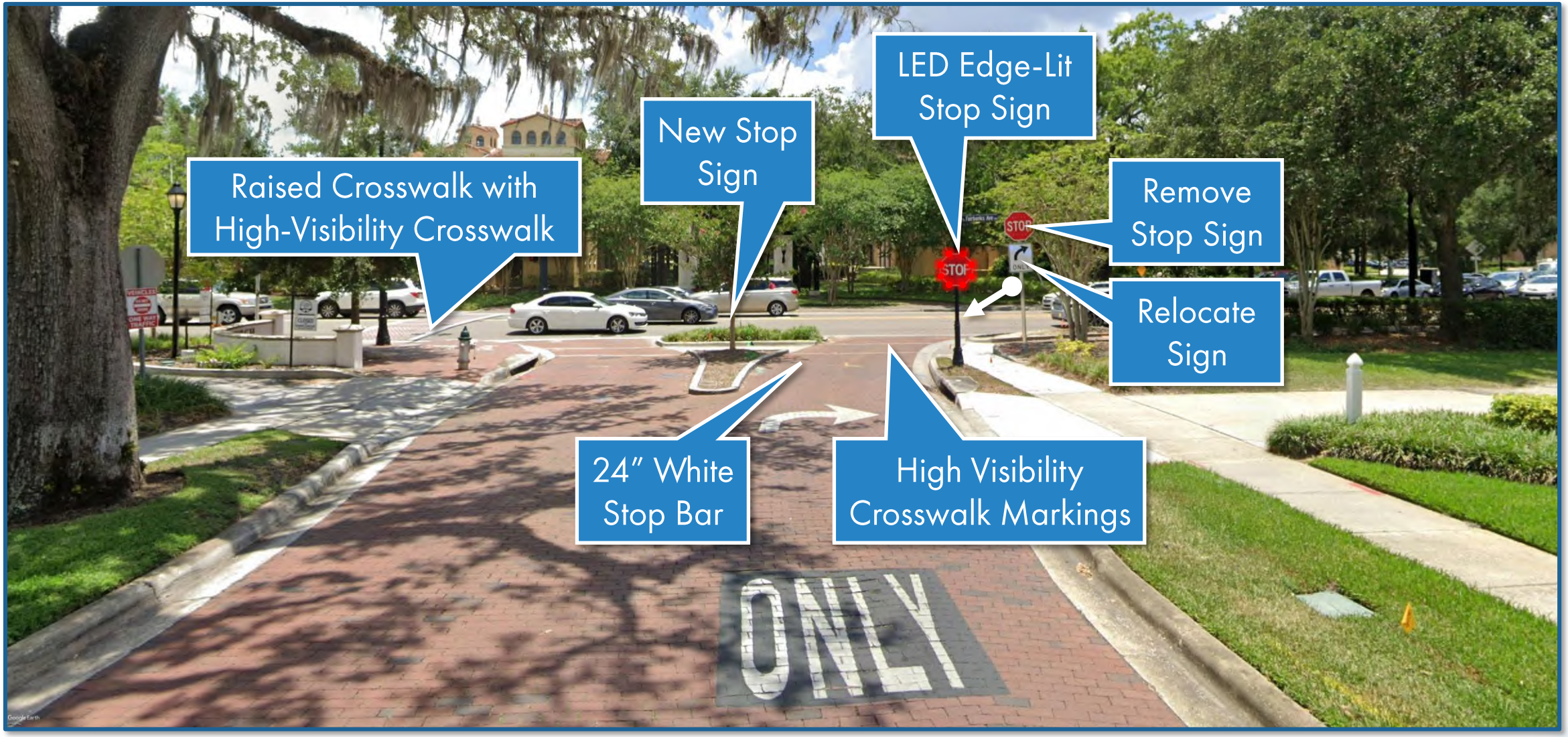
Preferred Alternative

Elements shown are subject to change

West Section Preferred Alternative

*Elements shown are subject to change.

Improvements at Interlachen Avenue



West Section Preferred Alternative

*Elements shown are subject to change.

*Elements shown are subject to change.

Before & After: Chase Ave/Ollie Ave Intersection

Eastbound at Chase Avenue
EXISTING

Eastbound at Chase Avenue
PROPOSED

*Elements shown are subject to change.

Before & After: Osceola Court

Eastbound at Osceola Court
EXISTING

Eastbound at Osceola Court
PROPOSED

*Elements shown are subject to change.

Before & After: Trismen Terrace

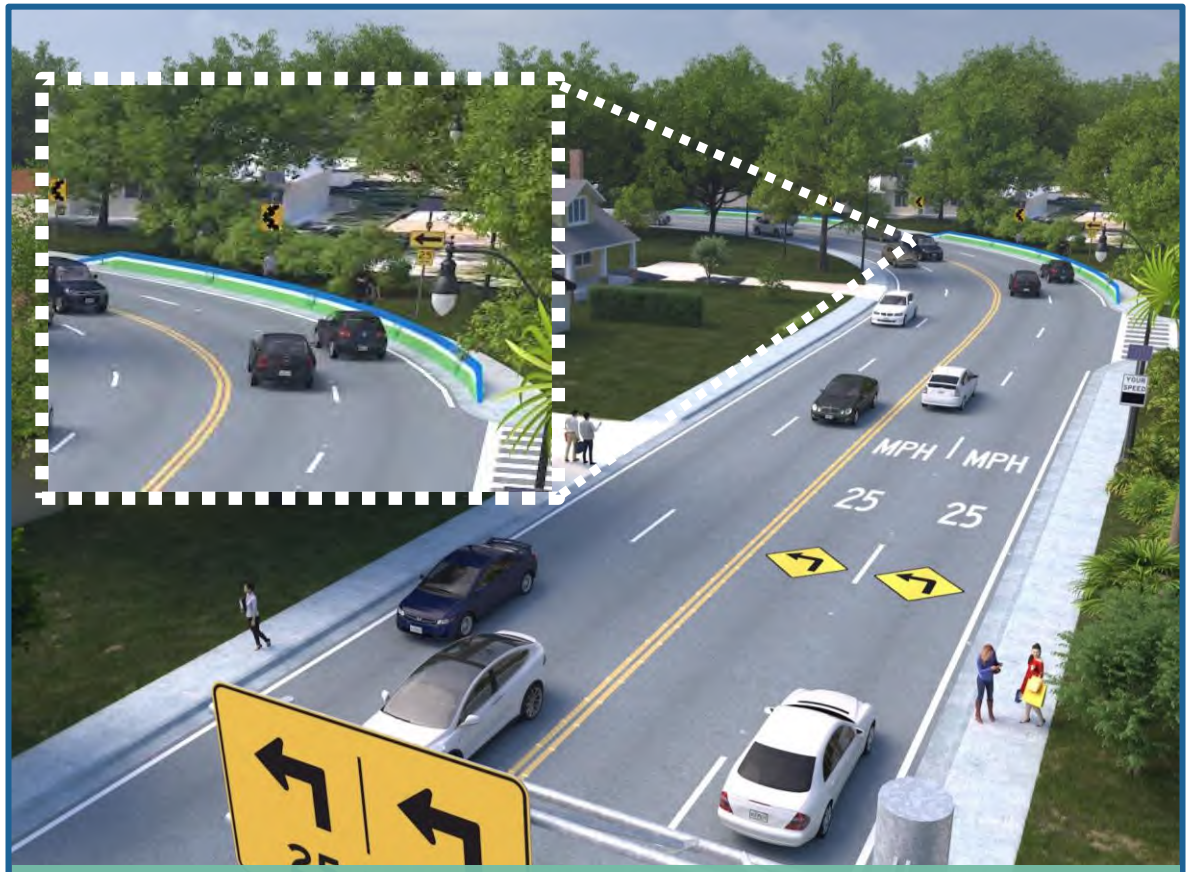
Eastbound at Trismen Terrace
EXISTING

Eastbound at Trismen Terrace
PROPOSED

*Elements shown are subject to change.

Before & After: Brewers Curve

Westbound at Brewers Curve
EXISTING



Westbound at Brewers Curve
PROPOSED

*Elements shown are subject to change.

Before & After: N. Phelps Avenue

Eastbound at Phelps Avenue
EXISTING

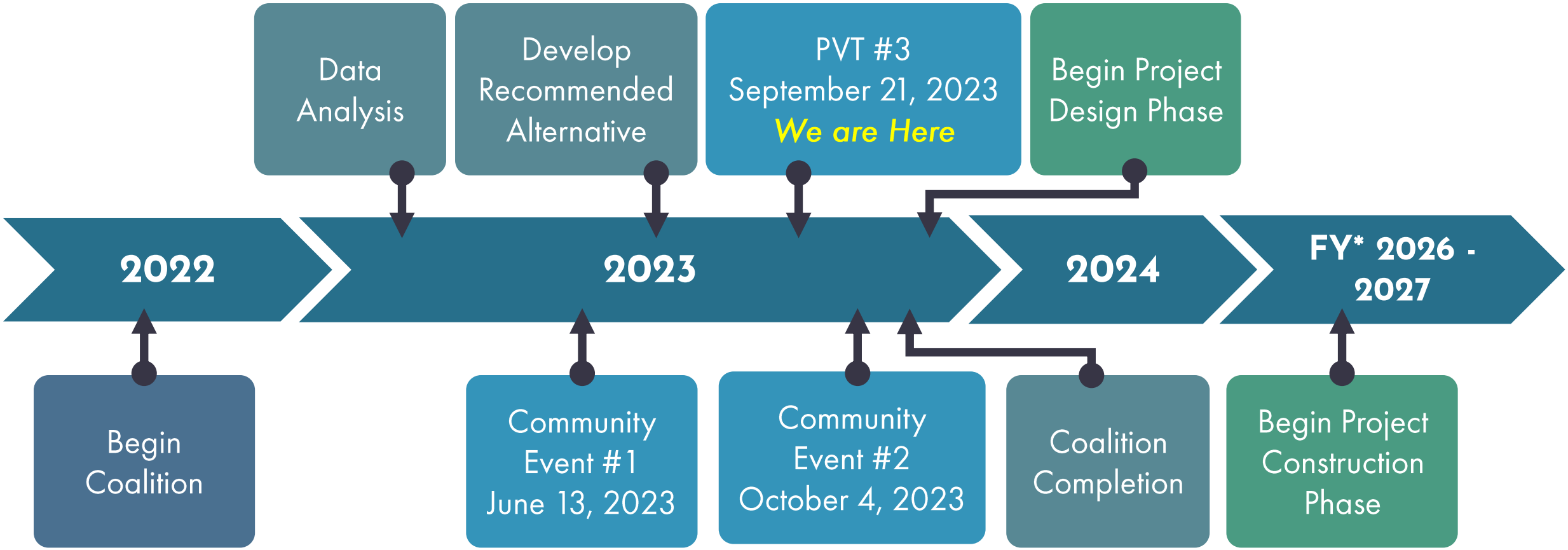
Eastbound at Phelps Avenue
PROPOSED

*Elements shown are subject to change.

Agenda Items

1. Introductions
2. Process Overview
3. What We Heard from the Community
4. Preferred Alternative
5. Next Steps

Schedule



*FY = Fiscal Year | **All dates are subject to change.

Coalition Contact: Jesse Blouin, AICP
Project Manager
FDOT District Five
719 S. Woodland Blvd. DeLand, FL 32720
Phone: 386-943-5167
Email: ***jesse.blouin@dot.state.fl.us***

Design Contact: Martina Paradysz, PE
Project Manager
FDOT District Five
719 S. Woodland Blvd. DeLand, FL 32720
Phone: 386-943-5466
Email: ***martina.paradysz@dot.state.fl.us***

Please help us distribute Community Event flyers

PROJECT VISIONING TEAM MEETING #3
S.R. 426 COALITION
SEPTEMBER 21, 2023 | 9:00AM-11:00AM

Sign-In Sheet

Name	Signature	Organization/Agency	Email	Phone
Laura Turner	LT	BWCF	turnerlk1@aol.com	407-620-5095
David Albertson	[signature]	426	david@ albertsonfinace.com	(559) 281-7200
Alex Trauger	[signature]	Metroplan	alex.trauger@ .gov	
Debbie Komanski	DKomanski	Polasek Museum	dkomanski@polasek.org	407-647-6294
Michael Civrea	[signature]	AdventHealth	michael.civrea@adventhealth	305-318-2[illegible]
Taylor Laurent	Taylor Laurent	MetroPlan Orlando	taylor.laurent@metroplanorlando.gov	
Charles Ramdatt	[signature]	CWP		
Randy Knight	[signature]	COWP	rknight@cityofwinterpark.org	407 599 -3235
Leah Milan	[signature]	Fix 426	milan.leah@gmail.com	818-497-4180
Beth Davis		All Saints Epsc Church		
Hong Lim	[signature]	Winter Park	HLim@cityofwinterpark.org	407-599-3221
Keith Moore	[signature]	"	KMOORE "	3262
Dan Hagedorn	[signature]	"	dhagedorn@city	3299
George Walrond	[signature]	All Saints Ep. Ch.	gwalrond1@gmail.com	850-896-8807
Michelle Kendall	Michelle Kendall	WSP	michelle.kendall@wsp.com	407-587-7806
Christine Farchi		WSP	christine.farchi@wsp.com	954-233-083[illegible]
Lisa Fruge		WSP	Lisa.fruge@wsp.com	407-587-7889
Jesse Blouin		FDOT	jesse.blouin@dot.state.fl.us	386-943-5167
Mark Trebitz		FDOT	mark.trebitz@dot.state.fl.us	386-943-515[illegible]

PROJECT VISIONING TEAM (PVT) MEETING #3
S.R. 426 COALITION PROJECT
SEPTEMBER 21, 2023 | 9:00AM-11:00AM
MEETING SUMMARY

1. INTRODUCTION

Below please find the meeting summary, reflective of the team's understanding of the PVT's comments conveyed during the review of the Preferred Alternatives. Additional project details, including the Preferred Alternative graphics, can be found at https://www.cflroads.com/project/451282-1.

Jesse Blouin, Project Manager and Mark Trebitz, FDOT Project Development Manager provided an update on the project status and process moving forward and thanked the PVT members for their continued efforts and support of the project. Christine Fanchi, Lead Concept Engineer, then presented a PowerPoint presentation that provided details on the work that has been underway since the last PVT meeting, including the Preferred Alternative that was reviewed following the presentation.

It was noted that this is the final PVT meeting that will take place during the S.R. 426 Coalition.

2. PRESENTATION – PVT QUESTIONS/COMMENTS

Below are questions raised during the meeting and informational items provided.

Comment – Jesse Blouin noted that the new traffic counts are being collected at several locations along the corridor and that the counts will be available by the Community Event #2. However, the analysis of the counts to determine whether a new traffic signal is feasible will not be ready until later in the year.

Q – How many hours of traffic are being counted?

A – Traffic on S.R. 426 will be counted for 8 hours, at five locations, on a typical traffic day. Count locations included Trismen Terrace, Cortland Avenue, Sylvan Drive, N. Phelps, and N. Lakemont Avenue.

Q – What is a "slip lane"?

A – It is a short one-way lane allowing traffic to turn onto the cross street at an intersection without entering the intersection. On S.R. 426, it is the portion of the westbound road that splits and connects to Chase Avenue.

Q - The stop location at Interlachen Avenue is too far back to provide good visibility. Can a signal mast arm be added at the cross street and not just across S.R. 426?

A – The existing signal on S.R. 426 is a pedestrian crossing signal only, not a full signal. Interlachen Avenue is controlled by the stop sign. Once a vehicle comes to a complete stop at the stop sign, they may pull forward to improve their visibility. Numerous improvements at Interlachen Avenue have been studied and are planned for this intersection, as shown in the PVT Meeting #3 presentation.

Q – Will the speed table on S.R. 426 be the same height as the one on N. Lakemont Avenue? The one on N. Lakemont near the school feels too low to be effective in reducing speeds.

A – The speed table on S.R. 426 will be 3.5 inches tall.

Q – Will the median curbs at Henkel Circle and Trismen Terrace be mountable?

A – We will share that suggestion with the engineering team that will prepare the final design plans.

Q – Will the current one/two way configuration on the three Sylvan Drive streets remain the same?

A – Yes.

Q – Will pedestrians have to cross a longer distance across S.R. 426 at N. Lakemont Avenue with these improvements?

A – No, the crossing distance on S.R. 426 will remain the same.

Q – Will there be a longer time than is currently allocated for pedestrians to cross S.R. 426 at N. Lakemont Avenue?

A – The pedestrian crossing time will be determined for each signal, including at N. Lakemont Avenue, during the design phase of the project.

Q – Is LYNX certain of the location of the red bus stop markings?

A – We have discussed this with LYNX, and they are supportive of the markings. The design team will coordinate with LYNX to confirm the final locations during the design phase.

Q – With the improvements in the Preferred Alternative, do we expect that there will be fewer vehicles that choose to use S.R. 426?

A – It is possible but that will not be known until the improvements have been constructed.

3. Fix426 Statement of Goals/Needs

Mr. David Albertson, representing Fix426, thanked FDOT and the project team for all of the work that has been done to improve S.R. 426. He noted that although there has been positive progress made, there is still more work they would like to see. He provided the following overview of what Fix426, a group representing over 700 residents, wants to see.

Fix426 Issues with S.R. 426:

- Excessive speeds.
- Lack of safe bicycle and pedestrian facilities, especially through the curves.
- Excessive number of vehicles using the roadway.
- Two new signals needed.
- Request from Fix426 – Signals should be analyzed collectively, so that several intersections' traffic counts are considered in order to justify the need for a signal. People avoid turning at some of the cross streets so if counts are analyzed at a single location, it will not be representative of the potential volumes.

Q – The timeframe for the improvements is too long. Is there any way to accelerate it?

A – The project is being moved forward as expeditiously as possible. Both design and construction are already funded, and the design phase has already begun. The construction is anticipated to begin in the summer of 2025.

Q – Is it possible to do a temporary construction project on S.R. 426 to show what would happen if the number of lanes were permanently reduced?

A – The study team has evaluated several options for reducing the number of lanes on S.R. 426. Unfortunately given the traffic volumes on the roadway, the number of lanes cannot be reduced.

Q – When the medians are added to the corridor, will it result in 9' travel lanes?

A – No. The lanes will be no less than 10'.

Q – Will the materials presented at the Community Event #2 be available on cflroads.com in advance of the Event?

A – Yes. Please visit – https://www.cflroads.com/project/451282-1.

Comment – The idea was raised that it would be beneficial to have another viable arterial as an alternative to S.R. 426.

4. NEXT STEPS

- The schedule of next steps was reviewed at the end of the meeting. Most immediately – Community Event #2 is scheduled for October 4, 2023 at 5:30pm at the Winter Park Events Center.
- Community Event #2 flyers were distributed to PVT members to share with the community.

Appendix G: Community Event #1 Materials

Welcome

S.R. 426 Coalition

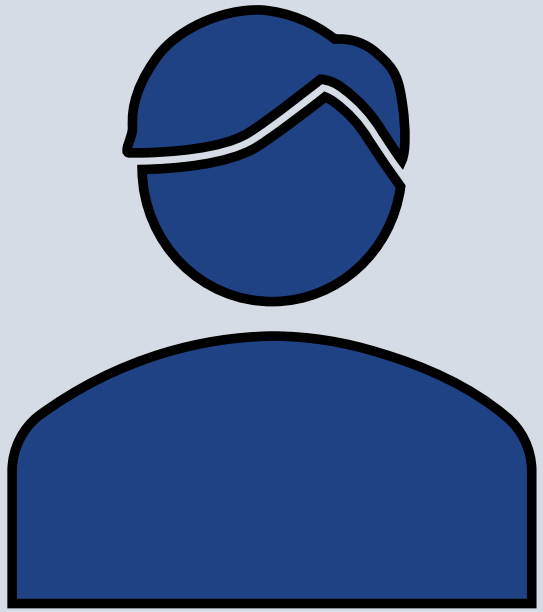
From west of S. Park Avenue to east of N. Lakemont Avenue

Financial Project Identification (FPID) No.: 451282-1

Community Event

June 13, 2023

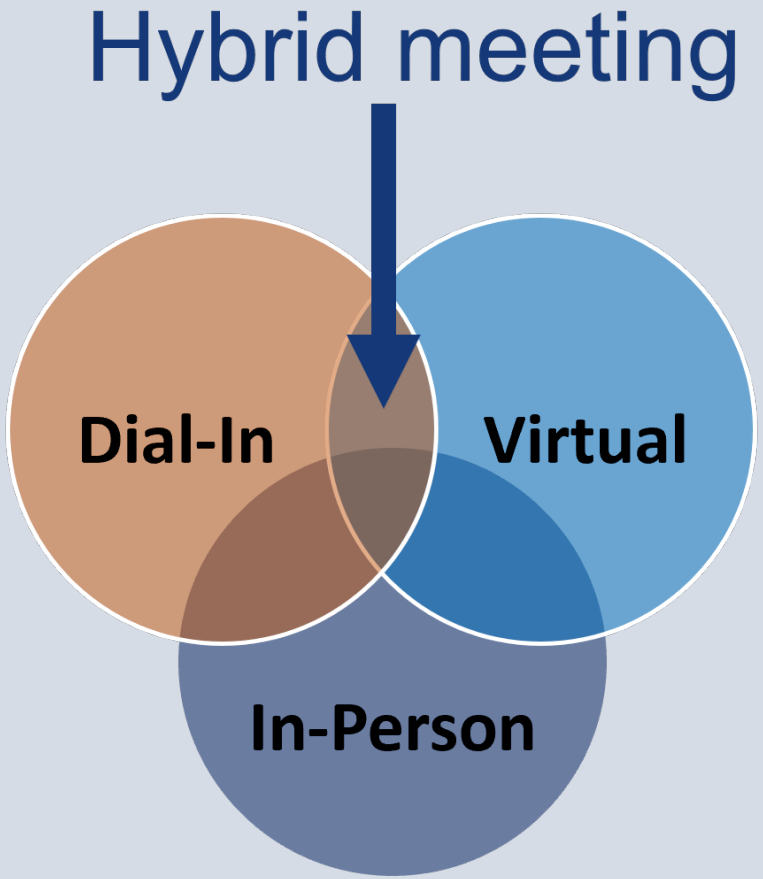
INTRODUCTION



Jesse Blouin, AICP
FDOT Project Manager
719 S. Woodland Blvd., MS 501
DeLand, FL 32720
Jesse.Blouin@dot.state.fl.us
386-943-5167

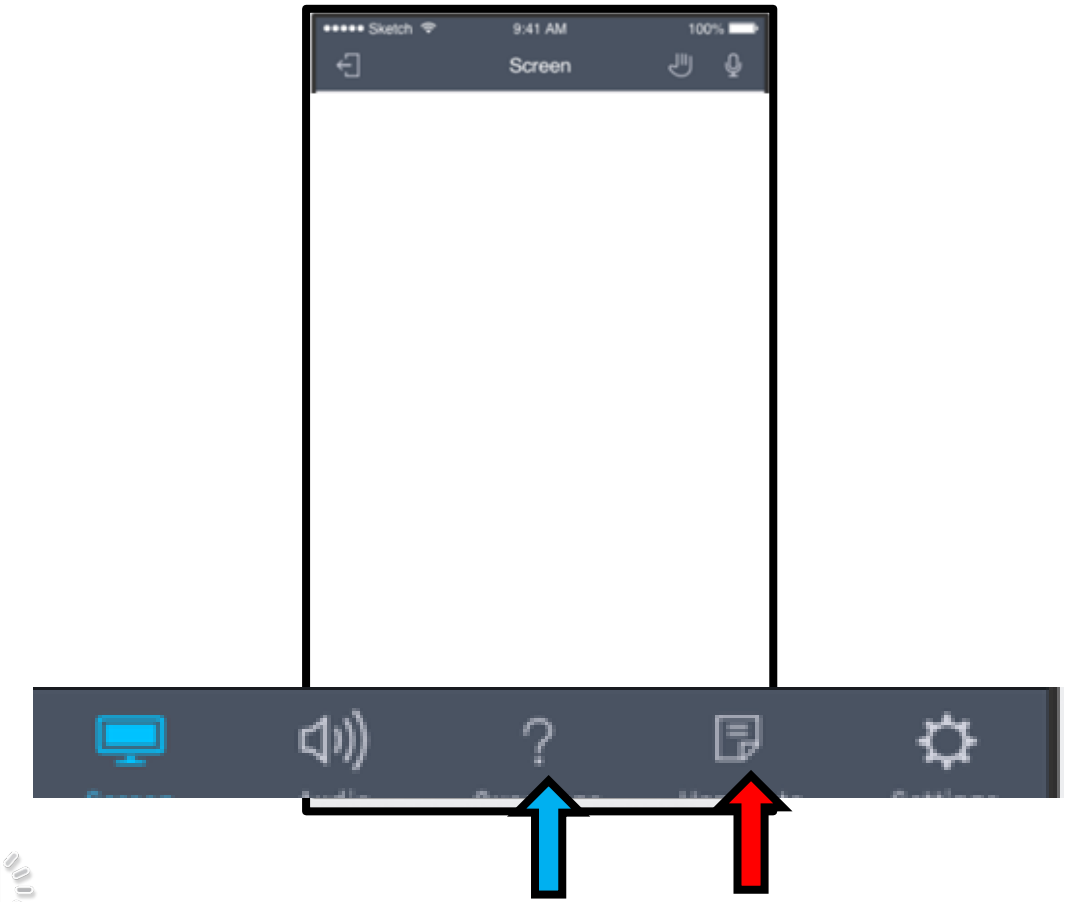
About the Event

- This event is being conducted in a hybrid format
- Dial-in attendees not using the GoToWebinar app are “listen-only”
- A copy of the presentation can be found on the project website at: CFLRoads.com/project/451282-1
- www.cflroads.com/project/451282-1

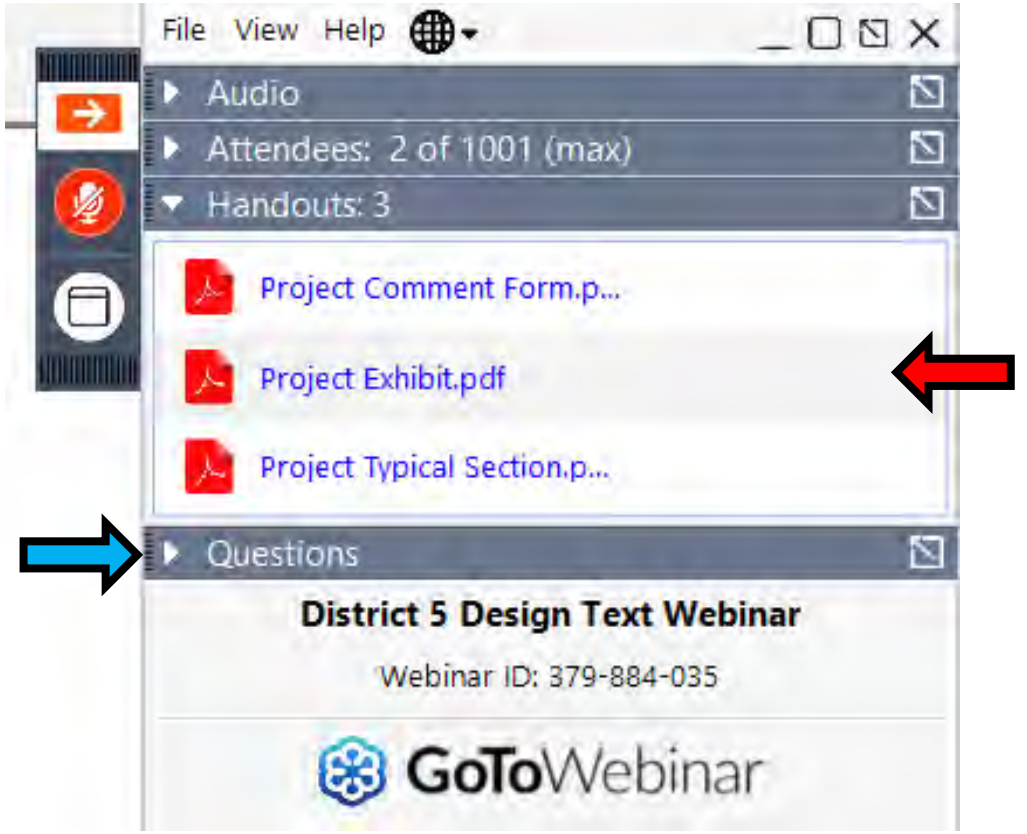


GoToWebinar Control Panel

Mobile



Desktop



To Report a Technical Issue ...

Type a message in the question box on the GoToWebinar control panel

Send an email to: Carolyn.Fitzwilliam @dot.state.fl.us

Call:

386-943-5215

Agenda

- Project needs
- Present recommendations
- Obtain your feedback

Title VI Compliance

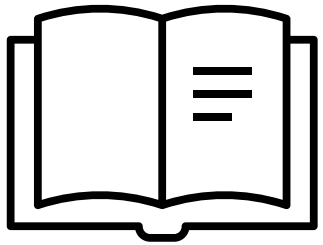
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

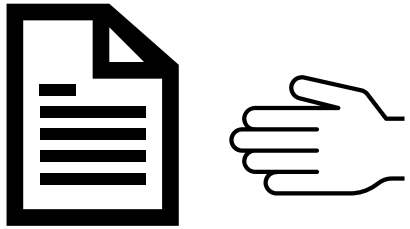
Melissa McKinney
District Five Title VI Coordinator
719 S. Woodland Blvd., MS 501
DeLand, FL 32720-6834
386-943-5077
Melissa.McKinney@dot.state.fl.us

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Equal Opportunity Office
605 Suwannee St., MS 65
Tallahassee, FL 32399-0450
850-414-4764
Stefan.Kulakowski@dot.state.fl.us

Public Notices

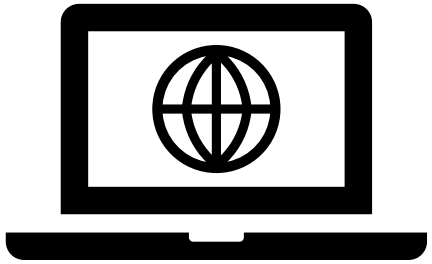


Florida Administrative Register

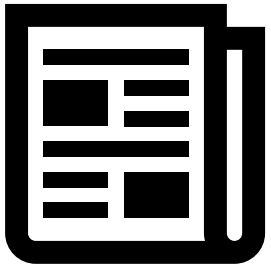


Hand deliver

Email notification



Department/project webpage



Newspaper

Social media

What is a Coalition?

Potential Improvements Incorporated into a Roadway Maintenance Project

Focused on Community Engagement

Implementation of Safety Improvements

Design and Construction Phases are Already Funded for This Coalition

Project Partners

Government Partners

- City of Winter Park
- MetroPlan Orlando
- FDOT
- LYNX
- Orange County

Community Partners

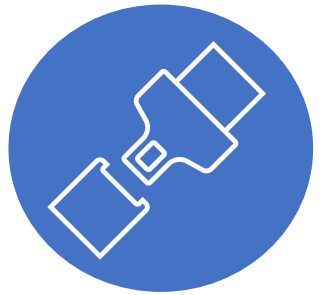
- Fix426
- Advent Health
- Rollins College
- Windsong HOA
- Lake Virginia Condo Board
- Winter Park Chamber of Commerce
- All Saints Episcopal Church
- Polasek Museum
- The Woman's Club of Winter Park
- Park Avenue District
- Winter Park High School

Study Corridor

S.R. 426 from west of S. Park Avenue to east of N. Lakemont Avenue

Study Purpose and Need

- The S.R. 426 Coalition is evaluating a variety of factors including safety, pedestrian and bicyclist mobility, speed management, and traffic operations.
- The goal of this maintenance project is to rehabilitate the pavement while incorporating improvements within the existing right of way that will increase safe travel along the corridor for all users.



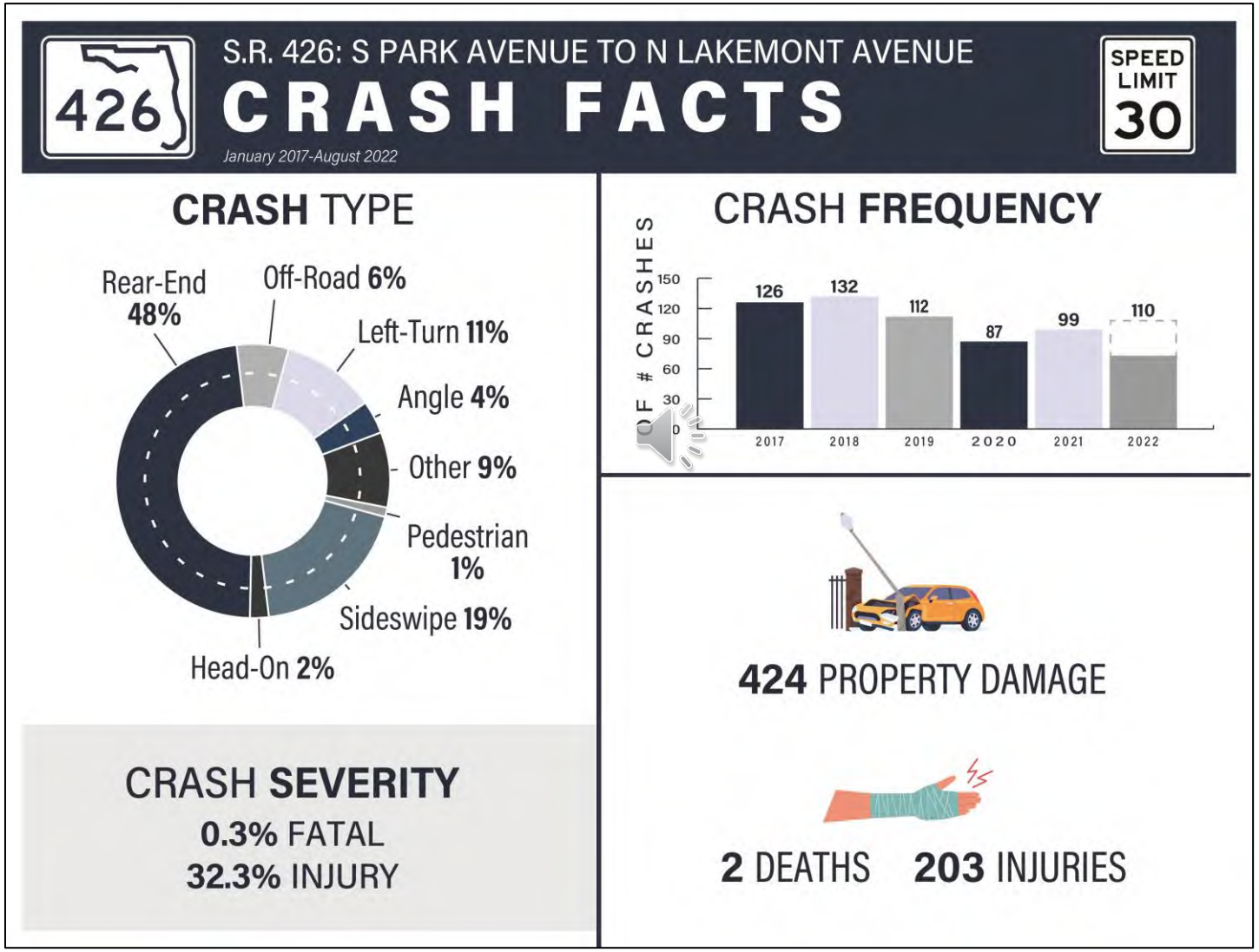
Safety

Speed Management

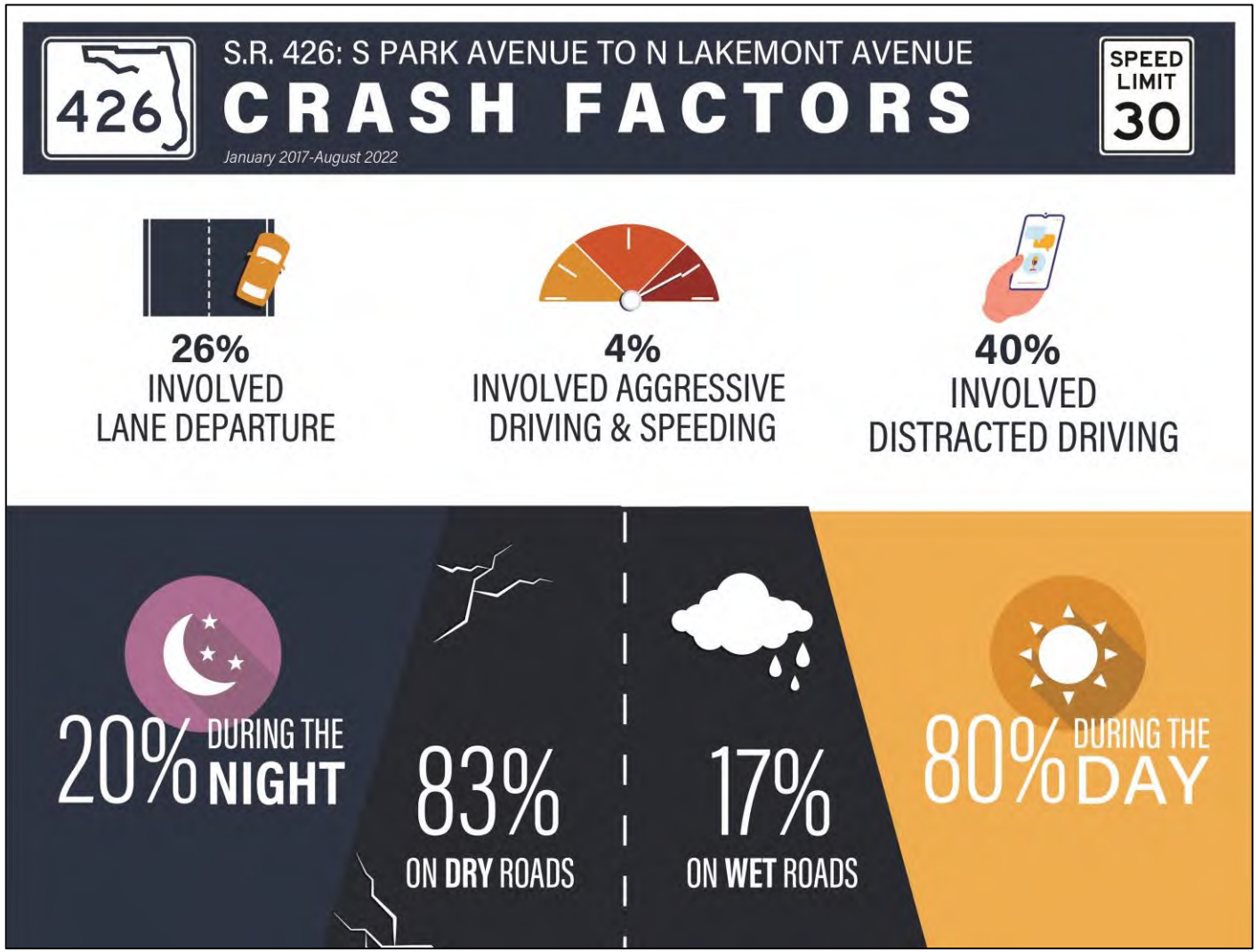
Pedestrian & Bicyclist Mobility

Traffic Operations

Existing Crash Data



Existing Crash Data



Vehicle Speeds Exceed Posted Speed

- Posted Speed Limit through Southern Curve: **25 MPH**
- Average Speed within the Southern Curve: **34.3 MPH**
- 85th % Speed: **39 MPH**

Corridor Issues

- Speeding
- Lane departures
- Lack of safe crossings
- Lighting
- Sight distance
- Landscaping obstructs views
- Signal timing
- Limited mobility and connectivity
- Wrong way driving on Henkel Circle

Goals for Improvements

- Improve Safety
- Reduce Speeds
- Improve Multi-modal Connectivity and Mobility
- Reduce Crashes

Toolkit of Improvements

Issues to Address	Traffic Calming/Speed Reduction	Curve Safety	Bicycle, Pedestrian, Transit	Safer Turning Movements
Viable Countermeasures	» Raised intersections » Lower posted speed limit » Curvature of the roadway » Speed tables » Narrower lanes » Enhanced signage » Alert lighting » Vertical landscaping in medians » In-lane speed markings	» Dynamic curve system » Angled lane markings » Narrow median » Rumble strips » Internally illuminated raised pavement markers » Barriers through curves » In-lane pavement markings	» Raised, mid-block crossings with pedestrian signals » Tightened turn radii » Pedestrian barrier wall through curves » High visibility crosswalks » Shorter pedestrian crossing length » Slip lane elimination at Chase Avenue » Bus stop markings	» Left turn lanes at Phelps Avenue » Traffic signal timing improvements » Increased turn lane length at N. Lakemont Avenue » Signal backplates » Advance warning signage at Henkel Circle » Landscape maintenance to improve visibility

Viable Solutions Toolkit

Traffic Calming/ Speed Reduction

- Raised intersections
- Sliver medians
- Vertical landscaping in medians
- In-lane speed markings
- Narrower lanes
- Chicaning (curvature of straight-away)
- Speed tables
- Lower posted speed limit to 25 MPH
- Enhanced signage
- Alert lighting
- Roundabout

Narrowed Lanes

Sliver Medians

Pavement Markings

Raised Intersections

Viable Solutions Toolkit

Improve Curve Safety

- Angled line markings
- Internally illuminated RPMs (raised pavement markers)
- Dynamic curve system
- Improved barriers through curves
- Narrow median
- Rumble strips
- In-lane pavement markings

Angled Lines into Lanes

Barrier Wall

Internally Illuminated Raised Pavement Markers

Concrete Barrier Wall with Sidewalk

Dynamic Chevron Signs (TAPCO)

Viable Solutions Toolkit

Bicycle, Pedestrian, Transit

- Raised, mid-block crossings with pedestrian signal
- High visibility crosswalks
- Shorter pedestrian crossing length
- Bus stop markings
- Pedestrian barrier wall around curves
- Eliminate slip lane at Chase Avenue

Raised Crosswalks

Pedestrian Hybrid Beacon

High Visibility Crosswalks

Bus stop painted in outside lane

Pedestrian Barrier Wall

Viable Solutions Toolkit

Safer Turning Movements

- New turn lane at Phelps Avenue
- Traffic signal timing improvements
- Increased turn lane length at N. Lakemont Avenue
- Tightened curb returns
- Advance warning signage at Henkel Circle

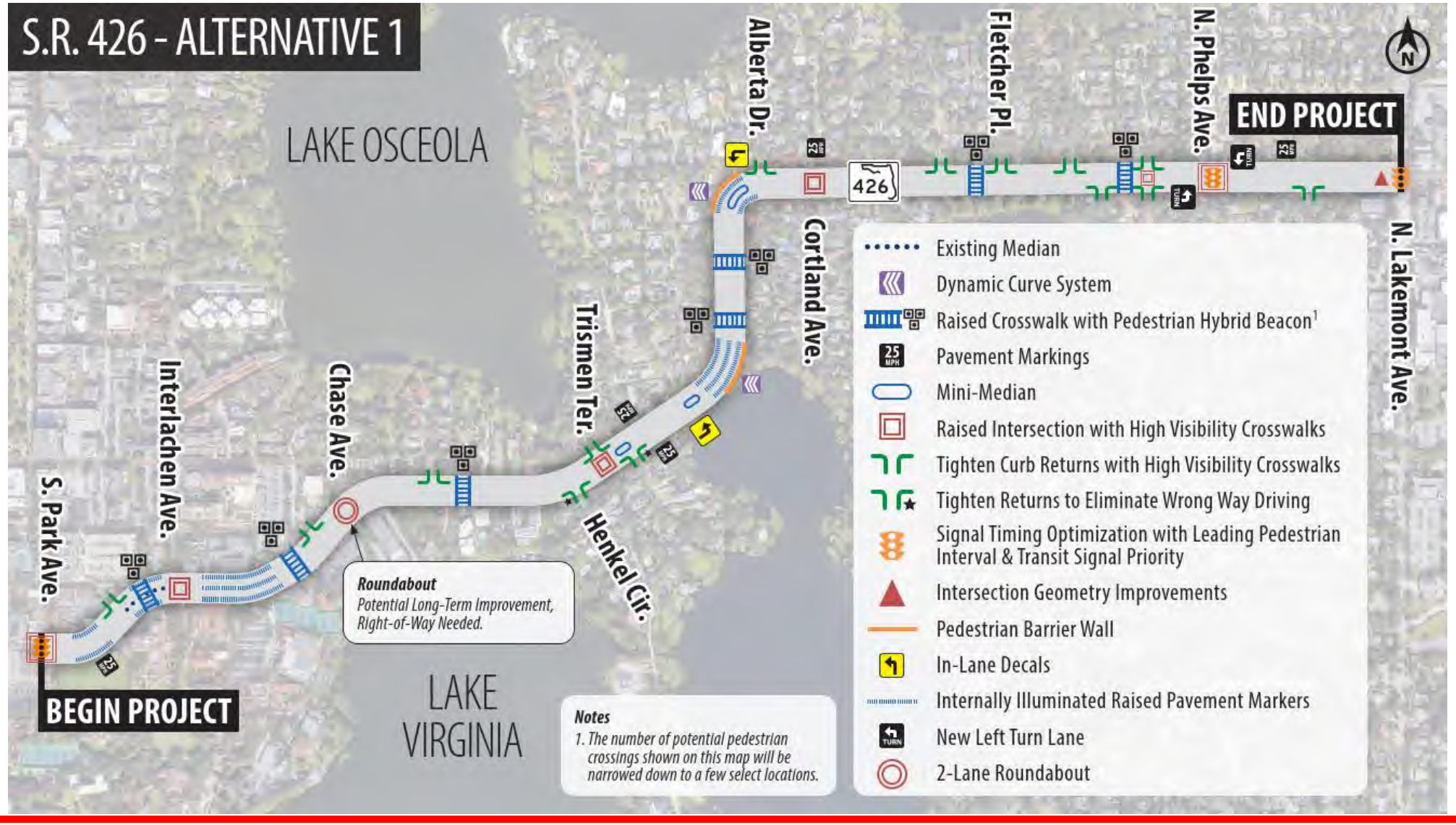
Tighten Curb Returns

Signal Retiming

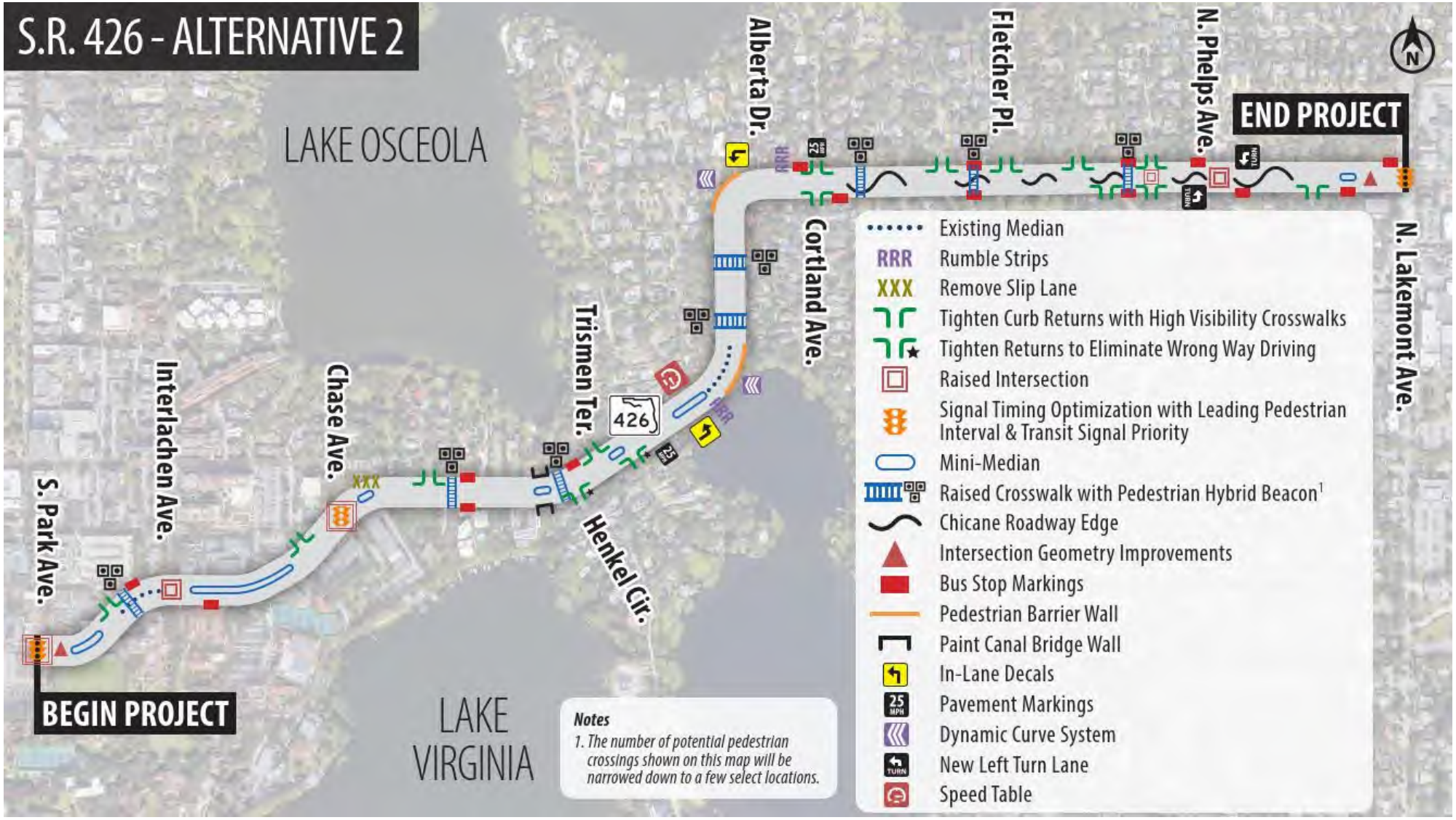
Raised Intersection

Increased Turn Length

Recommendations: Alternative #1



Recommendations: Alternative #2



Henkel Circle

Eastbound at Henkel Circle
EXISTING

Eastbound at Henkel Circle
PROPOSED

Southern Curve

Eastbound approaching the Southern Curve
EXISTING

Eastbound Approaching the Southern Curve
PROPOSED

Brewers Curve

Westbound approaching Brewers Curve
EXISTING

Westbound Approaching Brewers Curve
PROPOSED

Shepherd Avenue

Eastbound at Shepherd Avenue
EXISTING

Eastbound at Shepherd Avenue
PROPOSED

Phelps Avenue

Eastbound at Phelps Avenue
EXISTING

Eastbound at Phelps Avenue
PROPOSED

Next Steps in the Project Schedule

* FY= FISCAL YEAR, July 1 to June 30; All dates are subject to change.

Get Involved

In Person

Virtually

Email or Mail

Telephone

Ways to Submit Comments

In-person

- Submit a written comment form
- Written comments are part of the public record

Ways to Submit Comments Online

Virtually

Or go to www.CFLRoads.com/project/451282-1

Other Ways to Submit Comments

Contact the Project Manager, Jesse Blouin

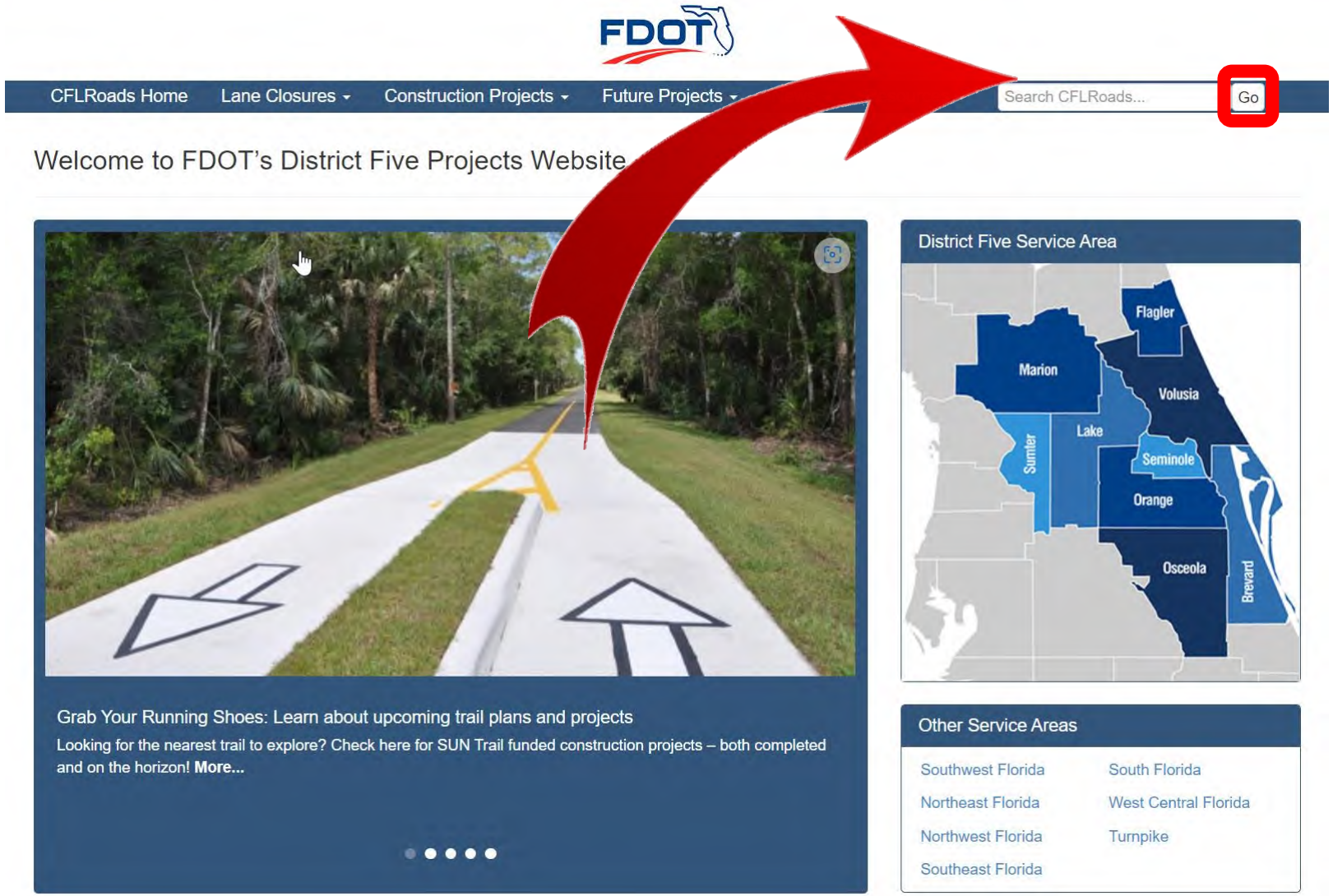
Jesse.Blouin@dot.state.fl.us

719 S. Woodland Blvd., MS 501
DeLand, FL 32720

386-943-5167

Stay Informed

- Go to the project website on **www.cflroads.com**
- Enter the project number (451282-1) in the search box at the top right and click “go”



Thank You for Participating

Jesse Blouin, AICP
FDOT Project Manager
719 S. Woodland Blvd., MS 501
DeLand, FL 32720
386-943-5167
Jesse.Blouin@dot.state.fl.us

Please submit questions or comments by June 23, 2023

Thank You for Participating

This concludes the presentation.

We now invite you to view the event materials and exhibits and talk to the project team members.

The presentation will begin again in a few moments....

S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Georgiana Havill	g@havill.org	Winter Park 32789	
Elizabeth Scott	cmoog95@aol.com		
Jim Vollmerson		500 N. Virginia	WPPD
Pam Anderson			WP City Hall
Glen Ioffredo			
Nancy Shutts	nshutts25@gmail.com		WP. 3278
Daniel Stanley	Rickstanley	411 Fletcher Pl.	
Susan Lilley		" "	
Paul Crowley		301 Sylvan Dr	
Michelle del Valle	mdelvalle@cityofwinterpark.org		Comp
Cheryl Bogdanowitsch		161 Tristan Terr	W.P.
Sebastian Tadder	srrt93@icloud.com	1831 Angle Ave WP 32789	
Colin & Heyward Kennedy	cmkgeo@gmail.com	240 Brewer	MP
Todd Weaver	TWeaver@cityofwp	1055 Lake Bell Dr	City of Winter Park
Emily Cambron	emilycambron@gmail.com		
Hans Buchel	hpbgolf@AOL.com	W. P.	
Mary Ann Greenberg	greenms@aol	421 Lakewood Dr	WP
Kirk Fetter	KirkFetter1@gmail.com	1001 Osceola	WP
Mary Ann Horne	mhorne@metroplanorlando.org		MPO
Grace Taussig	grace.taussig@mbakerintl.com	200 E Robinson	
Sally Miller	sallymjunk@gmail.com	222 Alexander Pl.	
Frank Caruso	fecaruso@me.com	2201 Clear River Ct	
Katie Thomson	katiethomson@yahoo.com	1200 Alberta Dr.	

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Jeffrey Blydenburgh	bcrgk@mac.com	204 Genius Dr.	32789
Molly Losey	mollylosey@yahoo.com	1301 Gene Terr.	32789
Ralph Losey	ralph.losey@gmail.com	"	"
Blanche Hardy	blanche.hardy@ocfl.net	Orange County → Trans Plan	
Kimberly White	sangria7368@gmail	444 Shepherd Ave	

S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Randy Knight	rknight@cityofwinterpark.org	401 S. Park	Winter Park
Zach Zalneraitis	zachary.zalneraitis@dot	FDOT	FDOT
Neal After	neal@afterweb.com	662 Osceola #203	
Gina Thomas	gina.j.thomas@gmail.com	230 Cortland Ave	—
Steve Kreidt	smkreidt@kcgcorp.com	—	—
Ben Robinson	benjamin.j.robinson@gmail.com		N/A
Lourdes Cintron	der1083@gmail.com	911 Osceola Ave	N/A

S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Hong Lim	HLim@cityofwinterpark.org	401 S Park Ave	Winter Park
Keith Moore	KMOORE "	"	CWP
Diane Almodovar	almodj@yahoo.com	PO Box 452	—
Cindy Cohen	WPJH@AOL.COM	483 LAKEWOOD	
Adrian Havill	a@havill.com	1051 Aloma Ave	—
Melissa Davis	melissakdavis@gmail.com	366 Alberta Dr	WP 32789
Jonathan Davis	judavis101@gmail.com	366 Alberta Dr	WP "
~~[illegible]~~	~~[illegible]@gmail.com~~	~~390 Alberta Dr.~~	WP
Rhett Delaney	rnbdelaney@gmail.com	1331 Aloma	
Butch Margraf	Butchine@GMAIL.com	PO Box 474	WP
Nancy Jerome	ntjerome@mindspring.com	271 Brewer	WP
Renee Stephenson	rstephenson@balmoralgroup.us	165 Lincoln Ave	Balmoral Group
UNA BAKER	una@unabaker.com	674 W MORSE	
RANDY BROWN	tallrandyb@gmail.com	690 OSCEOLA AVE	W.P.
Kay + [illegible] Kimbrough		1451 Highland Rd	WP
Laura Cohn	laurac1395@gmail.com	1395 Alberta	WP
Rick Cohn	eyeguyrc26@gmail.com	1395 Alberta	WP
JACOB REAGAN	904REAGAN@GMAIL.com	1415 CHICHESTER ST	PRIVATE
Mayra Abreu	sikimayra@gmail.com	"	"
Cherie Phillips	cherieoteri@hotmail.com	4800 Dike	private
Sarah Sprinkel	1031 Osceola Av.	WP sarah.sprinkel@yahoo.com	
Leah Milan	milan.leah@gmail.com	901 Osceola Ave.	FIX 426
Nick Gaffey	Nickgaffey@gmail.com	220 Brewer	Fix 426
Bob McClelland	bmcclelland1@cfl.rr.com	444 [illegible]	"
Judy Sher	Judyskate8@aol.com	1353 Aloma Ave	
CAROL HATFIELD	carol.hatfield@dot.state.fl.us	(407) 278-2774	FDOT
Mason Dailey	mdreiley@structurpoint.com	484 883 6822	American Structurepoint

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Drew Conrad	dconrad@tpg.com	1201 Alberta Drive	
Jim Hoover	jimhooveambav@gmail.com	2007 Sumerfield Rd W.P.	
Charisse Santoro	CharisseSantoro@gmail	6502 Sawyer-Shores Ln, Windermere	—
Flo Bueno	Flo.Bueno@universalorlando	901 Osceola Ave.	818-579-5617
Andrea Bateman	batemanandrea@gmail.com	Winter park FL	32789
Carolyn Fenn	Penei@AOL.Com	410 Sh[illegible] Ave	32789

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
PATRICIA NOVO	Patinovo1@gmail	400 Jo Al CA av.	
CALVIN R PETERS	Calvinpeters@icloud.com	467 Lakewood D.	—
Pamela Peters	—	—	
CHARLES WANMAN		638 CLAIRSHIRE CIR	
GREG SEIDEL	gseidel@cfl.rr.com	1251 LAKEVIEW DR	
MIKE GAFFNEY	mikegaffney1@gmail.com	674 W. MORSE	
ALLISON BROWN	allibrown0226@gmail.com	690 Osceola Ave, #510	
ORMAN KIMBROUGH	ORMANKIMBROUGHjr@gmail.com		
Eric Braun	eric.m.braun@gmail.com	2534 Forfarshire Dr	
Debra Rosenbloth	drosenbloth@gmail.com	190 Cortland Ave	Fix 426
LEONARD FEINBERG	rgfeit@cfl.rr.com	230 Cortland	
Caitlin Long	Caitlinmaria89@msn.com		
Tara Gaffey	tara.peterson2@gmail.com	220 Brewer Ave	Fix426
Bob & Jill Bendick	jbendick1@gmail.com	1211 Oxford Rd	
Stan Rubins	SRUBINS@gmail.com	328 Trismen Ter Winter Park	
Taylor Laurent	tlaurent@metroplanorlando.org		MetroPlan Orlando
PHIL KEAN	PHIL@PKDG.com	120 Trismen Ter	
Nancie Hall	phall1@gmail.com		
Bob Peck	rpeck@watkinseq.com		
Maria Ang Thomas	—	1201 Alberta Dr	
MURRAY SANTORO	MurraySantoro@gmail.com	6502 Saxons Shore	
MARTHA KNOWN	palefalo@AOL.com	219 Alexander Place, W.P.	Fix 426
Robert Known	"	"	
24 Stephen DiCiero	spdiciero@kegcorp.com	1700 N Orange Ave	

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
David Albertson	david@albertsonfrech.com	55 Trismen Terrace W.P.	
George Sonnen	gsonnen@ufl.edu	2105 Coldstream Dr. W.P.	
Sheila DeCiccio	SGDECiccio@gmail.com		Commissioner
Felipe Andres Monsalve	amonsalve@balmorogroup.us		—
Christina Hammock	chrishammock@gmail.com	2932 Summerfield	
Damion Hammock	" "	" "	
Elise Bloom	Kyrgab@aol.com	Henkel Circle	
Nate Wilbur	nwilbur00@gmail.com	1021 W New Hampshire	
Ann Saurman	annsaurm@yahoo.com	1041 Osceola Ave	
Scott Peeler	speeler@mpc-wm.com		
		201 W. Canton #150 WP	
Todd Davis	tdavis@prtcandg.com	—	
"			

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Celine Bounds	Celine.Bounds@dot.state.fl.us	—	FDOT
Maria Serrano	Maria-serrano-aeshi@dot.fl.us	—	FDOT
Loreen Bobo	Loreen.Bobo@dot.		FDOT
Claudia Vanuno	claudiaszmuc@hotmail.com		
Martina Paradyse	Martina.Paradyse@dot.State.FL.US		FDOT
Terry Bryant			FDOT
Forest Michael	michaelplanning@gmail.com		Michael Planning
Laura Turner	turnerlk1@aol.com		LTPS
Marnie Shanthag	mshanthag@earthlink.net		
Virgil Schenck	VSCHENCK@SCHENCK.COM		
Mike Cordny	mwc239@GMAIL.com		FDOT
Warren Bloom	bloomw@gtlaw.com		
Lauren Cooper	lauren.cooper@myfloridahouse.gov		Rep Eskamani

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S.R. 426 COALITION
COMMUNITY EVENT #1
June 13, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
JACK BRIDGEMAN	JBRIDGEMAN@EMBARQMAIL.COM	919 OSCEOLA AVE	
JON THOMAS	jonthomas3373@gmail.com	230 CORTLAND AVE	
Charles Ramdatt			City of Winter Park
David Johnson	davejajohnson00@gmail	911 Osceola Ave	
Michelle Kendall	michelle.kendall@wsp.c	301 E. Pine St. 32801	WSP
Lisa Frye	Lisa.frye@wsp.com		WSP
Christine Fanchi	Christine.Fanchi@wsp.com		WSP
Chris Ray	Chris.Ray@wsp.com		WSP
Sakeat Hossain	MdSakeat.Hossain@wsp.com		WSP
JJ McClist	jj.mcclist@wsp.com		WSP
Nosa Walcott	Nosa.Walcott@wsp.com		WSP
Liz Antw	Liz.Antw@wsp.com		WSP
Drake Hays	Drake.Hays@wsp.com		WSP
Alan Danaher	Alan.Danaher@wsp.com		

Appendix H: Community Event #1 Public Comments and Responses

S.R. 426 Community Event #1
June 13, 2023
Public Comments and Responses

Last Name	First Name	Email	Comment	Comment Response
Blydenburgh	Jeffrey	jeffreyblydenburgh@mac.com	I am disappointed to learn that because of traffic counts, you all consider a road diet infeasible. I submit that the counts would change when the access is reduced. This would improve safety for pedestrians, bikes, and residents on Aloma. If you make the assumption that drivers to east and west can change their driving pattern, traffic reduction will work. I strongly recommend that this alternative be explored!! (Map was included that showed a road diet at Aloma and Cortland intersection to reflect 2 lanes and a center turn lane).	Dear Mr. Blydenburgh, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. More than 40,000 vehicles travel this S.R. 426 daily, and the road is already over capacity. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible without significantly eroding the level of service and causing additional congestion. We did analyze three different lane repurposing scenarios are shown below, and none of them were determined to be viable. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction.. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Bridgeman	Jack	usuckerzu@gmail.com	Pedestrian barrier at Brewer curve if extended through bottom of curve may present a hazard in wet weather. Need physical bump or raised surface perpendicular to road to slow traffic down at curves. Maintenance issue, runoff from sidewalks on Lake Mizell side is causing severe erosion on bank, 1 foot section almost under sidewalk.	Dear Mr. Bridgeman, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. As part of this project, we are providing multiple opportunities to slow down speeds throughout the entire corridor, and particularly at the curves. We are proposing raised speed tables or raised intersections in advance of both curves. We also appreciate the feedback about the bank erosion and will notify FDOT maintenance of this condition. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Brown	Allison	allibrown0226@gmail.com	A quick fix to help would be to trim the trees around the streetlights for better visibility at night. Another quick fix - make homeowners or the City remove debris on their sidewalks for better safety for cyclists & pedestrians. We like the Henkel Circle crosswalk & would use it often to walk in the neighborhood across the street. We LOVE the elevated crosswalks!!	Dear Ms. Brown, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are will share your concern about the landscaping and debris maintenance with FDOT and the City of Winter Park. We are pleased to hear that you are supportive of the raised crosswalks; we are looking at these at multiple locations along the corridor. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Brown	Randy	tallrandyb@gmail.com	At least 7-8 raised surfaces (intersections or crosswalks) between Park and Lakemont. Streets need to be exposed (trees cover). Crosswalk between Chase and Henkel (ideally it is NOT at canal bridge, too sharp there to see) but close to it like Henkel or Trismen. Roundabout at Ollie is bad idea for boat trailers.	Dear Mr. Brown, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are developing a preferred alternative that will include raised elements to slow down traffic, including raised crosswalks that are placed in locations that are functional and safe. We are currently recommending a raised crosswalk just east of Trismen Terrace, before the Henkel Circle entrance. We will notify FDOT and the City of Winter Park regarding landscaping maintenance issues. The roundabout has been removed as a consideration for the current project, but could be assessed further in the future if right of way is acquired. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Conrad	Drew	DConrad@tpg.com	Thank you for your work on increasing safety along SR 426. Please see my comments in the attached form. The traffic moves so quickly in both directions at Alberta Drive that I am afraid to take the turn there. I turn at Cortland, but almost every day a car almost rear ends me. When I invite guests to visit us, I have to warn them about how dangerous it is. I am terrified they will get in an accident coming or going. Ideally there would be a traffic light at Alberta or Cortland. Short of that, a raised crosswalk with blinking lights should help slow traffic and reduce accidents. It will also help pedestrians and bikes to get safety across 426 to the scenic area on Osceola. A bus stop makes no sense there. And there will just be accidents involving buses and people getting on/off buses and walking from there to town. Please put palm trees in the median.	Dear Mr. Conrad, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are preparing a preferred alternative that focuses on improving the safety of all users on the corridor. We understand that there are concerns about the Cortland Avenue and Alberta Drive intersections. In order to slow traffic down, we are proposing to raise the intersection at Cortland Avenue and to add 25 mph speed markings in the roadway in advance of Brewer's Curve. We are also proposing a series of raised elements along the corridor, as well as speed detection signs, which will help to reduce speeds throughout the corridor. Unfortunately, a traffic signal will not be a part of this Coalition project, however FDOT will collect new traffic counts in the fall once school is back in session, to determine if a new signal can be warranted. We are also recommending marking the lanes where the bus stops currently exist to raise driver awareness of the bus stop locations and the pedestrians walking to/from the buses. We are not proposing additional bus stops. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Davis	Melissa	Melissakdavis@gmail.com	It is more dangerous to take a left out of Cortland than Alberta. Also, taking a left out of Trismen is very dangerous too.	Dear Ms. Davis, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We understand that there are concerns with left turns at Cortland Avenue, Alberta Drive and Trismen Terrace. In our preferred alternative we are proposing to raise the intersection at Cortland Avenue, which will help to slow traffic. We are also proposing a raised speed table and raised crosswalk with a Pedestrian Hybrid Beacon (PHB) just east of Trismen Terrace, which will also help to slow speeds, making turning movements easier. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Gaffey	Tara	taragaffeywp@gmail.com	Reduce lanes add stoplights.	Dear Tara, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible without causing additional congestion. We did analyze three different lane repurposing scenarios are shown below, and none of them were determined to be viable. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. FDOT will continue to monitor the need for traffic lights in the area. Traffic counts will be collected in the fall once school resumes to help determine whether a new signal can be warranted. We appreciate your time and dedication to this process and value your partnership.
Gaffey	Nick		Reduce lanes add stoplights	Dear Mr. Gaffey, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible. We did analyze three different lane repurposing scenarios are shown below, and none of them were determined to be viable without causing additional congestion. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. FDOT will continue to monitor the need for traffic lights in the area. Traffic counts will be collected in the fall once school resumes to help determine whether a new signal can be warranted. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Gaffney	Mike	Mikegaffney1@gmail.com	Pedestrian wall is visually unappealing. Landscaping looking east at southern curve will be difficult to access for landscapers.	Dear Mr. Gaffney, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are working with FDOT and the City of Winter Park to coordinate landscaping maintenance needs, as well as to provide opportunities for painting or other aesthetic treatments for the pedestrian barrier walls to make them visually appealing. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Gruenberg	Mary Ann	gruen5@aol.com	Points between Osceola Ct and Phelps are the fastest speed. Like the curb changes and raised intersection and Trismen.	Dear Ms. Gruenberg, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We understand that there are concerns about speeding throughout the corridor and recent data collection efforts have confirmed that the average vehicle speed is 10-15 miles over the posted speed limit. We are looking at all opportunities to reduce speeds and provide a safe environment for all corridor users. As part of the preferred alternative we are including multiple raised elements and other speed reduction elements to help slow down traffic. We are pleased to hear that you are supportive of the curb return improvements and the raised intersections. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Hoover	James	jim_hoover@icloud.com	Please find attached my observations from the presentation on the Fix 426 Community Event held Tuesday June 13th, 2023. You may respond to me here if you have any questions. Hello FDOT and the S.R. 426 Coalition. The presentation was well done. I enjoyed looking at the various proposals and seeing what remedies there may be for various issues. I was left confused, however. For instance, what exactly is the issue (or issues) that are driving this? Who is driving this? Who is the target that will benefit from this? Without understanding that, and going from the presentation, there appear to be inconsistencies in the problem statement(s) and the proposals. The problem definition seems to indicate that crash factors as the driving reason. But it says 40% of accidents are "Distracted driving" 26% are lane departures, and only 4% are aggressive driving & speeding. The presentation goes on to address the speeding issue as if it was THE driving issue at less than 4%. Speeding, not the more than 10 times greater distracted driving issues, or the 6 times greater lane departure issue. Additionally the reporting of excess speed takes the 25 MPH curve example and then extrapolates that to make the speeding case for the entire 1.7 mile stretch. It appears 25 is too low in the first place as evidence by the 85th% and the speeds at that one corner. If the issue is that people living along that portion of the route can't safety ingress or egress, then that should be the stated problem. The stated goals of "improve safety" "Reduce speed" "improve multi-modal Connectivity and Mobility" and "reduce speed" is rationalized by the given metrics which aren't actually pertinent. Again, why? Also, narrowing lanes seems counter to "fixing" the 26% of lane departure issue. Especially is side-swipes are common. Now there are some good things, such as the Trismen Terrace turn lane (it is already there, and there is room for it and some landscaping), the Henkel Cir modifications. The Phelps left turn is an issue, however that is no room in any of the plans for a reasonable fix for that. The left turn at Aloma (east bound to Lakemont) does not need to be fixed. Raised crosswalks are a nice addition. I would reference Corrine Dr. (Orlando) on the confusion that flashing red, solid red, and yellow lights cause people. It's intriguing.	Dear Mr. Hoover, Thank you for attending the S.R. 426 Coalition Community Event and providing these insights. The goal of this project is to rehabilitate the pavement while incorporating improvements within the existing right of way that will increase safe travel along the corridor for all users that travel this roadway. Over the 5-year period between 2017-2022 there were 629 crashes along this segment of S.R. 426, including two fatalities. FDOT's goal is zero fatalities. Although speed is frequently a contributing factor in crashes, it is not always reflected on crash reports as it was not observed first-hand by the reporting police officer. Speed data has been collected at multiple times in multiple locations. Each time this data is collected it shows vehicles traveling in excess of 10-15 miles over the posted speed limits. This contributes to the difficult turning out of the side streets, which is a significant issue on the corridor. 25 mph is an appropriate advisory speed through curves. Narrowing of lanes is a proven safety countermeasure for slowing speeds. We are proposing to reduce lane widths by 1 foot, in key locations in order to add medians. Medians are also an effective countermeasure to improve safety. We have however, removed the proposed median through Brewer's Curve to better accommodate large truck turning movements through the curve. We are pleased to hear that you are supportive of the Trismen Terrace and Henkel Circle enhancements, as well as the raised crosswalks. In the locations where raised crosswalks are proposed, they would be accompanied by pedestrian hybrid beacons (PHBs). PHBs are activated when a pedestrian pushes the button, and they provide flashing yellow light warning people to slow down, followed by solid red lights indicating that cars must come to a complete stop. A great overview of how PHBs work can be found here. https://www.youtube.com/watch?v=itro5GoWsHo.

Jerome	N	ntjerome@mindspring.com	Raised intersection/ pedestrian crosswalk, pedestrian beacons, medians, marked bus stops, pedestrian protection are all good things. Make it a 3 lane road, traffic circle is a great idea. Brick crosswalk sections at Henkel Circle, Phelps, and Fletcher/Sylvan.	Dear Mr. Jerome, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are considering all options to reduce speeds and improve safety through the corridor for all users. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible. We did analyze three different lane repurposing scenarios are shown below, and none of them were determined to be viable without causing additional congestion. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. We appreciate that you are supportive of the raised crosswalks, pedestrian hybrid beacons, medians and bus stop markings. The pedestrian crossings will be high visibility markings rather than brick, for maximum visibility. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Kean	Phil	Phil@pkdg.com	I believe a light at Trismen and Henkle Circle would be a big plus. I like the roundabout. I worry the crosswalks will be dangerous unless the traffic can be slowed.	Dear Mr. Kean, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are looking at all opportunities to reduce speeds and provide a safe environment for all corridor users. Traffic signals will not be part of this Coalition project, however new traffic counts will be collected this fall when school is back in session to determine if a new traffic signal can be warranted. We are pleased to hear that you are supportive of the roundabout. While it cannot be included as part of the S.R. 426 Coalition project due to right of way needs, it can be discussed with the City of Winter Park and FDOT for a potential future project. We agree that speeds need to be slowed to increase pedestrian crossing safety. The raised crossings that we are proposing will be accompanied by a Pedestrian Hybrid Beacon, which requires that vehicles come to a complete stop when pedestrians activate the crossing signal. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Kennedy	Colin	cmkgeo@gmail.com	For Alt 1 at the raised median proposed at the Aloma to Brewer transition (90 degree curve); this will disallow residents in this area to make a left turn to exit or enter our homes. Emergency vehicles coming from the east will not be able to enter our homes via left turn. This is a great concern as we are presently able to make this left turn safely into and out of our homes most of the time. Also, the raised median at this turn will make lanes here even narrower which is also a major concern. We have seen may side swipes here as it is. Please reconsider the raised median at this critical area. It will not result in a more safe traffic pattern.	Dear Mr. Kennedy, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. As we move forward with the preferred alternative, we have taken all public comments into consideration and are removing the raised median through Brewer's Curve. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Khoury	Robert	paleta16@aol.com	Reverse traffic flow on Henkel Circle. Presently blind spot on left as you exit!	Dear Mr. Khoury, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We agree that the current configuration of Henkel Circle is challenging. We looked at the opportunity to reverse the flow. However, if the exit from Henkel Circle is changed to be the current entrance, it will create an unsafe situation with vehicles turning left out of Henkel Circle conflicting with vehicles turning left out of Trismen Terrace. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Lang	Caitlin	caitlinmaria80@me.com	I like Alternative 1 the most - also I think the extra left turn lane at Phelps will be crucial. Will this project ever expand to the Denning Dive to I-4 stretch of road? Also, if possible I think widening the sidewalks near Rollins College is important as there are a lot of pedestrians there.	Dear Ms. Lang, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We appreciate your support of Alternative #1. In order to add a turning lane at Phelps Avenue, the through lanes must be reduced to 9 foot wide lanes. We received feedback that 9 foot wide lanes are too narrow so this proposed recommendation will be removed from consideration for this project. There are not currently any plans to assess the section of S.R. 426 from Denning Drive to I-4. Unfortunately, due to the lack of right of way, we are unable to widen the sidewalks near Rollins College at this time. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Lilley	Susan	susan.lilley@icloud.com	Like alternative 1, we need more calming.	Dear Ms. Lilley, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We appreciate your support of Alternative #1. We are proposing multiple raised speed tables and raised pedestrian crossings and dynamic curve warnings signs that will help to slow down the vehicle speeds on S.R. 426. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Losey	Molly	mollylosey@yahoo.com	As a person who doesn't drive and often goes to park, I can tell you that it is scary to walk. I love the idea of a pedestrian wall. So often I see women pushing a baby carriage and fear for them as they are trying to walk in that direction. Also more cameras so you can witness traffic problems and crashes for a better evaluation.	Dear Ms. Cosey, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are considering numerous improvements that will slow down traffic and increase safety for all users of the corridor. We are pleased to hear that you support the idea of the pedestrian barrier wall and certainly agree that cameras could help along the corridor if allowed and warranted. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Losey	Ralph	ralph.losey@gmail.com	I suffered a serious injury while attempting to turn onto Aloma at Phelps. The person who ran the red light and hit me was not ticketed. She lied and said the light was green. PLEASE INCLUDE VIDEO CAMERAS FOR EACH LIGHT.MORE STOP LIGHTS. SPEED BUMPS. BARRIER WALLS. More police enforcement. Phelps Ave proposals are INADEQUATE. Still too dangerous.	Dear Mr. Losey, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. As part of this S.R. 426 Coalition, we are exploring all opportunities to improve the corridor for all users. The FDOT will work with the City of Winter Park to address your concerns about cameras at traffic lights. Traffic signals will not be part of this Coalition project, however new traffic counts will be collected this fall when school is back in session to determine if a new traffic signal can be warranted in the future. We agree with your assessment and are including raised speed tables and pedestrian barrier walls proposed as part of this project. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Michael	Forest	michaelplanning@gmail.com	Stormwater quality and quantity. Need bike ped for safety-paths for each bike. Need bike ped added ROW. Need overpass/underpass @ Interlachen. Need safe overpass @ RR SunRail and Orange Avenue and trail on Pennsylvania.	Dear Mr. Michael, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are looking into all opportunities to improve safety for all users of the corridor, the focus of which is S.R. 426 from Park Avenue east to N. Lakemont Avenue. This project is a roadway maintenance project, and will incorporate the safety improvements recommended as part of this Coalition. Because of the need for right of way, we are unable to include bike lanes in the project at this time. An overpass at Interlachen Avenue would also require considerable right of way for the approaches and cannot be included into this project. An underpass is also outside of the cost and budget for this project. The recommendations for improvements related to SunRail and the trail are outside of the physical limits of this project but we will share your recommendations with the City of Winter Park. All of the ideas you have provided, while unable to be addressed through the course of this study, are very interesting and will be shared with the City of Winter Park for their future consideration. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Miller	Sally	sallymillerwork@gmail.com	Are resident in our current house for over 20 years period there was a time when Windsong was an orange grove. It's a neighborhood-children and families. Our kids can't safely walk or ride to this neighborhood, or two friends and WP Pines or WP High School or the Cady Way Trail. As a parent I feel scared and irresponsible sending him on his way. The current plan does not at all make any improvements connecting the areas beyond the Brewer Curve to downtown W.P. We drop kids off on the other side too, Sylvan, Trisman, Jo-Al-Ca. The cross-country team runs the route from the high school down Mizell up the ramp to unsafe Aloma to the safety of Rollins as they head around Lake Virginia. The current sidewalk is only 5 ft wide. The proposed changes do nothing to improve this situation. The new signage and lights will take even more of this precious sidewalk space. Please rethink too the people that want to connect to and from downtown W.P. The ramp at curve #1 that safely get people to Mizell and off Aloma. Can you get traffic to 2 lanes in just this area to buy space? Can you have 3 lanes with an alternating one way? Can you get more space with a boardwalk by Lake Mizell? Can you raise the sidewalk and attach signs/light posts to the wall? This section still needs to be addressed. Once through this section there are options for safety.	Dear Ms. Miller, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are exploring all feasible opportunities to improve S.R. 426 for all users. The limiting factor is the lack of right of way available. In order to create more space for pedestrian/bicyclists, we did assess three different lane elimination scenarios as shown below. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible due to the volume of vehicles that use the roadway, and the lack of available alternate routes, without causing additional congestion. (i)a center turn lane throughout the corridor; (ii)2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii)2 lanes in Westbound direction and 1 lane in Eastbound direction. This project is a roadway maintenance project being conducted by FDOT and we are limited to improvements within the existing right of way. A boardwalk by Lake Mizell is not possible at this time within this project, but we will share your suggestion with the City of Winter Park for future consideration. Raising the sidewalk is also not feasible within this project. When the preferred alternative moves forward into final design, the design team will work to minimize the impact of signs or lighting poles on the width of the sidewalk. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Nelson Thomson	Katie	katienthomson@yahoo.com	It is extremely difficult to get out of our neighborhood. Cortland Ave is the safest since it is the farthest from the curve, but if you put a bus stop there is would make it so much harder. Plus traffic studies said there wasn't enough traffic to put a light, so it makes no sense to have a bus stop. A raised brick pedestrian bridge and crosswalk light would be extremely helpful. Landscaped medians would be great, especially with palm trees.	Dear Ms. Thomson, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We understand that it is difficult to turn out of the neighborhood streets onto S.R. 426 and we are looking at ways to improve this condition. For example, by providing raised elements such as speed tables and raised pedestrian crossings and vertical landscaping to slow down traffic on S.R. 426, making it easier to turn out of the side streets. We are proposing to put paint markings in the street to raise drivers' awareness of the existing bus stops; we are not proposing new bus stops. We appreciate the suggestion for a pedestrian bridge. However, in order to build such a bridge, it is necessary to have considerable right of way to build the approaches/ramps to the bridge, which would encroach into the neighborhood streets. FDOT would need to buy right of way (i.e. lawns and potentially houses), in order to construct a pedestrian bridge across S.R. 426. We are looking into landscaping in select locations and will include this in the preferred alternative. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Rubins	Stan	strubins@gmail.com	Some of the ideas presented are helpful, but a road safety improvement without a traffic light at Cortland will effectively manage the traffic and ensure safety. Without more effective measures, we are not safe walking on 426. More folks would walk to Park with slower traffic and true way to cross the street. Distracted drivers will ignore cross walks.	Dear Mr. Rubins, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are looking at all opportunities to reduce speeds and provide a safe environment for all corridor users. We agree that speeds need to be slowed to increase pedestrian crossing safety. The raised crossings that we are proposing will be accompanied by a Pedestrian Hybrid Beacon, which requires that vehicles come to a complete stop when pedestrians activate the crossing signal. Traffic signals will not be part of this Coalition project, however new traffic counts will be collected this fall when school is back in session to determine if a new traffic signal can be warranted in the future. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Seidel	Greg	gseidel@cflrr.com	Please evaluate a 3 lane or flow on SR 426 from west of Pennsylvania to west of Lakemont Ave.	Dear Mr. Seidel, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. The study limits being evaluated extend from west of S. Park Avenue to east of N. Lakemont Avenue. The project team assessed three different lane elimination scenarios as shown below. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible without causing additional congestion. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Schenck	Virgil	vschenck@schenck.com	When pulling out of Trismen Terrace and turning east please do not put in trees and leave the center staging lane. When I pull out of Trismen heading east I make sure westbound traffic is clear then I pull out to staging area and stop with right turn signal to merge into eastbound 2 lanes.	Dear Mr. Schenck, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We understand that Trismen Terrace is difficult to turn out of, and we are exploring all opportunities to improve this situation. We are currently proposing a raised pedestrian crosswalk just east of Trismen Terrace, with a median on either side, which is anticipated to have landscaping; this will provide a safe pedestrian crossing opportunity. Landscaping will be carefully selected so that it does not impact driver's visibility. We are placing these items so that the sight distance for turning vehicles will not be impacted and there will be sufficient clearance to provide a safe turning movement. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Shanbhag	Marnie	mshanbhag@earthlink.net	No right on red @ Lakemont and Aloma - give peds a chance to cross safely. A lot more of us would walk to the shopping center including hospital staff. Love the roundabout. Prefer Alt 1. Thank you for all your hard work!	Dear Ms. Shanbhag, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We appreciate your positive feedback and support for Alternative 1. We are currently assessing the feedback on both alternatives and are preparing a preferred alternative which will incorporate the most effective improvements from each alternative. We understand that pedestrian crossings at Lakemont can be challenging, and are analyzing ways to improve it, including a leading pedestrian interval phase on the traffic signal, which will allow pedestrians to cross before any cars enter the intersection. We will assess whether a no turn on red may be an option. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Stanley	Rick	rickstanley53152@gmail.com	Alternative 1!	Dear Mr. Stanley, Thank you for attending the S.R. 426 Coalition Community Event and providing your feedback. We appreciate your support for Alternative 1. A preferred Alternative is being developed that will combine the most effective recommendations from Alternative 1 and 2 into the Preferred Alternative. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Thomas	Gina	gina.j.thomas@gmail.com	Like the raised crosswalks and speed bumps throughout. Turn lane at Phelps is needed. Concrete pedestrian barriers around Brewers curve.	Dear Ms. Thomas, Thank you for attending the S.R. 426 Coalition Community Event and providing your feedback. We appreciate your support of the raised crosswalks, speed tables and pedestrian barriers through Brewer's Curve. In order to add a turning lane at Phelps Avenue, the through lanes must be reduced to nine foot wide lanes. We received feedback that nine foot wide lanes are too narrow. The addition of turning lanes at Phelps Avenue could be accomplished in the future if additional right of way can be acquired so that the lanes do not have to be reduced to nine feet. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Thomson	Madison	thomson1@kenyon.edu	I live off of Cortland Avenue, and I'm glad there is work planned in the area. Turning off of and onto Aloma is often difficult and dangerous especially left turns. I think the idea of a raised pedestrian crosswalk is great , and I hope it will make biking around here safer. However, I have concerns about some other proposals. I think the idea to add a bus stop next to Cortland will decrease visibility and make turns in this area less safe and far more onerous.	Dear Ms. Thomson, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are exploring all opportunities to improve safety for pedestrians, bicyclists and vehicles as they travel the corridor. We understand the concern about turning onto S.R. 426 from the side streets. We are proposing multiple speed reduction elements such as raised speed tables, raised pedestrian crossings, raised intersections and dynamic curve warnings to slow down vehicle speeds in order to make turning onto S.R. 426 easier. We are proposing to put paint markings in the street to raise drivers' awareness of the existing bus stops, but are not proposing new bus stops. We are pleased to hear that you are supportive of the raised pedestrian crosswalks. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Tobler	Sebastian	srrt93@icloud.com	I love the idea of special emphasis crosswalks. Phelps and Aloma intersection needs a red light camera. Better lighting along sidewalks at night would be helpful too. Sidewalks often are not maintained and slippery when wet. Make speed limit signs more visible with lighting (flashes). Aloma and Lakemont intersection needs wider sidewalks and perhaps a red light camera.	Dear Mr. Tobler, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We appreciate your input and each recommendation provided. We are exploring all opportunities to improve the safety of the corridor for all users, including enhanced lighting and maintenance items. We are pleased to hear that you are supportive of special emphasis crosswalks, and will place them in numerous locations throughout the corridor. We will not be able to widen the sidewalks at this time because of the need for additional right of way however we will coordinate with FDOT and the City of Winter Park regarding sidewalk maintenance. We will share your input regarding the need for a red light camera at Phelps Avenue with FDOT and the City of Winter Park. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
White	Kimberly	sangria7368@gmail.com	Instead of 2 sidewalks just keep the sidewalk on the N side and widen it some. Maybe add a pedestrian guard of some sort. This would allow you to not narrow the road or add a median. Divert through traffic on another street? Create a 1 way street and the other 1 way below Aloma until 426?	Dear Ms. White, Thank you for attending the S.R. 426 Coalition Community Event and providing comments. We are looking into all opportunities to improve the corridor for all users, including pedestrians and bicyclists. We appreciate your suggestion regarding the sidewalks. While we cannot eliminate the sidewalk on one side of the street, we did look at an option to reduce the lane widths in order to widen the sidewalk on the south side of S.R. 426 for the segment from the southern curve to Chase Avenue. However, this was not feasible due to right of way and other constraints. In order to provide more space for pedestrian and bicycle improvements, the project team assessed three different lane elimination scenarios as shown below. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day, with limited alternative roadways that a lane reduction or conversion to a one-way pair is not possible without causing additional congestion. (i)a center turn lane throughout the corridor; (ii)2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii)2 lanes in Westbound direction and 1 lane in Eastbound direction. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Emailed Comments				
Last Name	First Name	Email Address	Insert Full Comment Here	Comment 1 Response

Almodovar	Diane	almodj@yahoo.com	Good morning all, I attended the meeting mentioned below and I am very excited to learn about the progress to FIX 426 that has been made. I live off of Henkel Circle. It is no surprise to you guys that we are always having problems either entering or exiting onto Aloma Ave. I applaud all of your efforts on the proposed alternative improvements off Henkel Circle. My vote is for Alternative #2 that includes a raised crosswalk and flashing light for pedestrians crossing Aloma Ave. This alternative also allows for cars to slow down for those cars turning into Henkel Circle and safety of persons walking up Henkel Circle wanting to cross without having the fear of rushing cars wanting to turn into Henkel. Many thanks to all working on this project.	Dear Ms. Almodovar, Thank you for taking the time to attend the S.R. 426 Coalition Community Event and for providing your input on the project. We agree that there are concerns entering and exiting Henkel Circle and are looking at the most effective ways to improve it. In order to preserve the sight distance for the vehicles turning left out of Henkel Circle, we are shifting the location of the raised crosswalk slightly further east to just past Trismen Terrace. The raised crosswalk will be accompanied by the pedestrian hybrid beacon and a new light pole to provide greater visibility of the pedestrians by the drivers. We appreciate your support for Alternative 2. We are currently preparing a preferred alternative which will assess the public input and combine the most effective improvements from Alternative 1 and Alternative 2 into the final recommendation. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Baker	Daniel	Daniel.Baker@cbre.com	Jesse – My wife and I live at 375 Cortland Avenue so will be impacted by the plans to improve this stretch of Aloma/SR 426. We were out of town, so could not attend the open house, but did review both the flyer and video presentation. Our family has lived on Cortland since 1990, so are very familiar with the traffic situation. In addition, I am a frequent runner so have to use the sidewalks or cross Aloma daily, therefore in tune with traffic patterns, speeding, pedestrians, bikes, etc. 1) Obviously, speeding vehicles is the biggest factor in the number of accidents, along with the peak traffic numbers. With this in mind, some of the calming devices to reducing speed make sense. In particular, the rumble strips and pavement markings/decals are likely the most non-intrusive. The raised intersections with crosswalks would probably help too, but understand fire/police/ambulance have concerns about their ability to do their jobs properly with those in place. 2) My biggest concerns are with the potential narrowing of the traffic lanes. I know the existing ROW is major constraint. As it stands now, there are portions of the roadway that are already very narrow, so making them even tighter should be avoided. While removing the decel lanes would give you more elbow room, making left-hand turns now is quite dangerous, so eliminating the turn lanes would cause even more rear end collisions. Adding medians would be another problem with the road width. This is especially true at the Brewer curve. Not only are semis trying to negotiate the tight curves, but a large number of trailers and large vehicles use 426 (me on occasion) and there is scant room to maneuver as it stands now. Likewise, the sidewalks are a minimum width and are already impacted by light/traffic poles. I have to be wary of this while running or biking. A couple of options show walls along the sidewalk which would reduce the width substantially making it much less safe. And I doubt a wall is going to slow anyone down. 3) Crosswalks with beacons may make some sense, but I am unclear on if they are red or yellow; in other words, do they stop traffic? Unless they stop traffic, I think it would be dangerous to flash yellow	Dear Mr. Baker, Thank you for taking the time to review the materials and provide input on the S.R. 426 Coalition. Please find responses to your comments below, numbered to match your email. 1. We agree that speed is a major factor on this corridor and are assessing numerous ways to reduce speeds and improve safety on this corridor. We appreciate your support for the speed reduction recommendations. We are coordinating with the City's Police and Fire Departments to provide raised elements that are a height/design that is acceptable to first responders. The rumble strips are being removed from the preferred alternative due to community concerns regarding noise. 2. There are several locations where we are proposing to reduce the lane width to 10' to accommodate safety countermeasures (like medians) but only by as minimal an amount as possible in order to fit in the improvements (anticipated to be no more than 1 foot). The turn lanes at Trismen Terrace/Henkel Circle will not be removed. There are several locations along the corridor where we have included medians to separate and slow down traffic. However, based on further analysis of truck turning radii and community feedback, we have removed the proposed median through Brewer's Curve. We have included pedestrian barrier walls through the curve sections, to provide separation between the pedestrians and the vehicles. We will minimize the impact on the sidewalk width to the greatest extent possible when locating the barrier walls. 3. In the locations where raised crosswalks are proposed, they would be accompanied by pedestrian hybrid beacons (PHBs). PHBs are activated when a pedestrian pushes the button, and they provide flashing yellow light warning people to slow down, followed by solid red lights indicating that cars must come to a complete stop. A great overview of how PHBs work can be found here. https://www.youtube.com/watch?v=itro5GoWsHo.

Bossley	Benjamin	Benjamin.Bossley@lighthousec	Mark - Great to see you again (in case you forgot, we met last year at the presentation I conducted at District 5 headquarters in Deland and you participated in a blindfold experience). Thank you for your thorough presentation at this morning's CAC meeting. With proposed PHBs and LPI, combined with consideration of the aging population in the Winter Park area and prevalence of age-related vision loss, are there plans for APS to be incorporated into the design? I'm not sure if on FDOT's APL, but for the proposed PHBs, Polara's iNX product would be beneficial for all users. In addition to being compliant with both ADA and MUTCD , given the audible announcement, it will aid pedestrians who are visually impaired but is actually universally accessible. Given that it can be touchless, those with limited sensation due to neuropathy or physical impairments will be able to use it, as well as dual-sensory impaired individuals who can get haptic feedback via the digitally accessible PedApp (which is available for both Android and iOS). Polara's iNS product is similarly accessible for signalized crossings. For your convenience, I am providing links for Polara's iNX products and the PedApp. iNX - https://polara.com/inx-crosswalk-button-station PedApp - https://polara.com/pedapp ***I am in no way affiliated with or compensated by Polara; I solely want a more universally accessible city for all individuals, including the blind and visually impaired population which will only increase in prevalence due to age-related factors.	Dear Mr. Bossley, (Response emailed by Mark Trebitz) Regarding the considerations of vision impaired pedestrians utilizing this corridor: Yes, the crosswalks on S.R. 426 are proposed to have additional thermal passive detection (like the Polaris iNX product mentioned by the CAC representative). Thermal passive detection is approved for use by FDOT and does not require a pedestrian to do anything as it detects when a pedestrian is present and ready to cross. We understand this detection is much better than video detection at detection of pedestrians. Audible pedestrian signals will also be considered per FDOT Traffic Engineering Manual Chapter 3.7. The audible signals would just need to be requested by the local agency, a study would be completed to support the need, and the FDOT District Traffic Operations Engineer would approve prior to installation. Additionally, all crosswalks will be upgraded to high-visibility striping to improve visibility conditions for those who are sight impaired.
Cohn	Rick & Laura	eyeguyrc@aol.com	First of all, I'd like to say thank you to you and your staff for working towards making the roads in Winter Park safer for drivers and pedestrians. The plans presented at the Events Center on Tuesday night were quite thorough, and the staff were great at answering questions. My wife, Laura, and I live on Alberta Drive between Fletcher and Jo-Al-Ca. Every time I turn left on Aloma, I honestly feel like I'm taking my life in my hands. I literally had to buy a car with better pickup just to get out of my neighborhood!! Regarding the planned improvements, we feel that raised crosswalks and intersections would be great, especially if at least one is near our streets, since we live on the long straightaway , where cars tend to go faster. Honestly, we'd love to see a stoplight at Jo-Al-Ca or Cortland, if that were at all possible. I like the idea of the pedestrian barriers on the curves and the mini medians. There are two items we did not like on the proposal. One is the roundabout by Chase Ave. We feel this is unnecessary as 1) there currently is a traffic light there, and 2) traffic is naturally a little slower there due to Rollins College and Park Ave. Also, roundabouts are just plain annoying. Most importantly, we do NOT like the idea of tightening curb returns, especially at Jo-Al-Ca and Fletcher. Visibility is already terrible turning from these streets onto Aloma. Sharpening these already sharp turns will make the visibility even worse. We would love to hear any further feedback you have. Thanks again for your time and effort on this important project. Sincerely, Rick and Laura Cohn Richard A. Cohn, M.D. Cohn Eye Center 260 Lookout Place, Suite 105 Maitland, FL 32751 work: (407) 647-7227 cell: (407) 435-4901	Dear Mr. and Mrs. Cohn, Thank you for attending the S.R. 426 Coalition Community Event and for providing your input. We are identifying ways to reduce speeds along the entire corridor in order to improve the opportunities to make turning movements out of the side streets more easily. We recognize that there is a particular concern through the curves and in the straight-away section. We are pleased to hear that you are supportive of the raised crosswalks, intersections, mini medians and pedestrian barriers. We are planning to raise the intersections at Cortland Avenue, Shepherd Avenue and Phelps Avenue. We are finalizing the exact locations of the raised pedestrian crossing, but are planning that there will be one along the straightaway. Although a traffic signal will not be part of this Coalition project, FDOT is going to collect traffic counts in the fall once school is back in session, to assess whether a new traffic signal east of Brewer's Curve could be warranted. We have removed the roundabout from consideration for this project due to the need for additional right of way. Additionally, we are revising the tightening of the curb returns so that only the curb return into the side streets are reduced. This will allow the curb returns out of the neighborhood streets, turning onto S.R. 426, to remain intact. This will address the concern you raised about the sight distance when turning onto S.R. 426/Aloma Avenue. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Corddry	Mike	mwc239@gmail.com	I'm very impressed with the thoughtfulness of the plans presented. To be honest, it was better than I expected. I would request that all streets feeding onto Fairbanks continue to be allows to turn left, especially Trisman and Alberta. Additionally, adding a cross walk at Jo-Al-Ca would be wonderful.	Dear Mr. Corddry, Thank you for your comments and participating in the virtual meeting. We appreciate the positive feedback. We will not prohibit any left turns with the recommended improvements; turns will be able to made as they are currently. We appreciate your support for a crosswalk at Jo-Al-Ca Avenue. We are currently evaluating the exact locations of where the raised crosswalks will be and will share them at the final Community Event.
Cornacchio	Peter	petecornacchio@embarqmail.c	Question or Comment: I own the home on Brewers curve at 299 Brewer. Back in 2008 a drunk driver plowed through the guard rail into my garage causing $80,000 in damage to my vehicle and home. Just 2 weeks ago another driver crashed into the guard rail which stopped him from hitting the street light, and would have gone into my privacy wall or garage again. My wall was hit back in '94. It is IMPERATIVE a barrier be placed around the curve to stop further crashes. These are only 3 of MANY. A crash occurs on average once every few weeks. Thank you	Mr. Cornacchio, Thank you for the information regarding the unfortunate crashes near and/at your residence. We are definitely looking at the feasibility of pedestrian barriers through the curves. We hope you're able to make the public meeting tomorrow night, June 13th, at the Winter Park Event's Center located at 1050 West Morse Blvd. The meeting goes from 5:30 to 7:00 pm. In closing, thank you for your interest in the project.
Edge	Hoyt	Hedge@Rollins.edu	your areas of concern in the presentation was the number of people going out on Osceola at the Entrance. I guess there are 10-12 people per day going out the wrong way. I've lived on Henkel long enough to remember that it was at one time 2-lane, then switched to 1-way going out the other direction, and now the 3rd (and present) change. There is no easy solution. If there were a traffic light there, that would solve the problem. In the meantime, when I exit Henkel, I think to myself that I am at a red light rather than a stop sign, and it might take 2 minutes for the light change to green, and I find that within 2 minutes, invariably there is a clear lane to exit going west onto Osceola. Most people don't have that patience, however. So, that is one part of the issue, I suppose. On the other hand, if you change the settings the lights on 426 differently at Lakemont, and then Phelps, to help the flow, I worry whether this would eliminate those open occasions for those of us trying to get out of Henkel going west. That would create even more accidents. Further, as it is now, the Podocarpus bushes at 300 Henkel that line Osceola make it difficult for newcomers to Henkel to see cars coming east because of the curve to the left. We old timers know there is a problem here and usually can remember to slowly inch forward enough to see around the curve. I don't know if there is solution to this problem, but I hope you think about it. The second major issue I want to bring up is the noise. We expect street noise, even with our double paned windows. What is disturbing, however, is the muffler noise from cars and motorcycles who treat Osceola as a racetrack; they are actually trying to create the loud muffler noise. Even with these modified mufflers, if they stuck to the speed limit, I don't think the noise would be too disturbing. So speed is affecting noise, too. Thanks for your work on this project. Sincerely,	Dear Mr. Edge, Thank you for attending the S.R. 426 Community Event and for providing your input on the recommendations. We understand that it the one-way configuration of Henkel Circle is challenging. We looked at the opportunity to reverse the entrance and exit locations, however this would create a difficult situation as vehicles turning left out of Trismen Terrace and left out of Henkel Circle would then be turning closely towards each other, creating a potential conflict. We also looked into adding a traffic signal at Henkel Circle/Trismen Terrace, but it did not meet the required signal warrants. FDOT will be collecting new traffic counts in the fall once school is back in session and will reassess whether a signal warrant can be met for any location along the corridor. The timing of the traffic signals along the corridor will be evaluated. The goal will be to optimize traffic flow for S.R. 426, as well as the side streets, promoting safe traffic movements. For those locations where the trees/shrubs are on private property such as at the location you identified, we will share the concern with the City of Winter Park. We expect that the multiple recommendations to slow down traffic will result in a safer roadway, and hope that it can also be a quieter roadway. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Havill	Georgiana	georgiana@havill.org	to pass along my neighborhood's comments re your meeting last night at the Winter Park Community Room. The reps we encountered there, seemed super-charged, enthusiastic, patient, and informative. Also, the enlarged maps were easy to understand. Our house's driveway, exactly one mile from Park Avenue, enters directly onto Aloma Avenue, right beneath the large overhanging blinking yellow sign at the top of the "snake" (the curving section.) Flanking us on the north side of Aloma are Cortland Avenue and Alberta Drive. The passing traffic has NO idea that it's navigating a minefield, dotted with danger. When a resident tries to enter the road from a driveway or a side street, a slight miscalculation about a car's speed (and there are many) means that the driver(s) are equally endangered! Nearly every morning, when my walking group goes along Aloma (required to get to safer areas) we see evidence of cleaned-up overnight impacts. Indeed, while we walk--quite anxiously--we are facing parallel to oncoming traffic, where an errant vehicle might, at any moment, jerk up onto the sidewalk, and we were merely exercising. Shown here are my photographs. One was taken April 22nd when a car emerged from Cortland (next to us) onto Aloma and was struck by an unsuspecting truck. THIS time, there were no injuries. The second was taken June 12 from my driver's window as I needed to make a left turn and you can see what I see each time I have to go anywhere. My 82-year-old husband is now driving less for fear of being hit the same way. Then again, all of us have to stop while on Aloma to make left-hand turns. I spend that waiting time, not looking ahead, but instead, I am studying my rear-view mirror for cars that might plow into me. Even if they don't strike me, they often do sudden jerks around me impatiently (and endangering cars in the other lane,) leaning on their horns and doing the finger opinion. While studies are being done for future implementation, cheaper and faster remedies are needed	Dear Ms. Havill, Thank you for your input. I appreciate the conversation we had via phone regarding these issues and opportunities. Thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Marinello	Heather	heathermarinello@gmail.com	I just wanted to give a shoutout for improving the area and safety, but I living near Sylvan Lake, and regularly using this corridor, I don't find it to be that bad. Particularly having lived in other parts of Orange county, Broward county, and just generally around Florida. I've yet to see a single accident despite how busy the roadway is. There are clear roads signs and because of the curvature most people are forced to observe the speed limit. Plus, the pedestrians have dedicated sidewalks on either side for the entirety of the corridor. While biking may be a concern, if it impedes the flow of traffic, bicyclists have a million other ways to traverse the same area, and if there's no bike lane, the sidewalks (there are very few people who would not understand a bicyclist on the sidewalk in that area, especially because most people aren't walking along that corridor to begin with, with the only exception being as you near Rollins, but even then, they're predominantly focused on crossing to park avenue, rathe are on private property such as at the location you identified, we will share the concern with the City of Winter Park. We expect that the multiple recommendations to slow down traffic will result in a safer roadway, and hope that it can also be a quieter	Dear Ms. Marinello, Thank you for your participation in this project and for providing your input. We appreciate your positive impression of the corridor. We agree that there are many roads in the area that also need attention and FDOT is working to make improvements across the state. One of the initial steps in this study process was to complete crash analysis, which identified numerous locations along the corridor, particularly through Brewers Curve and at Phelps Avenue, where crashes were occurring and safety improvements would be beneficial. The origin of this project is scheduled maintenance (paving) of the corridor. Because the maintenance project is already scheduled and funded, it provides an excellent opportunity to also make safety improvements at the same time, thereby maximizing the budget. Thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Neish	Marie	marie.neish@yahoo.com>	I am not sure if I'll be able to make the meeting but I will certainly try. One concern I have after only a brief look at the information sent for this meeting is that if trees are added which impede the view of cars traveling west around Brewers curve from those turning left from Henkel Circle onto Aloma this will make the intersection where for turning left out of Henkel Circle even more dangerous. I hope to have more input and to virtually attend the meeting.	Thank you for your interest in the SR 426 Coalition. Carolyn Fitzwilliam provided me with your comment. We will definitely be refining the landscaping elements as the study progresses. Your comment makes a lot of sense, and we will certainly reconsider what we are showing. Please feel free to call my cell phone, listed below, if you have any questions or additional comments.

Neish (Comment & Response #2 from Ms. Neish)	Marie	marie.neish@yahoo.com>	Dear Jesse Blouin, I'm having a look again through all the material for the upcoming meeting. Has no one suggested a light for exiting Henkel Circle onto 426? This can be a very tough exit to make. I fear that when the traffic slows down with the other great suggestions this will be an even more difficult exit to make. Can having a light for cars and not just people be an option for this intersection?	Ms. Neish, Thank you for your interest in the SR 426 Coalition. Many citizens have made this same request for a signal for those exiting Henkel Circle. Currently, it doesn't meet signal warrants to add a signal; therefore, we are working within the parameters we have. Throughout the corridor, we are looking to slow the speeds and at the same time change driver behavior. Again, thank you for your interest in the study!
Pierce	Jerry	jerry.pierce@rewonline.com	Melissa and Stefan, Thank you for your efforts to "fix" State Road 426. In reviewing the proposals, I don't see that the problem at Phelps and 426 has been addressed. I personally know two people who have been "T" boned at that intersection and I could have been one also had I not been alert to a red light runner. The primary issue at that intersection is that it is a "blind intersection". Possible solutions: 1. Danger warning signs place on all 4 intersections of "blind - limited sight" or similar. 2. Improve sight by taking a slight corner out of north east property and south west property (eminent domain). 3. Make traffic lights more visible by placing frame around lights 4. Put up flashing lights or sign on east and west bound of intersection ahead. Related by not a major solution: As 80% of traffic on 426 is apparently through traffic, suggest coordinating with Orange County to get Rich Crotty Parkway constructed. Drawings and land acquisition has been completed for segment 1A. The Rich Crotty Parkway will be E W and be 120 wide 4 lane divided road that will offer another option for E W travel vs traveling through Winter Park.	Mr. Pierce, Thank you for your interest in the SR 426 Coalition. We also appreciate your input regarding potential issues at Phelps Avenue; we will be looking into solutions for this location and will certainly keep your feedback in mind as we get to a solution. Please feel free to give me a call if you would like to discuss more. I can be reached at 407-470-7216. Again, thank you for your interest in the study!
Portelli	Lisa	lisajportelli@gmail.com	Hi, My request is simple - I run that street regularly and I am an avid cyclist, bike commuter etc. This is our ONLY chance for an east-west connector from SunRail and to the Cady Way Trail. We need to create a protected sidewalk/multi use path from the existing sidewalks. A concrete barrier wall, painted or otherwise to make it look better would go a long way toward allowing people to ride and walk more comfortably. At a minimum, the protected area should run on the south side from Chase Ave. to the first curve where a cyclist can exit onto Henkel Circle. Feel free to call if that is not clear. Lisa Portelli 407-961-9225	Dear Ms. Portelli, Thank you for your input into the recommendation for the S.R. 426 Coalition. We are looking at all opportunities to improve access and safety for all users of the corridor. This is a maintenance project that includes safety and speed management measures along the corridor. We did however look into opportunities to provide enhanced pedestrian/bicyclist facilities however because of limited right of way we are not able to widen the sidewalks or provide bike lanes with this project. Although we are not able to include a pedestrian barrier walls as far as Chase Avenue, we are currently proposing to add them through each of the curve sections, providing a protected area for pedestrians. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Rosenbluth	Debra	drosenbluth@gmail.com	In response to your questions about the MUTCD and applicability within the State of Florida, I have compiled the following information.	In response to your questions about the MUTCD and applicability within the State of Florida, I have compiled the following information. In accordance with Section 316.0745, Florida Statutes, the Department of Transportation has adopted the U.S. Department of Transportation, Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) by Rule 14-15.010, F.A.C. The MUTCD is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. The current published copy of the MUTCD, 2009 MUTCD with Revisions 1, 2, and 3, July 2022, is available here. Part 4 of the MUTCD deals with traffic signals, with the signal warrants outlined in Section 4C. The process for completing a signal study is also detailed in the FDOT Manual on Uniform Traffic Studies, in chapters 2 and 3. Additionally, when a new signal is warranted, we conduct an Intersection Control Evaluation to evaluate alternative intersection configurations per the FDOT Design Manual 212.1.2 and the ICE Manual.
Sustachek	Laureen	lsustachek@gmail.com	Question or Comment: Thank you for the information last evening, I think lane reduction and traffic lights should be evaluated as part of the improvements.	Thank you for your interest in the State Road 426 Coalition. We have evaluated and will continue to evaluate the potential for traffic signals along the corridor. We also evaluated a lane repurposing as you mentioned; however, the traffic volumes, which are around approximately 41,000 vehicles per day, can't handle the removal of lanes. Therefore, this option has been eliminated for further consideration. The maximum amount of cars for a lane repurposing is approximately 20,000 vehicles per day. In closing, please let me know if you have any additional questions or comments. Again, thank you for your interest in the study.

Sacheck	Gary & Shirley	garysacheck@icloud.com	Hi Jesse, I purchased my home at 1034 Aloma Ave in Winter Park in 1997. I have been actively working on and or living there for over 30 years. So my first comment is: "thank you, in advance, for your efforts in developing a Great plan and successful implementation for changes to this corridor". Our property is on the inside of the curve where Brewer Ave becomes Aloma. I hope to not waste your time on statistics that you have already laid out in your presentation of June 13th. The current radius and lane width at "Brewer Curve" is not wide enough to allow certain length tractor trailers to make the turn. When using the right east bound lane these vehicles travel up on to the sidewalk and exit back to the road at our driveway. This is a Regular occurrence. Is this addressed in "Alternative 2" that includes the median? How can the road accommodate a median and at the same time expand the lanes so that certain vehicles stop using the sidewalk to complete their eastbound turn from Brewer to Aloma? This, I would think, should be a "must do" in the approved plan. The turning radius necessary for certain "tractor/trailer rigs, currently, is not accommodated by "426" at Brewer curve. Re-engineering the curve utilizing FDOT's triangular piece of property located on the NW section of the curve seems to be reasonable??? I realize residents have to make some compromise to slow down the aggressive driving in our neighborhood. And with the proposed median, not being able to make a left turn exiting and returning to our home would be less convenient. However, as we well know, after living here for over 30 years, making a left turn at the apex of this curve is not for the "faint hearted". A reasonable way to return to our home, with a little extra driving, looks to be, "built into "both Alternatives. Removing left turns at the curve thru a median seems to make safety sense. The median also gets rid of, literally, frequent U-Turns on Alberta Drive. Any Specifics of the look and maintenance of the median and pedestrian barrier of "Alternative 2"??? Thank you	Dear Mr. & Mrs. Sacheck, Thank you for your interest and input into the S.R. 426 Coalition project. We appreciate your insights into the issues at Brewer's Curve, and found the follow-up photos you provided to be very helpful. As a result of the community feedback, including yours, we have removed the proposed median from Brewer's Curve. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
	Mike	mwc239@gmail.com	One question, I had about shrinking all lanes to 10' and add a 2' green space between the road and sidewalk? Love 25 mph! We'll be able to walk to town! Finally	First, thank you for your interest in the SR 426 Coalition. We also thank you for your suggestion regarding adding a the grassed space between the sidewalk and travel lanes. This is something we have looked at and will continue to look into as we develop the recommended or final alternative. Please let me know if you have any additional questions. Again, thank you for your interest in the study!

Scott	Elizabeth		Dear Jesse: My name is Elizabeth Scott and I have lived on Alberta Drive, (top of the Brewers curves) for the past 29 years. Here are my comments re: the proposed alternatives to calming the traffic on 426. The raised intersections, barrier walls, pedestrian beacons, bus stop markings etc. are great ideas and additions to the road. I like the idea of making the mini medians green and pretty but the proposed mini median at the top of the curve restricting my ability to turn left out of Alberta onto 426 not so much! Not only do the people who live on Alberta leave our neighborhood this way but many others who are tucked back in our neighborhood do as well. We are all aware of the traffic pattern turning either left or right on to 426 from Alberta and sometimes if traffic is heavy, you have to wait to get out but that it ok. Restricting the access to turn left from Alberta onto 426 will force a lot of cars to Cortland and/or Trismen. Are the folks on Cortland and Trismen on board with that? It will also restrict our ability to turn on to Alberta to get home once again forcing cars down Cortland or Trismen. I personally think it is harder to exit our neighborhood on Cortland as cars are still accelerated or accelerating in or out of the top of the curve. Also, many large trucks and semis use 426 daily and have been known to come into our neighborhood. Sometimes the vehicles fill up the width of the lanes on 426. What will be the impact in this situation of making the lanes narrower at the top of the curve? Also, within our neighborhood, the way the bottom of Alberta and Cortland connect makes it hard for large trucks to navigate and turn. Another concern is losing the slip lane at Chase. This might add to wait time and congestion to get to Park Avenue. Adding turn lanes at Phelps would be a true blessing! Anyhow, thank you to your team for coming up with some ideas to make the street look better and add some visual speed deterrents.	Dear Ms. Scott, Thank you for your interest in the S.R. 426 Coalition project, and for providing input into the proposed Alternatives. Based on community feedback, we are removing the proposed median through Brewer's Curve. We are also revising the proposal to remove the slip lane at Chase Avenue. We are instead proposing to replace the yield sign at the slip lane and Chase Avenue with a STOP sign, and to raise the crosswalk and mark it with high visibility markings. In order to add a turning lane at Phelps Avenue, the through lanes must be reduced to 9 foot wide lanes. We received feedback that 9 foot wide lanes are too narrow so this proposed recommendation will be removed from consideration on this project. It may be possible to advance the turning lanes in the future, if additional right of way can be acquired. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Virtual Meeting Comments				
Ergle	Samuel	sam.ergle@gmail.com	Have you considered a 3 lane roadway with a designated Two way left turn in the middle? And then opening up at intersections?	Dear Mr. Ergle, Thank you for attending the virtual S.R. 426 Community Event. Our team reviewed three different alternatives, as listed below, to reduce the number of lanes. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible due to the volume of vehicles, and the lack of available alternate routes, without causing significant congestion on the corridor. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Neish	Marie	marie.neish@yahoo.com	I see on one of the slides the phrase "Eliminate slip lane at Chase Avenue". If this is removing the right lane on 426 that is going west and turns there to turn right on Chase Ave, then removing this would cause plenty of traffic to build up on 426. How can we get a light considered for exiting Henkel Circle ? What would happen if all or a portion of this corridor became one lane each way? It would significantly cut the through traffic and then there would be room for bike lanes and sidewalks that are actually usable by families. A bike lane going east could go by the sidewalk over to Osceola Ave. This could then go down and join up with the Cady Way Trail. Has anyone considered that could be a benefit? Would the through traffic find other reasonable paths?	Dear Ms. Neish, Thank you for attending the virtual S.R. 426 Community Event. The way you have described the slip lane is correct. Based on community feedback, we are revising the preferred alternative to leave the slip lane intact. We are instead proposing to replace the yield sign at the slip lane and Chase Avenue with a STOP sign, and to raise the existing pedestrian crosswalk and mark it with high visibility markings. The request for a traffic signal at Henkel Circle has been studied several times in the last few years, including as part of this project. Unfortunately this intersection does not meet the necessary warrants for a traffic signal. Although a traffic signal will not be part of this Coalition project, FDOT is going to collect traffic counts in the fall once school is back in session, to assess whether a new traffic signal could be warranted on the corridor. Our team reviewed three different alternatives, as listed below, to reduce the number of lanes in order to make space for bicycle and pedestrian improvements. Unfortunately the analysis has shown that with 40,000 vehicles traveling the roadway each day that a lane reduction is not possible due to the volume of vehicles, and the lack of available alternate routes, without causing significant congestion on the corridor. (i) a center turn lane throughout the corridor; (ii) 2 lanes in Eastbound direction and 1 lane in Westbound direction; and (iii) 2 lanes in Westbound direction and 1 lane in Eastbound direction. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.
Reynolds	Courtney	careynolds2016@gmail.com	One of the renderings for Phelps show red bus stop markings. What does the transit ridership look like at those stops? If no one is using those stops, could the be eliminated altogether? I LOVE transit but removing conflicts in that area could result in better safety outcomes. The sidewalks where Osceola Ave becomes Brewer Ave are VERY tight. How can that space be widened to allow USEFUL space to walk and/or bike in that section? What is the lane width for this section?	Dear Ms. Reynolds, Thank you for attending the virtual S.R. 426 Community Event. Please find responses to your questions below. 1. LYNX, the local transit provider, regularly monitors the ridership at bus routes and adds, removes, or relocates bus stops for maximum efficiently. LYNX will assess ridership along the corridor and the need for associated bus stops. 2. This is a maintenance project that includes safety and speed management measures along the corridor. We did however look into opportunities to provide enhanced pedestrian/bicyclist facilities. However, because of limited right of way we are not able to widen the sidewalks with this project. 3. Will you provide the location for which you would like to know the lane width? The majority of the corridor has 11 foot lanes. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Thompson	Clay	cloberth@msn.com	I have been using the Aloma corridor for over 30 years, mostly as a motorist, but increasingly as a cyclist. Riding in the roadway is a dangerous proposition, so the sidewalk is the only safe, although scary, alternative. I will always defer to pedestrians, but the south sidewalk is barely wide enough for two walkers. Putting up barriers will make sidewalks even narrower. Is there any proposal to widen sidewalks?	Dear Mr. Thompson, Thank you for attending the virtual S.R. 426 Community Event. We are looking at all options that will improve safety for pedestrians, including the barrier walls. The current sidewalks are 5' wide. The pedestrian walls would be 18" wide. As this project moves forward into the design phase, the designers will evaluate any opportunity to minimize the impact to the sidewalk width in the aeras where pedestrian walls will be added. This is a maintenance project that includes safety and speed management measures along the corridor. We did however look into opportunities to widen the sidewalks. However, because of limited right of way (the Florida Department of Transportation only owns the property to the back of the existing sidewalks) we are not able to widen the sidewalks with this project. In closing, thank you for your interest in this study and we hope you will continue to participate. As further details about the second community event are finalized, we will notify you by email.

Appendix I: Community Event #2 Materials

Welcome

S.R. 426 Coalition

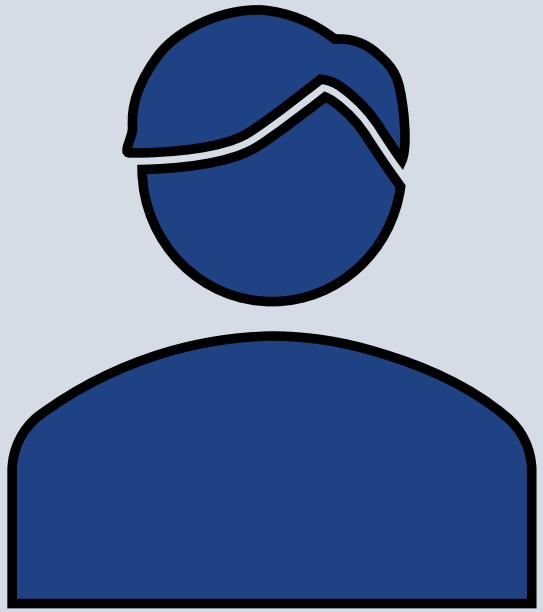
From west of S. Park Avenue to east of N. Lakemont Avenue

Financial Project Identification (FPID) No.: 451282-1

Community Event #2

October 4, 2023

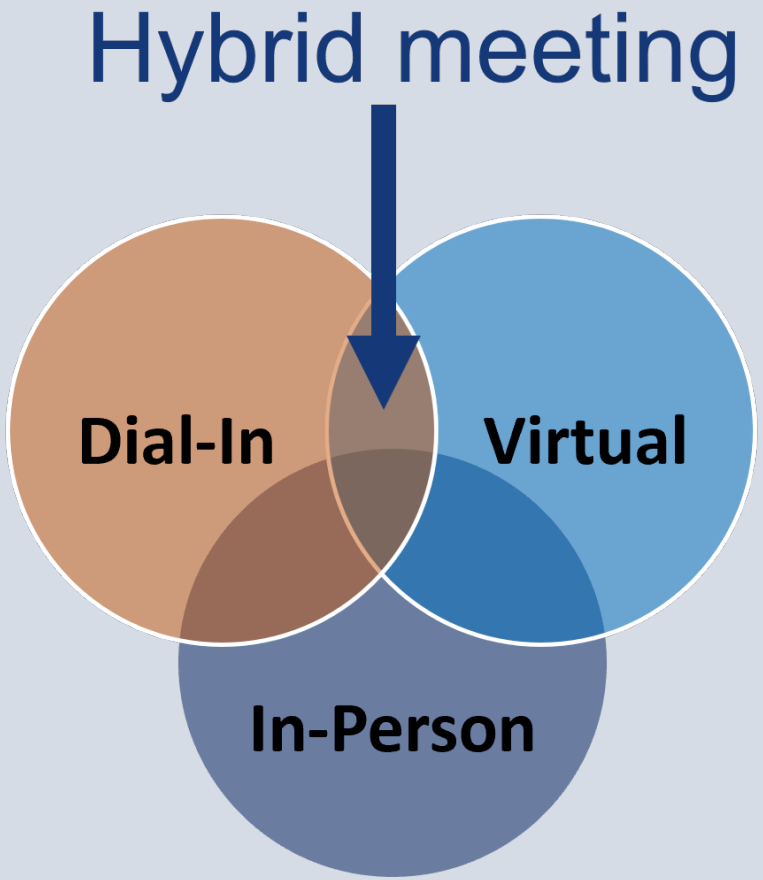
INTRODUCTION



Jesse Blouin, AICP
FDOT Project Manager
719 S. Woodland Blvd., MS 501
DeLand, FL 32720
Jesse.Blouin@dot.state.fl.us
386-943-5167

About the Event

- This event is being conducted in a hybrid format
- Dial-in attendees not using the GoToWebinar app are “listen-only”
- A copy of the presentation can be found on the project website at: CFLRoads.com/project/451282-1
- www.cflroads.com/project/451282-1



Agenda

- Review Community Input
- Present Preferred Alternative
- Obtain your Feedback

Title VI Compliance

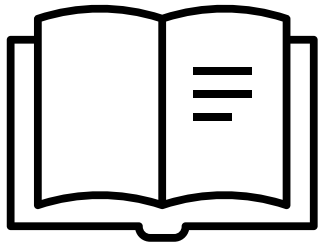
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

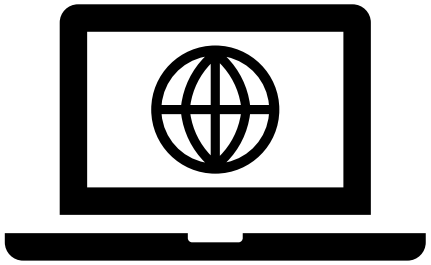
Melissa McKinney
District Five Title VI Coordinator
719 S. Woodland Blvd., MS 501
DeLand, FL 32720-6834
386-943-5077
Melissa.McKinney@dot.state.fl.us

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Equal Opportunity Office
605 Suwannee St., MS 65
Tallahassee, FL 32399-0450
850-414-4764
Stefan.Kulakowski@dot.state.fl.us

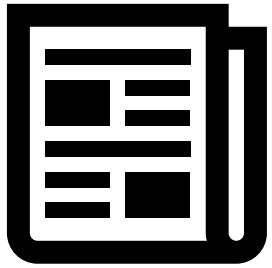
Public Notices



Florida Administrative Register

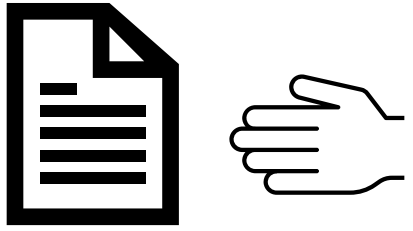


Department/project webpage

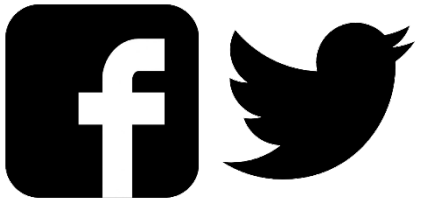


Newspaper

Email notification



Hand deliver



Social media

What is a Coalition?

Potential Improvements Incorporated into a Roadway Maintenance Project

Focused on Community Engagement

Implementation of Safety Improvements

Design and Construction Phases are Already Funded for This Coalition

Project Partners

Government Partners

- City of Winter Park
- MetroPlan Orlando
- FDOT
- LYNX
- Orange County

Community Partners

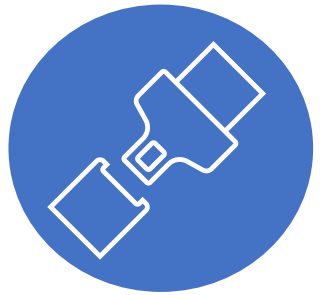
- Fix426
- Advent Health
- Rollins College
- Windsong HOA
- Lake Virginia Condo Board
- Winter Park Chamber of Commerce
- All Saints Episcopal Church
- Polasek Museum
- The Woman's Club of Winter Park
- Park Avenue District
- Winter Park High School

Study Corridor

S.R. 426 from west of S. Park Avenue to east of N. Lakemont Avenue

Study Purpose and Need

- The S.R. 426 Coalition is evaluating a variety of factors including safety, pedestrian and bicyclist mobility, speed management, and traffic operations.
- The goal of this maintenance project is to rehabilitate the pavement while incorporating improvements within the existing right of way that will increase safe travel along the corridor for all users.



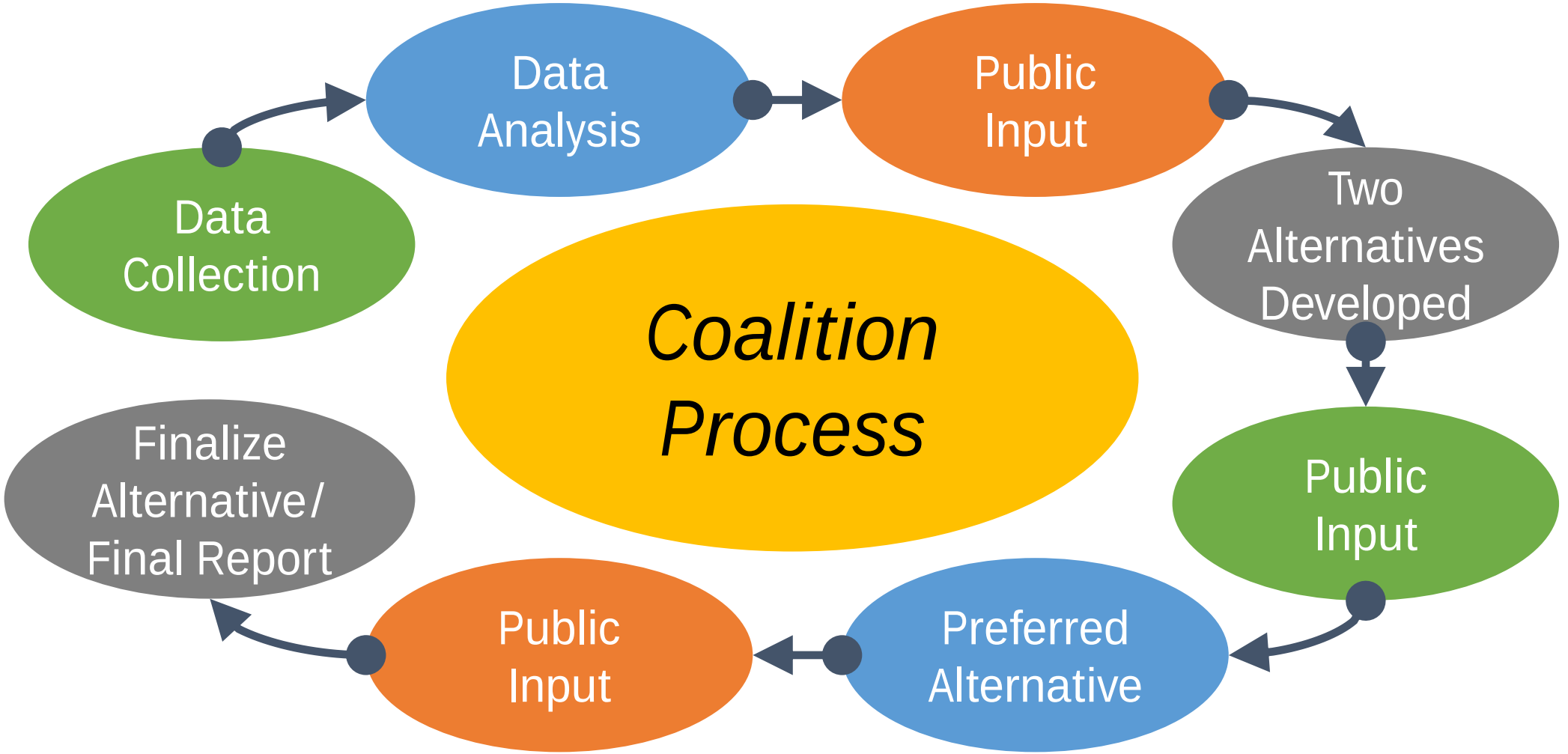
Safety

Speed Management

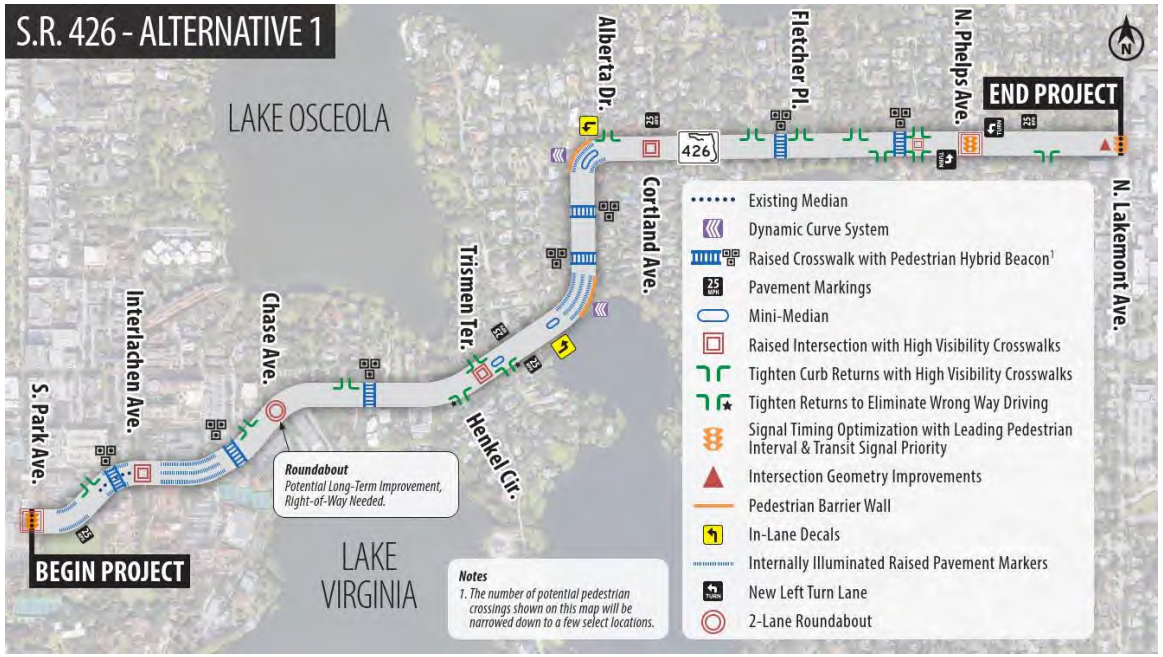
Pedestrian & Bicyclist Mobility

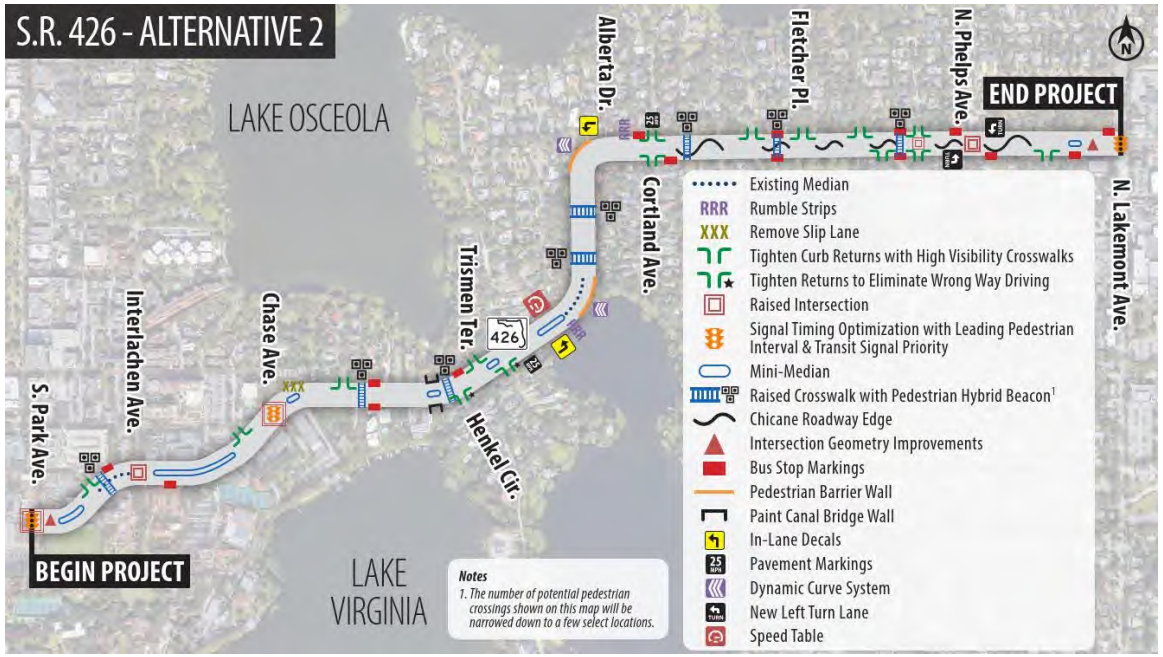
Traffic Operations

Coalition Process



Community Input Received

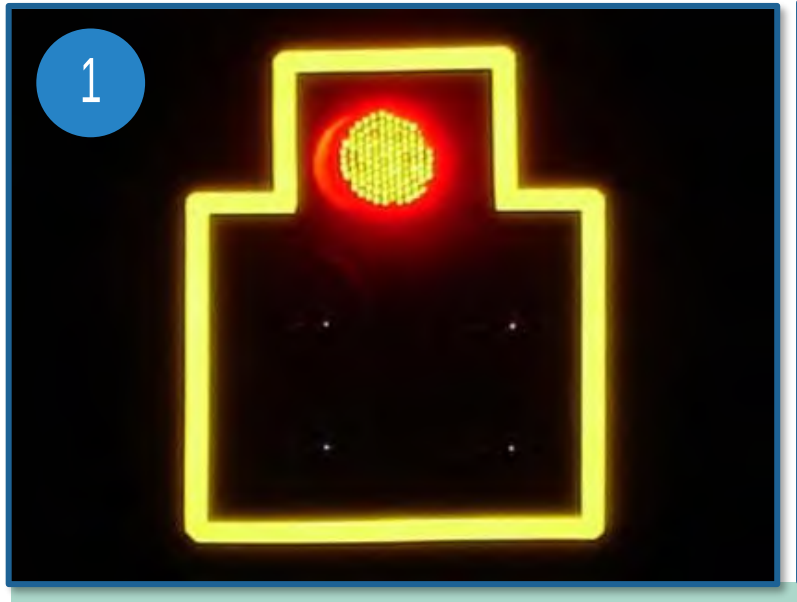


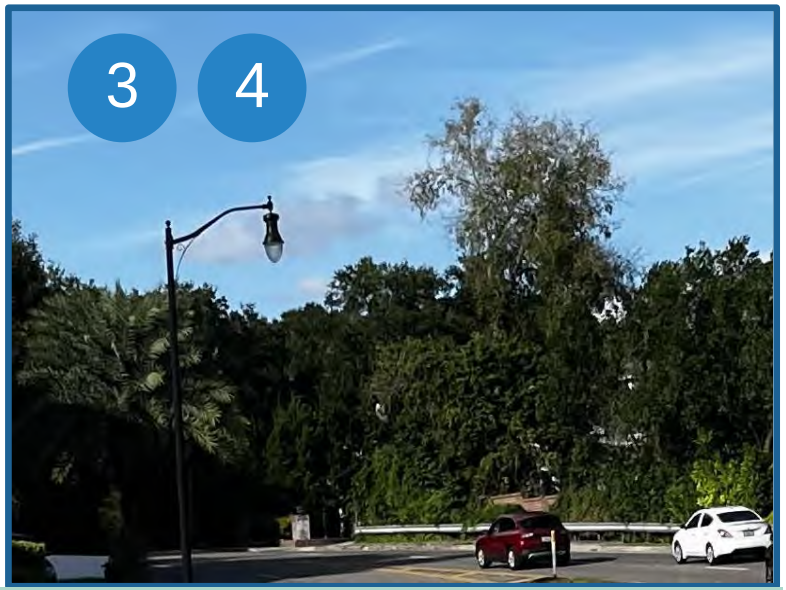


We Heard Support For:

1. Barrier Wall to Separate Pedestrians/Bicyclists from Vehicles
2. Dynamic Curve System
3. Brick-look (stamped or brick)
4. Raised Intersections
5. Medians
6. Raised Crosswalks with Pedestrian Hybrid Beacon Signals
7. Landscaping

We Heard Support For:





1. Signal Backplates
2. Speed Radar Signs
3. Upgraded Lighting
4. Lighting in Curves

Site Specific Comments

- Improve pedestrian crossing at Interlachen Avenue
- Do not remove slip lane at Chase Avenue
- Remove/relocate speed limit sign at Henkel Circle as it impedes visibility
- Pull back median at Trismen Terrace to allow staging for vehicles
- Remove median proposed through Brewer's Curve
- Add "Stop for Pedestrian" sign at N. Lakemont Avenue

Expand Corridor-wide Signal Coordination

Traffic Count Collection September 2023

Preferred Alternative

Before & After: Chase/Ollie Avenue

Eastbound at Chase Avenue
EXISTING

Eastbound at Chase Avenue
PROPOSED

Before & After: Osceola Court

Eastbound at Osceola Court
EXISTING

Eastbound at Osceola Court
PROPOSED

Before & After: Trismen Terrace

Eastbound at Trismen Terrace
EXISTING

Eastbound at Trismen Terrace
PROPOSED

Before & After: Brewer's Curve

Westbound at Brewer's Curve
EXISTING

Westbound at Brewer's Curve
PROPOSED

Before & After: N. Phelps Avenue

Eastbound at N. Phelps Avenue
EXISTING

Eastbound at N. Phelps Avenue
PROPOSED

Next Steps in the Project Schedule

FY = Fiscal Year, July 1 to June 30;*
All dates are subject to change.

Get Involved

In Person

Virtually

Email or Mail

Telephone

Ways to Submit Comments

In-person

- Submit a written comment form
- Written comments are part of the public record

Other Ways to Submit Comments

Contact the Project Manager, Jesse Blouin

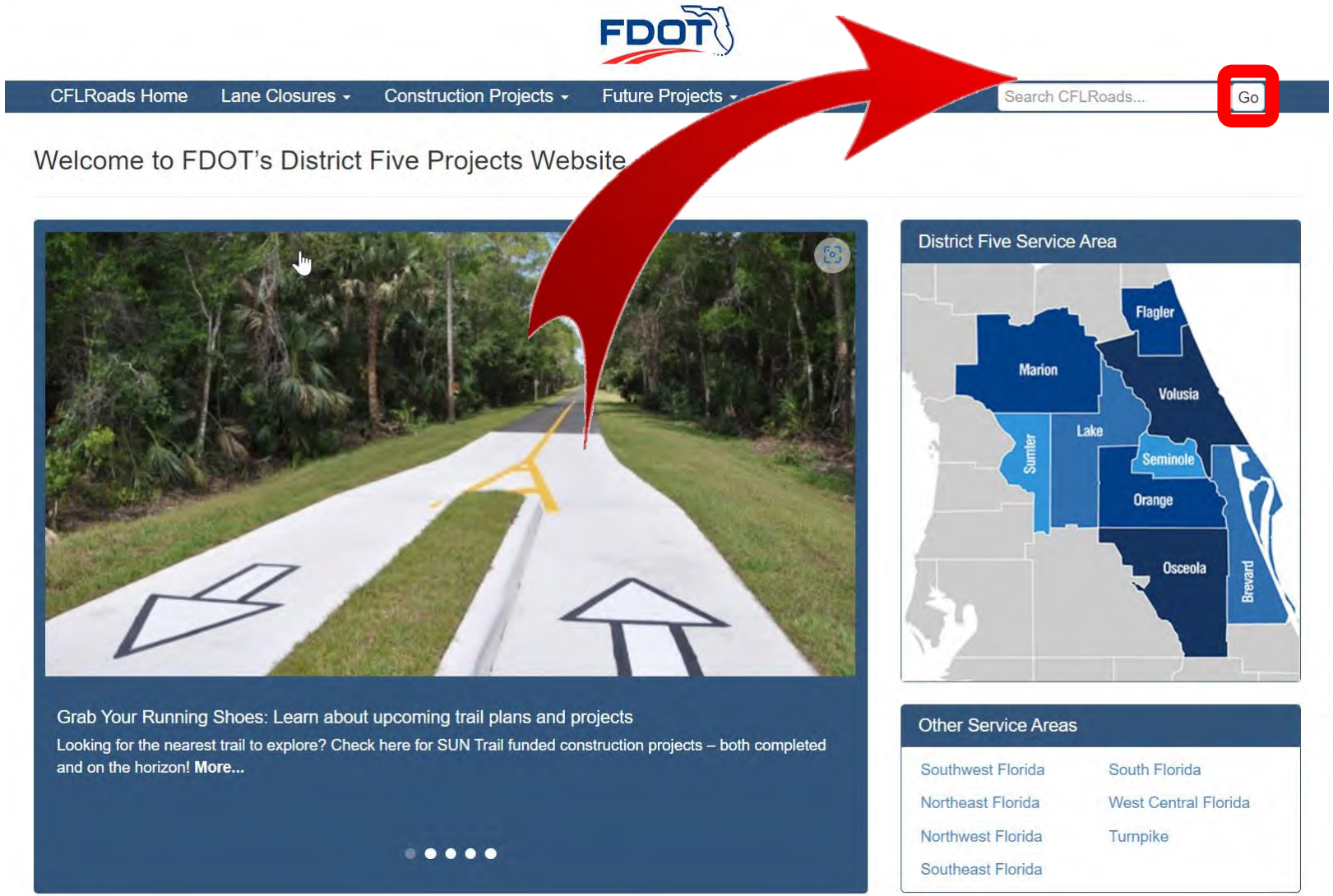
Jesse.Blouin@dot.state.fl.us

719 S. Woodland Blvd., MS 501
DeLand, FL 32720

386-943-5167

Stay Informed

- Go to the project website on **www.cflroads.com**
- Enter the project number (451282-1) in the search box at the top right and click “go”



Thank You for Participating

Jesse Blouin, AICP
FDOT Project Manager
719 S. Woodland Blvd., MS 501
DeLand, FL 32720
386-943-5167
Jesse.Blouin@dot.state.fl.us

Please submit questions or comments by October 14, 2023

Thank You for Participating

This concludes the presentation.

We now invite you to view the event materials and exhibits and talk to the project team members.

The presentation will begin again in a few moments....

S.R. 426 COALITION
COMMUNITY EVENT #2
October 4, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Randy Knight	rknight@cityofwinterpark.org	401 S Park	Winter Park
Jim Resta	jimresta@gmail.com	3815 Mockingbird Ln	
Gary Hiatt	ghiatt@cityofwinterpark.org		
Shawn Bush	Shawn.Bush@I-cdo.com	1024 Genius D WP.	
Laureen Sustachek	LSustachek@gmail.com	208 Brewer	
David Sustachek	DSustachek@gmail.com	208 Brewer	
Dori Squires	Dsquires@embarqmail.com	1630 Berkle	Amend to WP
Mark Squires	MarkSquires6@gmail.com	"	" 32792
Carl Creasman	Prof_ced@yahoo.com	2013 Kimbrace Place 32792	
Adam Strasser	adamwellsstrasser@gmail	820 Carver St 32789	N/A
Guy Colado	GColado@CBT-FL.com		
Judy Albertson	JUDAlb@MG.com		
Tim Wilkerson			WPPD
Carol Hatfield	carol.hatfield@dot.state.fl.us	2400 Camp Rd Oviedo FL 32765	FDOT
Terry Bryant			
Kris Creado	kristopher_creado@icloud.com	1542 Golfside Dr WP, FL 32792	Winter Park
Phil Anderson	Mayor		
Anna V. Eskamani	Rep, HD42		

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S.R. 426 COALITION
COMMUNITY EVENT #2
October 4, 2023 | 5:30 PM-7:00 PM

(4)

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Gary Sacheck	garysacheck@gmail.com	1034 Aloma Avenue	
Sheila DeGiacio	sdegiacio@gmail.com	1430 Laurel Rd WP	
Cheryl Bogdanowitsch	bazoocheryl@aol.com	161 TRISMEN TERRACE	
DAVID ERNE	daviderne@gmail.com	2313 Woodcrest	

S.R. 426 COALITION
COMMUNITY EVENT #2
October 4, 2023 | 5:30 PM-7:00 PM

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Joanne Counelis	jocounelis@gmail.com	324 Clermont Ave Lake Mary Fla.	
Laura Turner	turnerlk1@aol.com	—	
Sam Gallaher	sgallaher@gmail.com		
Shirley Sacheck	shirleysacheck@gmail.com	1034 Aloma Ave. W.P.	
Charles Steinberg	crsteinberg@gmail.com		
Ruth Rudy	ruth.rudy42@gmail	1005 Virginia Ave.	
Tara Goffey	tara.peterson2@gmail.com	220 Brewer Ave	
Claudia Thomas	claudiathomasartist@gmail.com	690 Osceola Ave	
Diesta Gundacker	Dgundacker@mac.com	291 Cortland Ave	
Casey Sheelen	casey sheelen@gmail.com	1164 Brewer Ave	
Alex Trauger	alex.trauger@metroplanorlando.gov		
Adam Wayne	[illegible]@gmail.com	—	
Nancy Jerome	ntjerome@mindspring.com	271 Brewer Ave	
Todd Weaver	TODD WEAVER	1051 LK BELL DR	WINTER PARK
George Walrond	gwalrond1@gmail.com		All Saints Episcopal
CHARLES WAINMAN	cjwainman@me.com	638 BLAIRSHIRE CIR	
PAUL CONRAD	TOPPER@CFL.RR.COM		CITIZEN
Lynda Garber	Lgarber111@AOL.COM	4073416120	
Lamont Garber	"	"	"
David Albertson	[illegible]	[illegible] Terrace	
[illegible] "	"	"	
Rhett Delaney	RNBDelaney@gmail	1331 Aloma Ave	
Keith Moore	KMOORE@CityofWinterPark	401 Park Ave	CWP
Heather Johnston	Hlmstong@gmail.com	222 Osceola Ct	
HARTLEY GRIMES	HARTLEY.GRIMES@GMAIL.COM		Orl Bike Coal
Beth Kuta	beth@orlandobikes.org	32803	OBC

(26)

S.R. 426 COALITION
COMMUNITY EVENT #2
October 4, 2023 | 5:30 PM-7:00 PM

(16)

Sign-In Sheet

Name	Email	Address	Agency (If Applicable)
Robert Ross	ross.rf@gmail.com	690 Osceola Ave, WPk,	
Jessica deAzevedo	REJESSICA@Me.com	200 Cortland Ave	WP
Taylor Laurent	Taylor.Laurent@MetroPlanOrlando.gov		MetroPlan Orlando
Elise Bloom	~~Bloom~~ Kyrgab@aol.com	Henkel	
WARREN BLOOM		HENKEL	
Hong Lim	HLim@cityofwinterpark.org	401 S Park Ave	Winter Park
[illegible]		2032 Lake Dr	Winter Park
Charles Ramdatt			Winter Park
Pam Peters			
Brian Furey		Winter Park	
Leah Milan	milan.leah@gmail.com	WP	
Steve [illegible]	[illegible]@gmail.com	WP	—
Charisse Santoro	Charissesantoro@gmail.com		
Murray Santoro	MurraySantoro@gmail.com		
Jon Rose			
Jeffrey Sievers	sievers44@mpinet.net	925 Grover Ave.	

Appendix J: Community Event #2 Public Comments and Responses

Community Event #2
October 4, 2023
Public Comments Responses

Last Name	First Name	Comment	Response
Edge	Hoyt	Jesse, I found the FDOT Preferred Alternative interesting and hopeful. I thank you for the work of the team. Let me make two comments: 1. The rendering of the intersection at Chase and Fairbanks/Osceola has a raised center as proposed, which is good, and it is certainly aesthetically better. However, there is something I worry about. The proposed change does not keep the lanes marked that direct the cars exiting Chase Avenue to the left onto Osceola into their appropriate lanes . As it is, both my wife and I have narrowly avoided getting crashed into while turning left into the far right lane even with the marked lanes by cars that should turn into the near lane on Osceola but evidently don't know that cars coming out of the right lane on Chase can also turn left, so these other cars don't stay in their lane. I have avoided crashes by laying on my horn for 5 seconds. My wife, unfortunately, is so scared that she refuses to come out of Chase now because of having narrowly avoiding crashes. Is there any way that lanes can be marked in the new intersection? If not, I fear there may be a rash of crashes in this intersection. 2. The raised walkways on Osceola should help slow down cars. I live at the corner of Henkel and Osceola, and I feel strange worrying about emergency vehicles since their noise is so irritating to us, but they are important for the community. Will the raised sidewalks slow them down substantially? The paramedics talk about every second counting. Maybe I'm just talking about a tension between two goods. I sure want regular traffic to slow down, but I appreciate the job emergency vehicles do. I'm sure	Dear Mr. Edge, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and each recommendation provided. Below please find responses to your numbered comments. 1. Is there any way that turning lanes can be marked through the new intersection? We appreciate your concerns about traveling through a large intersection like Chase Avenue and S.R. 426 and recognize that the turning lane markers help to keep people in their respective lanes. Typically, an intersection with a configuration like this one may have the lane markings through the intersection. Details such as this are typically determined in the final design phase, which is beginning this month. We will share your comments and recommendation to keep the lane markings through the intersection with the team of engineers that will prepare the final design plans. 2. Raised crosswalks and emergency responders? The need to slow down vehicles on this corridor is critical to improving safety. We also recognize that emergency vehicles need to travel through an area without major impediments. Through the course of this project, we have coordinated with the City of Winter Park emergency responders regarding the placement and design of raised elements. Your comments are very valuable and we thank you for your interest and participation in this study.
Kycynka	John	I would like FDOT to consider banning left turns from SR 426 onto Phelps Avenue from both directions. There is no left turn lane there. Drivers often make rapid, dangerous lane changes into the right lane of SR 426 when other cars are waiting to turn left. Additionally, because there is no left turn lane or left turn arrow, cars must make dangerous left turns against oncoming traffic to turn onto Phelps from SR 426. Cars driving SR 426 in either direction can make left turns at Lakemont to reach the Phelps Ave area. The planned additional left turn lane at Lakemont will make left turns north of SR 426 much easier and safer than turning at Phelps Ave.	Dear Mr. Kycynka, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and recommendations. Left turns will continue to be allowed at N. Phelps Avenue except during the designated times when left turns are currently prohibited. However, we understand the need to improve the ability to make left turns at this intersection. FDOT is implementing numerous safety improvements throughout the corridor, with the goal of reducing speeds of the vehicles. This has the potential to improve turning movements into and out of N. Phelps Avenue. We are pleased to hear that you are supportive of the additional left turn lane at N. Lakemont Avenue. We appreciate the time you took to submit these comments, and to participate in this study.

Williams	David	Why did you ignore Area-Lakemont to city limits on E Aloma Ave? 1. Where is traffic signal at Sprouts shopping center and hospital complex? It was promised when new hospital was being built. 2. Why is street lighting on only one side (north side) of the road? 3. Many deaths on this section of road. Left hand turns on streets with no traffic signal can be very dangerous. 4. Limit shopping center turns to right only. Limit side street turn two right only. (Street marks and signs) will solve problems. *Help now*.	Dear Mr. Williams, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and recommendations. The limits of this S.R. 426 Coalition project are from west of S. Park Avenue to east of N. Lakemont Avenue, and were established to align with the planned pavement resurfacing project. Unfortunately, this study and the subsequent design phase do not include the segment of S.R. 426 that you are referring to. However we will share your comments about this area with FDOT Traffic Operations for their consideration. Please contact me, Jesse Blouin, Project Manager at 407-470-7216 to discuss your concerns in greater detail. Sincerely,
Bhagat	Kush	Please include signal heads on the mast poles (not just arms) on all approaches to signalized intersections. This greatly helps with visibility due to box trucks, etc...	Dear Mr. Bhagat, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and recommendation. FDOT's standard design places the signal heads on arms, over the center of the travel lanes for better overall visibility. Unfortunately, additional signal heads will not be installed on the mast poles as part of this project. We appreciate the time you took to submit these comments, and to participate in this study.
Bloom	Elise	I'm in favor of anything that slows traffic down. I have lived here 25 years. The past 5-7 years traffic has gotten progressively worse. Past 2-3 years drivers have become more aggressive.	Dear Ms. Bloom, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We are pleased to hear that you are supportive of the improvements presented in the Preferred Alternative. Our goal is to slow the speeds of the vehicles and make S.R. 426 a safer roadways for all users.

Creasman	Carl	I like the raised crosswalks as an attempt to slow traffic. Changing the speed limit will not help unless there is a serious police presence. Too many already have 45 to 50 mph engrained. Deeply disappointed that little was done for bike accessibility safety. The sidewalks are too narrow for most people. Lower speeds if possible would help that but the road needs dedicated lanes for bikes. If we have to buy a right of way then we should do it!!	Dear Mr. Creasman, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and recommendations and are pleased that you are supportive of the raised crosswalks. Additionally, we will certainly share your recommendation to increase police presence on S.R. 426 with the City of Winter Park. Regarding bicycle and pedestrian facilities, we appreciate the desire for improved pedestrian and bicycle condition along the corridor and we analyzed multiple ways to provide those enhancements. None of the concepts to widen sidewalks or add bike lanes were viable without acquiring right-of-way. Unfortunately property acquisition is not included as part of this roadway maintenance project. We appreciate the time you took to submit these comments, and to participate in this study.
Strasser	Adam	Explore lowering speed limit further on the curved sections - 15 mph goal. Folks still drive 35 plus or 45 plus now it won't change with lights plus signage. And it didn't before. Narrowing the road at key points - curb bump outs at crossings or section of narrowed/single lane.	Dear Mr. Strasser, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. Thank you for your suggestion to reduce the speeds through the curves to 15 MPH. We are recommending to keep the advisory speeds at 25 MPH in the curves, however we are also including a multitude of safety improvements to reduce the overall corridor speed to 30 MPH. These improvements include: additional speed radar signage, illuminated raised pavement markers along all lane striping in the curves, additional flashing curve signage, advanced speed warning pavement markings, and raised elements (raised speed tables, raised crosswalks with Pedestrian Hybrid Beacons and raised intersections) before and after each curve to reduce speeds and increase safety for all users. Related to the recommendation to reduce the number of lanes, we did analyze four alternative concepts to reduce the number of lanes, however due to the volume of cars on the roadway (approximately 41,000 per day), this was not viable. We are not recommending curb bulb-outs into S.R. 426. However, we are bumping out the curbs on the side streets to reduce the vehicle speeds as they turn into these streets, and to reduce the distance pedestrians have to walk to cross the street. All of the safety countermeasures included in the Preferred Alternative will work together to reduce the speeds along the corridor. We appreciate the time you took to submit these comments, and to participate in this study.

Erne	David	Proposed design has no bike safety elements. Yes, it is a commuter corridor with high traffic counts. But what about the weekend? Signs: Bikes may use full lane.	Dear Mr. Erne, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your input and recommendations. We analyzed multiple ways to enhance bicycle and pedestrian facilities, but it is not possible to add bike lanes or other facilities without acquiring right-of-way. Unfortunately property acquisition is not included as part of this roadway maintenance project. Shared bike/ vehicle lanes (also called "sharrows") are not recommended on a roadway with volumes higher than 3,000 vehicles per day; this corridor carries approximately 41,000 vehicles per day. The vehicular traffic volume is too high to recommend that bikes share the full travel lanes. We appreciate the time you took to submit these comments, and to participate in this study.
DeCiccio	Sheila	Please fix intersection of 1792/Orange/Orlando Avenue - so dangerous. Businesses on Orange and residents in Orwin Manor cannot cross because of speeding cars. Move this up on the agenda.	To the Honorable Vice-Mayor DeCiccio, Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. I appreciate your input and recommendations. The limits of this study are from west of S. Park Avenue to east of N. Lakemont Avenue; unfortunately it does not include the U.S. 17/92 and Orange Avenue intersection. Please contact me, Jesse Blouin, Project Manager at 407-470-7216 to discuss the concerns you have about the U.S. 17/92 and Orange Avenue intersection in greater detail. Thank you for sharing this information with me. I look forward to speaking with you at your convenience.
Creighton	Theresa	Perhaps fix slide 11 to East of Park Ave and West of Lakemont. I think it was accidentally switched?	Dear Ms. Creighton, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. The limits of this study are from west of S. Park Avenue to east of N. Lakemont Avenue. The full intersections at S. Park Avenue and N. Lakemont Avenue are included as part of the project, therefore the project limits begin just before S. Park Avenue and just after N. Lakemont Avenue. We appreciate the time you took to submit these comments, and to participate in this study.

Community Event #2
October 4, 2023
Public Comments Responses

French	Nora	Why is the study going just to Lakemont Avenue and not to the end of Winter Park City limits on Aloma? The traffic beyond Lakemont to the end of Winter Park city limits is just as heavy and dangerous as it is from Park Avenue to Lakemont Avenue. To encounter the dangers on Aloma try getting in and out of Sprouts, Publix, turn into Mayflower Court or enter the many other places on either side of Aloma all the way to the end of Winter Park City limits.	Good morning, The study was planned to be implemented between Park Avenue and Lakemont Avenue because of an upcoming maintenance project which was programmed within these limits. Please let me know if you have any additional questions. Thank you,
Rudy	Ruth	Extend pedestrian barrier wall for safety on the narrow sidewalks.	Dear Ms. Rudy, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. Thank you for your suggestion to extend the pedestrian barrier wall. We appreciate the time you took to submit these comments, and to participate in the study.
Cornelis	Joanne	We need 24 hour train and bus services for everywhere in Central Florida every 15 minutes for everywhere. We in Lake Mary need bus stops at the corner of Country Club and Estel Avenue and Lake Mary Prep School at 650 Rantoul Lane, Lake Mary, FL, 32476, and Oviedo Blvd (148 Oviedo Blvd, Oviedo, FL, 32765) Fixed Route (city bus). Please. Thank you.	Dear Ms. Cornelis, This email is being sent in response to your comments related to the S.R. 426 Community Event #2 held on October 4, 2023. Thank you for attending the S.R. 426 Coalition Community Event #2 and providing comments. We appreciate your suggestion to provide bus service 24-hours a day, every 15 minutes to all locations. We will share your comments with LYNX, the local transit provider, for their consideration. Thank you for the time you took to submit these comments, and to participate in the study.