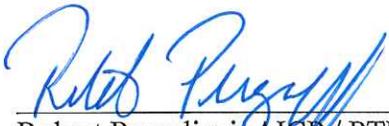


**TRAFFIC IMPACT STUDY
FOR
HOTEL
630 S. GULFVIEW BLVD.
CLEARWATER, FLORIDA**

PREPARED FOR:
LOUIS ANASTASOPOULOUS

PREPARED BY:
GULFCOAST CONSULTING, INC.
AUGUST 2014
PROJECT # 14-041


Robert Pergolizzi, AICP / PTP
AICP #9023 / PTP #133

I. INTRODUCTION

The applicant is proposing to develop their property on Clearwater Beach into a 159 room hotel. This redevelopment will replace the existing miniature golf course located at #630 S. Gulfview Boulevard. This new hotel will be located along the north side of S. Gulfview Boulevard between Bayway Boulevard and the Clearwater Pass Bridge. (See Figure 1) The development of the property is the subject of a Comprehensive Infill Redevelopment in the Tourist "T" zoning district. This application requires an assessment of the traffic impacts of development. A methodology was established with Clearwater Traffic Engineering staff prior to completing this report.

II. EXISTING TRAFFIC CONDITIONS

The site has frontage on S. Gulfview Boulevard and Bayway Boulevard west of the intersection of Parkway Drive on south Clearwater Beach. Bayway Boulevard is a two-lane local roadway. South Gulfview Boulevard is a two-lane collector roadway with on-street parking running along Clearwater Beach. Coronado Drive is a three-lane collector roadway with on-street parking except for a short segment between Devon Drive and S. Gulfview Boulevard which is 4-lanes undivided. Hamden Drive intersects with S. Gulfview Boulevard at a signalized intersection. The segment of S. Gulfview Boulevard between Hamden Drive and the Clearwater Pass bridge is three lanes with a small portion being 4-lanes between Hamden Drive and Bayway Boulevard. Per the approved methodology traffic counts that were conducted on June 21, 2012 at the following intersections during the weekday PM peak period of 4-6 PM were used as a basis for this study.

S. Gulfview Blvd. / Hamden Drive (signal)
S. Gulfview Blvd. / Coronado Drive (signal)
Coronado Drive / Hamden Drive

These counts were supplemented by an intersection turning movement count at Bayway Boulevard/Parkway Drive in August 2014. All traffic counts were converted to annual average equivalents using FDOT seasonal adjustment factors. Existing traffic volumes are shown in Figure 2. Existing intersections were analyzed using the HCS+ and SYNCHRO software. The count data, HCS+ and SYNCHRO printouts are included in Appendix A.

Presently the signalized intersection at S. Gulfview Boulevard / Coronado Drive operates at LOS A with average delay being 6.6 seconds per vehicle and an intersection capacity utilization (ICU) of 42.5%.

Presently the signalized intersection at S. Gulfview Boulevard / Hamden Drive operates at LOS A with average delay being 5.7 seconds per vehicle with ICU of 41.8%.



PROJECT LOCATION - 630 S GULFVIEW

PROJECT NO:
14-041



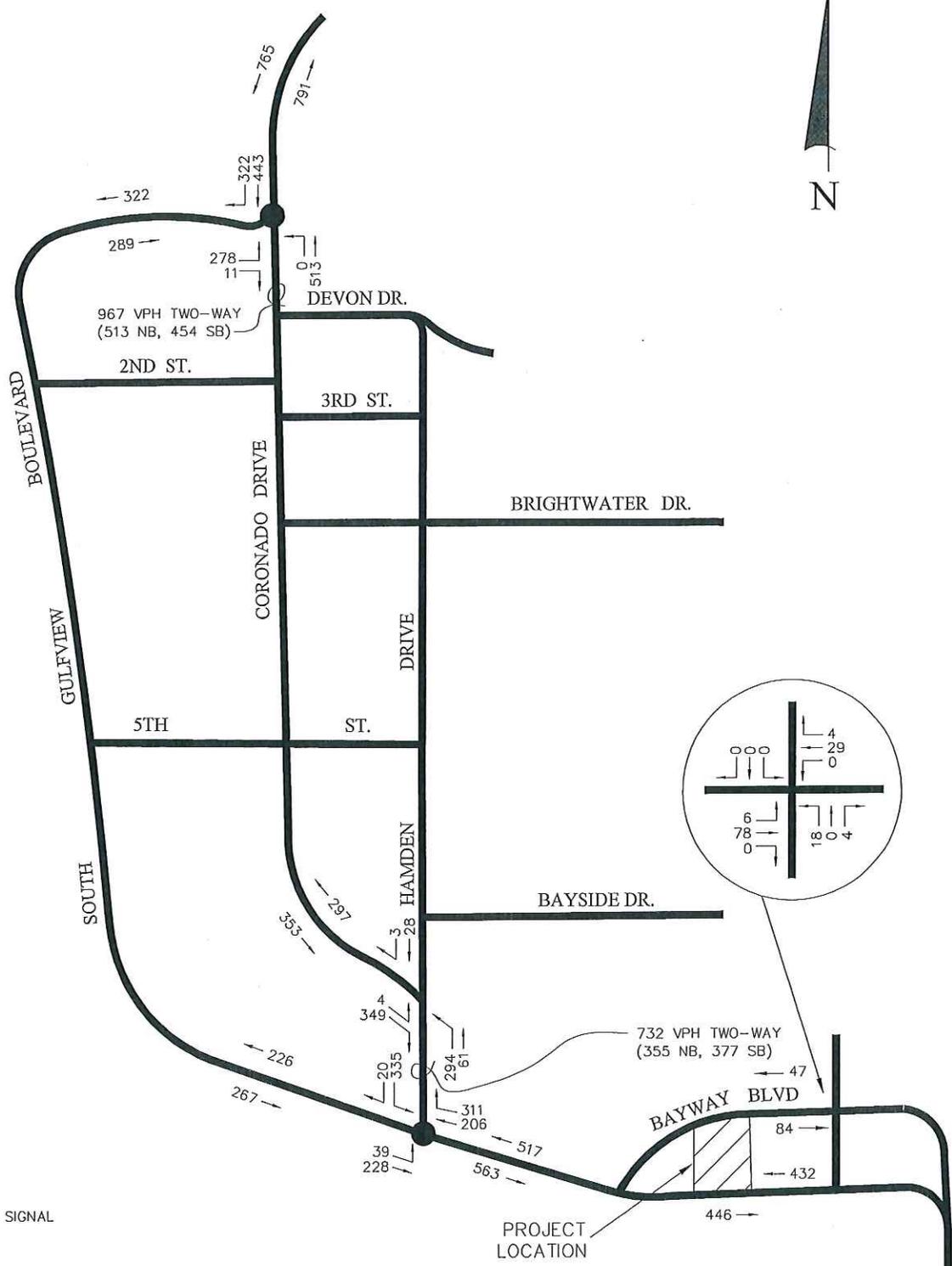
Gulf Coast Consulting, Inc.
Land Development Consulting

DATE:
8/2014

DRAWN BY:
MKC

FIGURE:

1



● = TRAFFIC SIGNAL

PROJECT LOCATION

EXISTING PM PEAK HOUR TRAFFIC

PROJECT NO:
14-041



Gulf Coast Consulting, Inc.
 Land Development Consulting
 ENGINEERING TRANSPORTATION PLANNING PERMITTING
 13825 ICOT BLVD., SUITE 605
 Clearwater, Florida 33760
 Phone: (727) 524-1818 Fax: (727) 524-6090
 www.gulfcoastconsultinginc.com

DATE:
8/2014
 DRAWN BY:
GJS

FIGURE:
2

At the intersection of Hamden Drive / Coronado Drive the primary movements are eastbound-to-southbound and northbound-to-westbound, whereas the southbound approach (Hamden Drive) is stop controlled. The HCS+ analysis shows the primary movements operate at LOS A with delay of 8.2 seconds per vehicle and the southbound stop-controlled movements operate at LOS C with delay of 16.6 seconds per vehicle.

At the Bayway Boulevard/ Parkway Drive intersection all movements operate at LOS A with minimal delay.

South Gulfview Boulevard functions as collector roadway and according to FDOT 2009 QLOS Handbook capacity tables has a LOS D capacity of 1,440 vehicles per hour on the undivided segment. The segment of Gulfview Boulevard east of Hamden Drive and Coronado Drive are both three-lane collector roads with a LOS D capacity of 1,520 vehicles per hour and 2,175 vehicles per hour on the 4-lane portions. Bayway Boulevard and Hamden Drive north of the Y-intersection with Coronado Drive are two-lane city roadways with an estimated LOS D capacity of 1,040 vehicles per hour. The existing PM peak hour LOS for areas roadway segments is shown below:

EXISTING ROADWAY CONDITIONS (2014)

| Roadway Segment | Lanes | PM Peak Volume | LOS D Capacity | LOS |
|---------------------------------------|---------|-------------------|-------------------|-----|
| S. Gulfview (E. of Bayway) | 3-lanes | 878 | 1520 | B |
| S. Gulfview (Bywy-Hmdn) | 4-lanes | 1080 | 2175 | C |
| S. Gulview (Hamden -5 th) | 2LU | 493 | 1440 | B |
| S. Gulfview (5th – Coronado) | 2LU | 611 | 1440 | B |
| Coronado (Hamden – 5 th) | 2LD | 650 | 1520 | B |
| Coronado (Devon Dr - S. Gulfview) | 4LU | 967 | 2175 | C |
| Coronado (Gulfview to Roundabout) | 4LD | 1556 | 2900 | C |
| Hamden (S. Gulfview-Coronado) | 2LD | 732 | 1520 | B |
| Bayway Blvd. (E. of Parkway Dr) | 2LU | 115 | 1040 | B |
| Bayway Blvd (W. of Parkway Dr.) | 2LU | 131 | 1040 | B |

Presently all roadway segments operate at LOS C or better which indicates acceptable levels of service and traffic operations.

III. FUTURE TRAFFIC CONDITIONS

Existing traffic was adjusted by a 2% annual growth rate to the expected build-out year of 2017 to account for background traffic.. In addition, traffic from several approved developments was added as background traffic; these include the proposed Hampton Inn #655 S. Gulfview, the proposed Clearwater Beach Resort at the corner of S. Gulfview and Coronado, the Sea Captain redevelopment at #40 Devon Drive, the Gulfview Hotel at #625 S. Gulfview, the Entrada Hotel at #521

S. Gulfview ,Marquesas at #715 S. Gulfview, Mainsteam Hotel “A”, Hotel “B”, and Hotel “C”, the redevelopment for a hotel at 401-421 S. Gulfview Boulevard, and the proposed Bayway Hotel. Background traffic volumes are shown in Figure 3.

The site will be developed as a 159 room resort hotel with amenities. Using Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition rates, the amount of new trips was calculated and estimates are shown below:

TRIP GENERATION ESTIMATES

| Land Use | Amount | Daily Trips | PM Peak Trip |
|----------|-----------|-------------|--------------|
| Hotel | 159 Rooms | 1299 | 80 (35/45) |

The hotel will generate 1,299 daily trips and have 80 PM peak hour trips. The vehicular access will be taken from S. Gulfview Boulevard and Bayway Boulevard via two separate driveways. The expected distribution is shown in Figure 4 and is as follows:

- 60% to / from the west and north (48 PM peak hour trips)
- 40% to / from the east and south (32 PM peak hour trips)

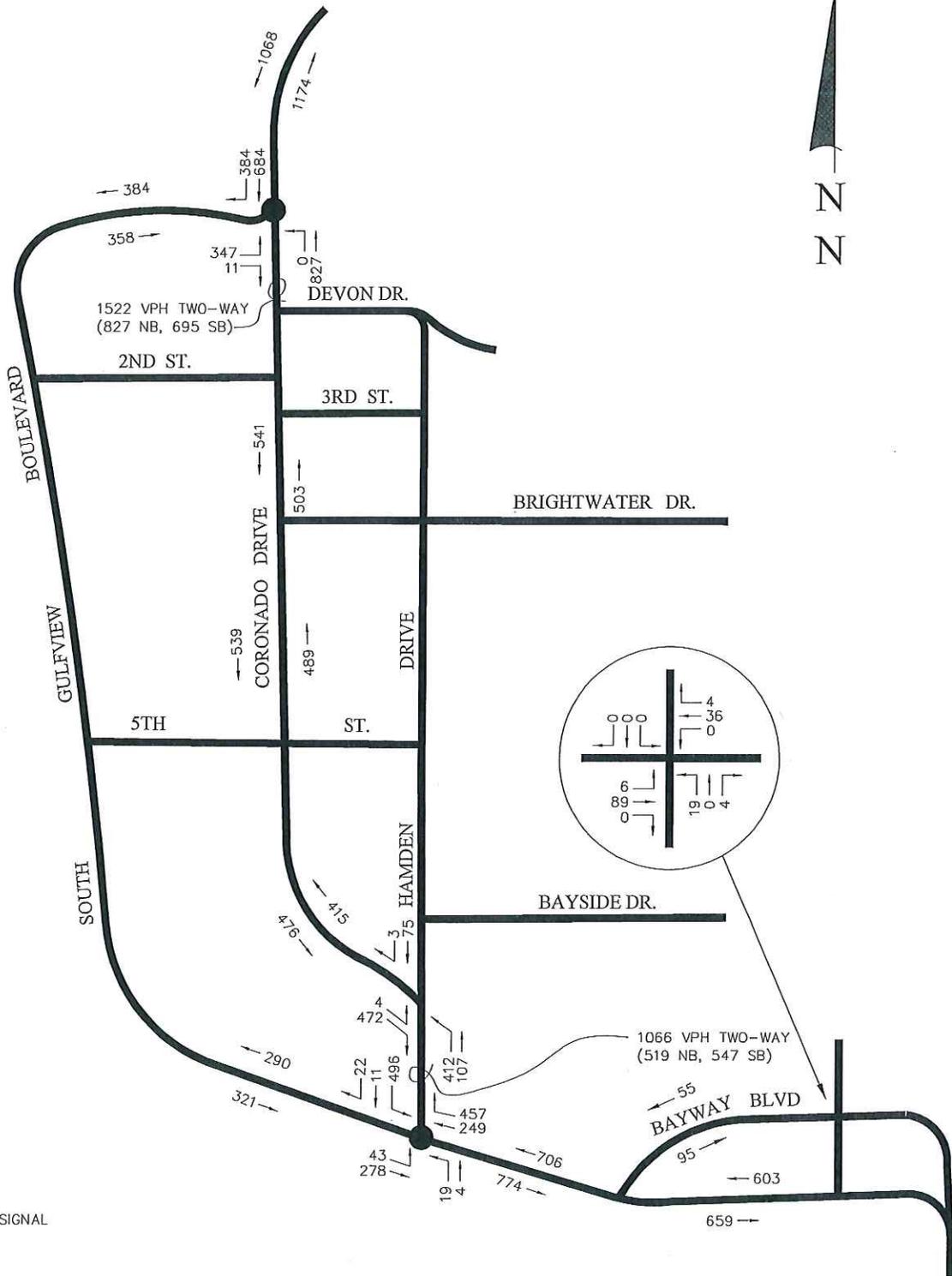
The projects impacts to the surrounding roadway system is shown below:

PROJECT IMPACT CALCULATIONS

| Road Segment | Lanes | Project Trips | Capacity | Project Percent |
|---|---------|---------------|----------|-----------------|
| S. Gulfview (E. of Site) | 3-lanes | 16 | 1520 | 1.05% |
| S. Gulfview (Bayway – Site) | 3-lanes | 32 | 1520 | 2.11% |
| S. Gulfview (Bywy-Hmdn) | 4-lanes | 48 | 2175 | 2.21% |
| S. Gulfview (Hamden-5 th) | 2LU | 20 | 1440 | 1.39% |
| S. Gulfview (5 th -Coronado) | 2LU | 20 | 1440 | 1.39% |
| Coronado (Hamden – Devon) | 2LD | 28 | 1520 | 1.84% |
| Coronado (Devon - S. Gulfview) | 4LU | 28 | 2175 | 1.29% |
| Coronado (Gulfview – Roundabout) | 4LD | 48 | 2900 | 1.66% |
| Hamden (Gulfview – Coronado) | 2LD | 28 | 1520 | 1.85% |

Project traffic impacts will be primarily to Bayway Boulevard and South Gulfview Boulevard. Project traffic was added to accumulated background traffic for a build-out of 2017. All intersections, roadway segments and project driveways were analyzed for future conditions. Future traffic volumes are shown in Figure 5, and the SYNCHRO and HCS+ printouts are included in Appendix B.

The signalized intersection at S. Gulfview Boulevard / Coronado Drive would continue to operate at LOS A with average delay of 7.4 seconds per vehicle and an intersection capacity utilization (ICU) of 56.0%.



BACKGROUND PM PEAK HOUR TRAFFIC

PROJECT NO:
14-041



Gulf Coast Consulting, Inc.
Land Development Consulting
ENGINEERING TRANSPORTATION PLANNING PERMITTING
13825 ICOT BLVD., SUITE 605
Clearwater, Florida 33760
Phone: (727) 524-1818 Fax: (727) 524-6090
www.gulfcoastconsultinginc.com

DATE:

8/2014

DRAWN BY:

GJS

FIGURE:

3



S. GULFVIEW BLVD.

CORONADO DRIVE

HAMDEN DRIVE

DEVON DRIVE

BAYWAY BLVD.

SITE
80 PM TRIPS
(35 IN/45 OUT)

PARK WAY DR

CLEARWATER

PASS BRIDGE

25%

35%

60%

+9

+12

+21

+16

+27

12

12

+16

+11

+9

60%

+27

20%

+9

+7

+21

+14

40%

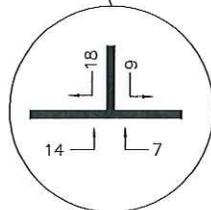
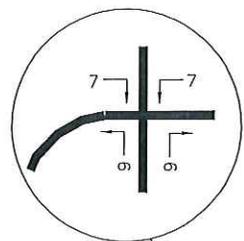
+14

20%

+9

+7

40%



● = TRAFFIC SIGNAL

PROJECT TRAFFIC DISTRIBUTION

PROJECT NO:
14-041



Gulf Coast Consulting, Inc.
Land Development Consulting
ENGINEERING TRANSPORTATION PLANNING PERMITTING
13825 ICOT BLVD., SUITE 605
Clearwater, Florida 33760
Phone: (727) 524-1818 Fax: (727) 524-6090
www.gulfcoastconsultinginc.com

DATE:

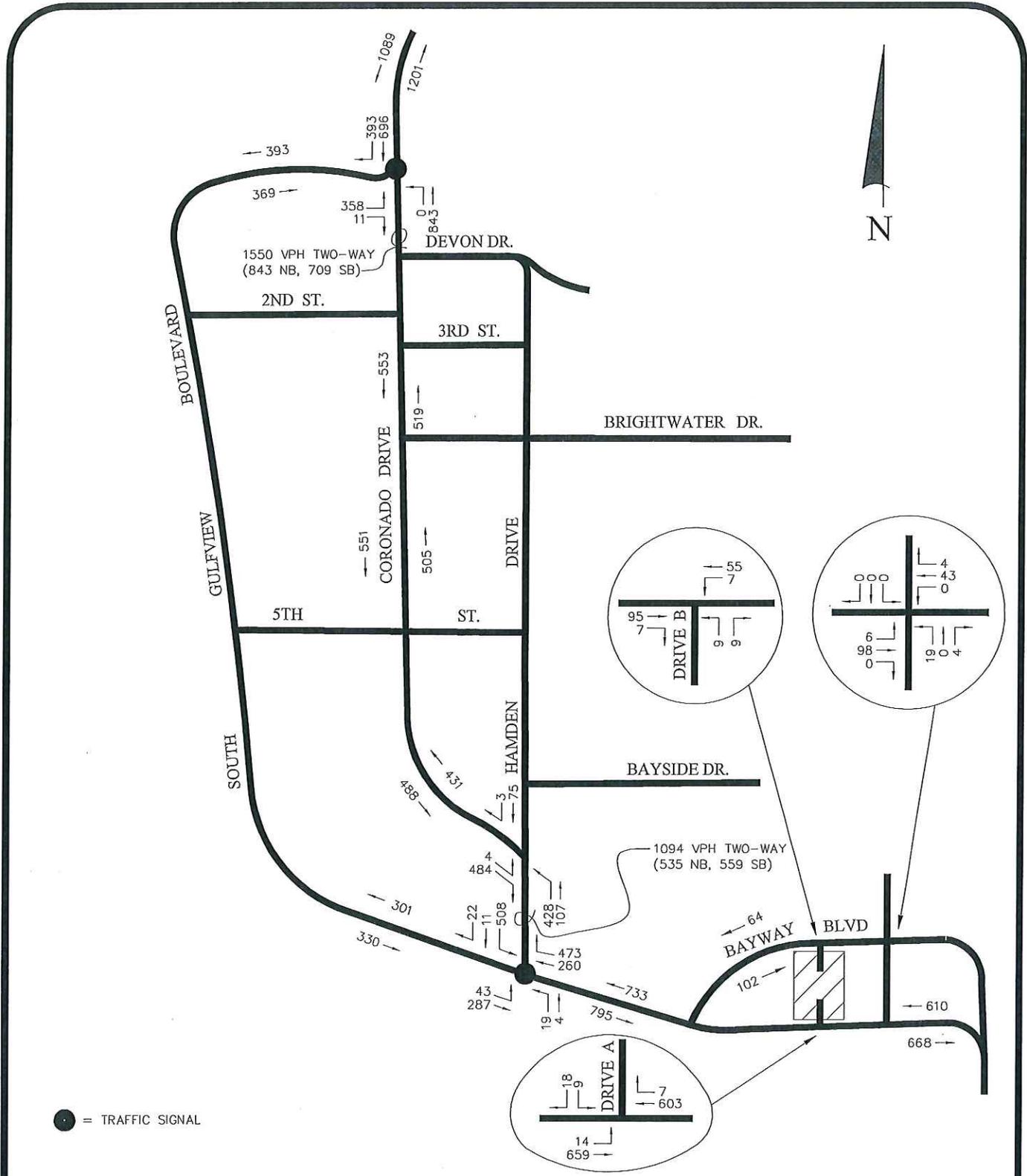
8/2014

DRAWN BY:

GJS

FIGURE:

4



FUTURE PM PEAK HOUR TRAFFIC 630 S. GULFVIEW HOTEL

PROJECT NO:
14-041



Gulf Coast Consulting, Inc.
 Land Development Consulting
 ENGINEERING TRANSPORTATION PLANNING PERMITTING
 13825 ICOT BLVD., SUITE 605
 Clearwater, Florida 33760
 Phone: (727) 524-1818 Fax: (727) 524-6090
www.gulfcoastconsultinginc.com

DATE:
8/2014

DRAWN BY:
GJS

FIGURE:

5

The signalized intersection at S. Gulfview Boulevard / Hamden Drive would operate at LOS B with average delay being 12.2 seconds per vehicle with ICU of 57.2%. Traffic from the Entrada Hotel at #521 S. Gulfview requires split-phase operation of this traffic signal.

At the intersection of Hamden Drive / Coronado Drive, the HCS+ analysis shows the primary movements operate at LOS A with delay of 8.8 seconds per vehicle and the southbound stop-controlled movements operate at LOS D with delay of 31.9 seconds per vehicle.

At the Bayway Boulevard/ Parkway Drive intersection all movements would continue to operate at LOS A with minimal delay. At the S. Gulfview Boulevard /Drive A intersection eastbound left turns would operate at LOS A with 9.0 seconds delay, and southbound movements exiting the site would operate at LOS C with average delay of 17.0 seconds. At the Bayway Boulevard/Drive B intersection all movements would operate at LOS A with minimal delay.

Expected roadway conditions with the project in impacts are shown below:

FUTURE ROADWAY CONDITIONS WITH PROJECT (2017)

| <u>Roadway Segment</u> | <u>Lanes</u> | <u>PM Peak Volume</u> | <u>LOS D Capacity</u> | <u>LOS</u> |
|--|--------------|---------------------------|---------------------------|------------|
| S. Gulfview (E of Site) | 3-lanes | 1278 | 1520 | C |
| S. Gulfview (Bayway-Site) | 3-lanes | 1294 | 1520 | C |
| S. Gulfview (Bywy-Hmdn) | 4-lanes | 1528 | 2175 | C |
| S. Gulfview (Hamden -5 th) | 2LU | 631 | 1440 | B |
| S. Gulfview (5th – Coronado) | 2LU | 762 | 1440 | B |
| Coronado (Hamden – 5 th) | 2LD | 919 | 1520 | C |
| Coronado (Devon - Gulfview) | 4LU | 1550 | 2175 | C |
| Coronado (Gulfview to Roundabout) | 4LD | 2290 | 2900 | D |
| Hamden (S. Gulfview-Coronado) | 2LD | 1094 | 1520 | C |
| Bayway Blvd. (Site- Parkway Dr.) | 2LU | 166 | 1040 | B |
| Bayway Blvd. (W. of Site) | 2LU | 166 | 1040 | B |

All roadway segments would continue to operate at LOS D or better.

IV. CONCLUSION

This analysis was conducted in accordance with a methodology established with City of Clearwater staff. The proposed hotel would generate 1299 daily trips of which 80 would occur during the PM peak hour. This analysis demonstrates traffic operations at nearby intersections and on adjacent roadways would continue at acceptable levels of service with or without the project impacts.

APPENDIX A

2013 Peak Season Factor Category Report - Report Type: ALL
 Category: 1500 PINELLAS COUNTYWIDE

MOCF: 0.95
 PSCF

| Week | Dates | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2013 - 01/05/2013 | 1.05 | 1.11 |
| 2 | 01/06/2013 - 01/12/2013 | 1.04 | 1.09 |
| 3 | 01/13/2013 - 01/19/2013 | 1.03 | 1.08 |
| 4 | 01/20/2013 - 01/26/2013 | 1.02 | 1.07 |
| 5 | 01/27/2013 - 02/02/2013 | 1.00 | 1.05 |
| 6 | 02/03/2013 - 02/09/2013 | 0.99 | 1.04 |
| * 7 | 02/10/2013 - 02/16/2013 | 0.97 | 1.02 |
| * 8 | 02/17/2013 - 02/23/2013 | 0.96 | 1.01 |
| * 9 | 02/24/2013 - 03/02/2013 | 0.95 | 1.00 |
| *10 | 03/03/2013 - 03/09/2013 | 0.94 | 0.99 |
| *11 | 03/10/2013 - 03/16/2013 | 0.93 | 0.98 |
| *12 | 03/17/2013 - 03/23/2013 | 0.92 | 0.97 |
| *13 | 03/24/2013 - 03/30/2013 | 0.93 | 0.98 |
| *14 | 03/31/2013 - 04/06/2013 | 0.93 | 0.98 |
| *15 | 04/07/2013 - 04/13/2013 | 0.94 | 0.99 |
| *16 | 04/14/2013 - 04/20/2013 | 0.95 | 1.00 |
| *17 | 04/21/2013 - 04/27/2013 | 0.96 | 1.01 |
| *18 | 04/28/2013 - 05/04/2013 | 0.96 | 1.01 |
| *19 | 05/05/2013 - 05/11/2013 | 0.97 | 1.02 |
| 20 | 05/12/2013 - 05/18/2013 | 0.98 | 1.03 |
| 21 | 05/19/2013 - 05/25/2013 | 0.99 | 1.04 |
| 22 | 05/26/2013 - 06/01/2013 | 0.99 | 1.04 |
| 23 | 06/02/2013 - 06/08/2013 | 0.99 | 1.04 |
| 24 | 06/09/2013 - 06/15/2013 | 1.00 | 1.05 |
| 25 | 06/16/2013 - 06/22/2013 | 1.00 | 1.05 |
| 26 | 06/23/2013 - 06/29/2013 | 1.00 | 1.05 |
| 27 | 06/30/2013 - 07/06/2013 | 1.01 | 1.06 |
| 28 | 07/07/2013 - 07/13/2013 | 1.01 | 1.06 |
| 29 | 07/14/2013 - 07/20/2013 | 1.02 | 1.07 |
| 30 | 07/21/2013 - 07/27/2013 | 1.02 | 1.07 |
| 31 | 07/28/2013 - 08/03/2013 | 1.02 | 1.07 |
| 32 | 08/04/2013 - 08/10/2013 | 1.02 | 1.07 |
| 33 | 08/11/2013 - 08/17/2013 | 1.03 | 1.08 |
| 34 | 08/18/2013 - 08/24/2013 | 1.03 | 1.08 |
| 35 | 08/25/2013 - 08/31/2013 | 1.04 | 1.09 |
| 36 | 09/01/2013 - 09/07/2013 | 1.05 | 1.11 |
| 37 | 09/08/2013 - 09/14/2013 | 1.06 | 1.12 |
| 38 | 09/15/2013 - 09/21/2013 | 1.06 | 1.12 |
| 39 | 09/22/2013 - 09/28/2013 | 1.05 | 1.11 |
| 40 | 09/29/2013 - 10/05/2013 | 1.04 | 1.09 |
| 41 | 10/06/2013 - 10/12/2013 | 1.03 | 1.08 |
| 42 | 10/13/2013 - 10/19/2013 | 1.02 | 1.07 |
| 43 | 10/20/2013 - 10/26/2013 | 1.03 | 1.08 |
| 44 | 10/27/2013 - 11/02/2013 | 1.04 | 1.09 |
| 45 | 11/03/2013 - 11/09/2013 | 1.04 | 1.09 |
| 46 | 11/10/2013 - 11/16/2013 | 1.05 | 1.11 |
| 47 | 11/17/2013 - 11/23/2013 | 1.06 | 1.12 |
| 48 | 11/24/2013 - 11/30/2013 | 1.06 | 1.12 |
| 49 | 12/01/2013 - 12/07/2013 | 1.06 | 1.12 |
| 50 | 12/08/2013 - 12/14/2013 | 1.05 | 1.11 |
| 51 | 12/15/2013 - 12/21/2013 | 1.05 | 1.11 |
| 52 | 12/22/2013 - 12/28/2013 | 1.04 | 1.09 |
| 53 | 12/29/2013 - 12/31/2013 | 1.03 | 1.08 |

* Peak Season

PEAK HOUR / P.H.F. DATA

PROJECT NO: 14-040

PROJECT NO: 14-040

PROJECT: BAYWAY HOTEL

LOCATION: Parkway Dr (NB) & Bayview Blvd (E-W)

DATE: August 4, 2014

LANE TYPE:

| | |
|----|------------|
| NB | 2 Lane Div |
| SB | N/A |
| EB | 2 Lane |
| WB | 2 Lane |

SPEED LIMIT:

| | |
|----|-----|
| NB | 25 |
| SB | N/A |
| EB | 25 |
| WB | 25 |

SIGNAL TIMING: (SECONDS) (NOT APPLICABLE)

| | | | | | |
|----|--|---|---|---|---|
| NB | | A | G | Y | R |
| SB | | | | | |
| EB | | | | | |
| WB | | | | | |

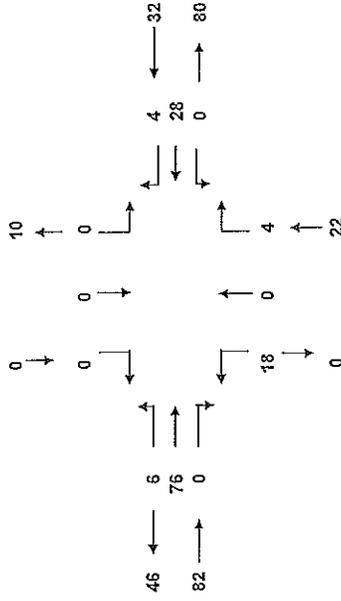
PM PEAK HOUR COUNTS

| TIME PM | NB | | | SB | | | EB | | | WB | | | TOTAL VOLUME |
|-----------|----|---|---|----|---|----|-----|---|---|----|----|-----|--------------|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| 4:00-4:15 | 2 | 0 | 1 | 0 | 0 | 3 | 25 | 0 | 0 | 0 | 11 | 2 | 44 |
| 4:15-4:30 | 4 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 0 | 7 | 1 | 36 |
| 4:30-4:45 | 5 | 0 | 2 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 7 | 0 | 27 |
| 4:45-5:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 23 |
| 5:00-5:15 | 4 | 0 | 1 | 0 | 0 | 2 | 21 | 0 | 0 | 5 | 3 | 3 | 122 |
| 5:15-5:30 | 6 | 0 | 3 | 0 | 0 | 2 | 18 | 0 | 0 | 10 | 1 | 0 | 126 |
| 5:30-5:45 | 4 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 7 | 0 | 0 | 124 |
| 5:45-6:00 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 6 | 0 | 0 | 136 |
| | 33 | 0 | 7 | 0 | 0 | 11 | 146 | 0 | 0 | 62 | 7 | 266 | |

PEAK HOUR

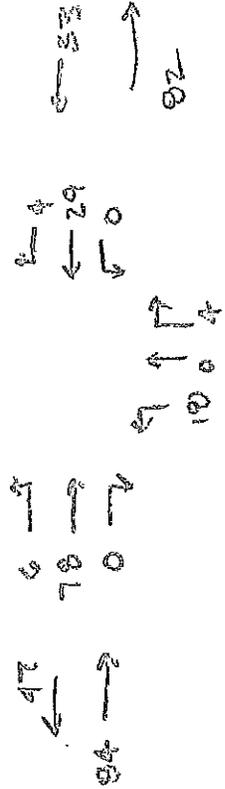
| TIME PM | NB | | | SB | | | EB | | | WB | | | TOTAL VOLUME |
|-----------|----|---|---|----|---|---|----|---|---|----|---|-----|--------------|
| | L | T | R | L | T | R | L | T | R | L | T | R | |
| 5:00-5:15 | 4 | 0 | 1 | 0 | 0 | 2 | 21 | 0 | 0 | 5 | 3 | 3 | 36 |
| 5:15-5:30 | 6 | 0 | 3 | 0 | 0 | 2 | 18 | 0 | 0 | 10 | 1 | 1 | 40 |
| 5:30-5:45 | 4 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 7 | 0 | 0 | 25 |
| 5:45-6:00 | 4 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 6 | 0 | 0 | 35 |
| | 18 | 0 | 4 | 0 | 0 | 6 | 76 | 0 | 0 | 28 | 4 | 136 | |

HOURLY FLOW DIAGRAM



| | | | |
|-------------------------------|-----------|------------------|---------|
| INTERSECTION PEAK HOUR | 5:00-6:00 | INTERSECTION PHF | 0.85 |
| INTERSECTION PEAK HOUR VOLUME | 136 | | |
| PEAK HOUR VOLUME NB | 22 | PHF NB | 0.61 |
| PEAK HOUR VOLUME SB | 0 | PHF SB | #DIV/0! |
| PEAK HOUR VOLUME EB | 82 | PHF EB | 0.82 |
| PEAK HOUR VOLUME WB | 32 | PHF WB | 0.73 |

DF = 1.02



Lanes, Volumes, Timings

3:

8/1/2014

| |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  |  |
| Volume (vph) | 278 | 11 | 0 | 513 | 443 | 322 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 500 | 500 | 500 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 0.97 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 |
| Ped Bike Factor | 0.97 | | | | | 0.95 |
| Frnt | 0.994 | | | | | 0.850 |
| Flt Protected | 0.954 | | | | | |
| Satd. Flow (prot) | 3427 | 0 | 0 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.954 | | | | | |
| Satd. Flow (perm) | 3322 | 0 | 0 | 3539 | 3539 | 1502 |
| Right Turn on Red | | No | | | | Yes |
| Satd. Flow (RTOR) | | | | | | 354 |
| Link Speed (mph) | 20 | | | 25 | 25 | |
| Link Distance (ft) | 331 | | | 260 | 350 | |
| Travel Time (s) | 11.3 | | | 7.1 | 9.5 | |
| Confl. Peds. (#/hr) | 17 | | 33 | | | 17 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 305 | 12 | 0 | 564 | 487 | 354 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 317 | 0 | 0 | 564 | 487 | 354 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 24 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Number of Detectors | 1 | | 1 | 2 | 2 | 1 |
| Detector Template | Left | | Left | Thru | Thru | Right |
| Leading Detector (ft) | 20 | | 20 | 100 | 100 | 20 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | | 20 | 6 | 6 | 20 |
| Detector 1 Type | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | 94 | 94 | |
| Detector 2 Size(ft) | | | | 6 | 6 | |
| Detector 2 Type | | | | CI+Ex | CI+Ex | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | | 0.0 | 0.0 | |
| Turn Type | NA | | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |

Lanes, Volumes, Timings

8/1/2014

3:



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-----|-------|-------|-------|-------|
| Permitted Phases | | | 2 | | | 6 |
| Detector Phase | 4 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 25.0 | | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 41.7% | | 58.3% | 58.3% | 58.3% | 58.3% |
| Maximum Green (s) | 21.0 | | 31.0 | 31.0 | 31.0 | 31.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | | | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | | Max | Max | Max | Max |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 9.9 | | | 32.6 | 32.6 | 32.6 |
| Actuated g/C Ratio | 0.20 | | | 0.65 | 0.65 | 0.65 |
| v/c Ratio | 0.47 | | | 0.25 | 0.21 | 0.32 |
| Control Delay | 20.0 | | | 4.4 | 4.3 | 1.5 |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.0 | | | 4.4 | 4.3 | 1.5 |
| LOS | B | | | A | A | A |
| Approach Delay | 20.0 | | | 4.4 | 3.1 | |
| Approach LOS | B | | | A | A | |

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 50.5

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 6.6

Intersection Capacity Utilization 42.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 3:

| | |
|----------|----------|
| <p>2</p> | <p>4</p> |
| 35 s | 25 s |
| <p>6</p> | |
| 35 s | |

Lanes, Volumes, Timings

3:

8/1/2014

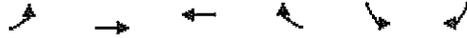


| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | ↔↑ | ↑ | ↗ | ↖↗ | |
| Volume (vph) | 39 | 228 | 206 | 311 | 335 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 0.97 | 0.95 |
| Ped Bike Factor | | 0.99 | | 0.80 | 1.00 | |
| Frt | | | | 0.850 | 0.992 | |
| Flt Protected | | 0.993 | | | 0.955 | |
| Satd. Flow (prot) | 0 | 3514 | 1863 | 1583 | 3415 | 0 |
| Flt Permitted | | 0.897 | | | 0.955 | |
| Satd. Flow (perm) | 0 | 3129 | 1863 | 1273 | 3415 | 0 |
| Right Turn on Red | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | 331 | 86 | |
| Link Speed (mph) | | 25 | 25 | | 25 | |
| Link Distance (ft) | | 300 | 500 | | 300 | |
| Travel Time (s) | | 8.2 | 13.6 | | 8.2 | |
| Confl. Peds. (#/hr) | 82 | | | 82 | | 11 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 41 | 243 | 219 | 331 | 356 | 21 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 284 | 219 | 331 | 377 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 24 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Number of Detectors | 1 | 2 | 2 | 1 | 1 | |
| Detector Template | Left | Thru | Thru | Right | Left | |
| Leading Detector (ft) | 20 | 100 | 100 | 20 | 20 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | 6 | 20 | 20 | |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | 94 | | | |
| Detector 2 Size(ft) | | 6 | 6 | | | |
| Detector 2 Type | | CI+Ex | CI+Ex | | | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | 0.0 | 0.0 | | | |
| Turn Type | pm+pt | NA | NA | Perm | NA | |
| Protected Phases | 7 | 4 | 8 | | 6 | |
| Permitted Phases | 4 | | | 8 | | |
| Detector Phase | 7 | 4 | 8 | 8 | 6 | |
| Switch Phase | | | | | | |

Lanes, Volumes, Timings

3:

8/1/2014



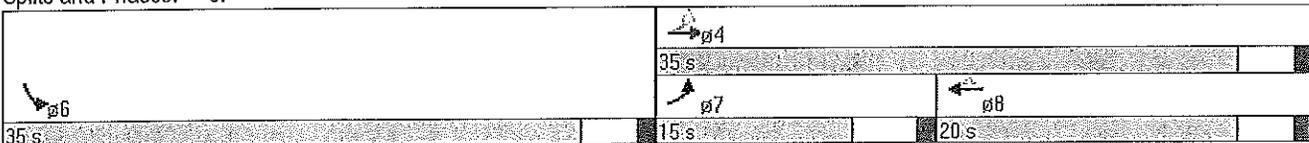
| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Minimum Split (s) | 8.5 | 20.0 | 20.0 | 20.0 | 20.0 | |
| Total Split (s) | 15.0 | 35.0 | 20.0 | 20.0 | 35.0 | |
| Total Split (%) | 21.4% | 50.0% | 28.6% | 28.6% | 50.0% | |
| Maximum Green (s) | 10.5 | 31.0 | 16.0 | 16.0 | 31.0 | |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | Lead | | Lag | Lag | | |
| Lead-Lag Optimize? | Yes | | Yes | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | None | Min | Min | Min | None | |
| Walk Time (s) | | 5.0 | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | | 10.4 | 10.4 | 10.4 | 7.9 | |
| Actuated g/C Ratio | | 0.39 | 0.39 | 0.39 | 0.30 | |
| v/c Ratio | | 0.23 | 0.30 | 0.47 | 0.35 | |
| Control Delay | | 6.0 | 6.9 | 3.4 | 6.8 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 6.0 | 6.9 | 3.4 | 6.8 | |
| LOS | | A | A | A | A | |
| Approach Delay | | 6.0 | 4.8 | | 6.8 | |
| Approach LOS | | A | A | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 26.4
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 41.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3:



| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|------------------------|-----------|------------|----------------------------------|------------------------|------------|------|------|
| General Information | | | | Site Information | | | | |
| Analyst | RP | | | Intersection | CORONAD DR / HAMDEN DR | | | |
| Agency/Co. | GCC | | | Jurisdiction | CLEARWATER | | | |
| Date Performed | 2/14/14 | | | Analysis Year | 2014 EXISTING | | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: CORONADO DR | | | | North/South Street: HAMDEN DRIVE | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 4 | 349 | | | 294 | 61 | | |
| Peak-Hour Factor, PHF | 0.91 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | | |
| Hourly Flow Rate, HFR (veh/h) | 4 | 383 | 0 | 0 | 323 | 67 | | |
| Percent Heavy Vehicles | 1 | -- | -- | 0 | -- | -- | | |
| Median Type | Two Way Left Turn Lane | | | | | | | |
| RT Channelized | | | 0 | | | | 0 | |
| Lanes | 0 | 2 | 0 | 0 | 1 | 0 | | |
| Configuration | LT | T | | | | | TR | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | | | | 28 | 3 | | |
| Peak-Hour Factor, PHF | 0.91 | 0.97 | 0.91 | 0.97 | 0.91 | 0.91 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 0 | 0 | 30 | 3 | | |
| Percent Heavy Vehicles | 1 | 0 | 1 | 0 | 1 | 1 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | | 0 | |
| Lanes | 0 | 0 | 0 | 0 | 1 | 0 | | |
| Configuration | | | | | | | TR | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LT | | | | | | | TR |
| v (veh/h) | 4 | | | | | | | 33 |
| C (m) (veh/h) | 1137 | | | | | | | 343 |
| v/c | 0.00 | | | | | | | 0.10 |
| 95% queue length | 0.01 | | | | | | | 0.32 |
| Control Delay (s/veh) | 8.2 | | | | | | | 16.6 |
| LOS | A | | | | | | | C |
| Approach Delay (s/veh) | -- | -- | | | | | 16.6 | |
| Approach LOS | -- | -- | | | | | C | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|--|------------|-----------|------------|-----------------------------------|---------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | RP | | | Intersection | BAYWAY / PARKWAY DR | | | |
| Agency/Co. | GCC | | | Jurisdiction | CLEARWATER | | | |
| Date Performed | 8/12/2014 | | | Analysis Year | 2014 EXISTING | | | |
| Analysis Time Period | PM PEAK | | | | | | | |
| Project Description 630 S. GULFVIEW HOTEL | | | | | | | | |
| East/West Street: BAYWAY BLVD | | | | North/South Street: PARKWAY DRIVE | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 6 | 78 | 0 | 0 | 29 | 4 | | |
| Peak-Hour Factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | |
| Hourly Flow Rate, HFR (veh/h) | 7 | 91 | 0 | 0 | 34 | 4 | | |
| Percent Heavy Vehicles | 2 | -- | -- | 2 | -- | -- | | |
| Median Type | Undivided | | | | | | | |
| RT Channelized | | | 0 | | | | | 0 |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | LTR | | | LTR | | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 18 | 0 | 4 | 0 | 0 | 0 | | |
| Peak-Hour Factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | |
| Hourly Flow Rate, HFR (veh/h) | 21 | 0 | 4 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | 2 | 2 | 2 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | | LTR | | | LTR | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LTR | LTR | LTR | | | LTR | | |
| v (veh/h) | 7 | 0 | 25 | | | 0 | | |
| C (m) (veh/h) | 1572 | 1504 | 846 | | | | | |
| v/c | 0.00 | 0.00 | 0.03 | | | | | |
| 95% queue length | 0.01 | 0.00 | 0.09 | | | | | |
| Control Delay (s/veh) | 7.3 | 7.4 | 9.4 | | | | | |
| LOS | A | A | A | | | | | |
| Approach Delay (s/veh) | -- | -- | 9.4 | | | | | |
| Approach LOS | -- | -- | A | | | | | |

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

10/4/10

| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|---|---|---------------|----------------------|--------------------|--------|--------|--|
| Class I (>0.00 to 1.99 signalized intersections per mile) | | | | | | Lanes | B | C | D | E | | |
| Lanes | Median | B | C | D | E | 4 | 4,000 | 5,500 | 6,770 | 7,300 | | |
| 2 | Undivided | 930 | 1,500 | 1,600 | *** | 6 | 6,000 | 8,320 | 10,150 | 11,290 | | |
| 4 | Divided | 2,840 | 3,440 | 3,560 | *** | 8 | 8,000 | 11,050 | 13,480 | 15,270 | | |
| 6 | Divided | 4,370 | 5,200 | 5,360 | *** | 10 | 10,000 | 13,960 | 16,930 | 19,250 | | |
| 8 | Divided | 5,900 | 6,970 | 7,160 | *** | 12 | 13,730 | 18,600 | 21,950 | 23,230 | | |
| Class II (2.00 to 4.50 signalized intersections per mile) | | | | | | Freeway Adjustments | | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | Ramp Metering | | | | | |
| 2 | Undivided | ** | 1,020 | 1,480 | 1,570 | + 1,800 | + 5% | | | | | |
| 4 | Divided | ** | 2,420 | 3,220 | 3,400 | | | | | | | |
| 6 | Divided | ** | 3,790 | 4,880 | 5,150 | | | | | | | |
| 8 | Divided | ** | 5,150 | 6,530 | 6,880 | | | | | | | |
| Class III/IV (more than 4.50 signalized intersections per mile) | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | | |
| Lanes | Median | B | C | D | E | Lanes | Median | B | C | D | E | |
| 2 | Undivided | ** | 500 | 1,150 | 1,440 | 2 | Undivided | 730 | 1,460 | 2,080 | 2,620 | |
| 4 | Divided | ** | 1,220 | 2,730 | 3,100 | 4 | Divided | 3,220 | 4,660 | 6,040 | 6,840 | |
| 6 | Divided | ** | 1,910 | 4,240 | 4,680 | 6 | Divided | 4,840 | 6,990 | 9,060 | 10,280 | |
| 8 | Divided | ** | 2,620 | 5,770 | 6,280 | Uninterrupted Flow Highway Adjustments | | | | | | |
| Coronado/Hamden 2LD/TWLT | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | | |
| | | | | | | 2 | Divided | Yes | +5% | | | |
| | | | | | | Multi | Undivided | Yes | -5% | | | |
| | | | | | | Multi | Undivided | No | -25% | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | BICYCLE MODE ² | | | | | | |
| Major City/County Roadways -10% Other Signalized Roadways -35% | | | | | | (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | |
| State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | Paved Shoulder/ Bicycle Lane | | | | | | |
| Divided/Undivided & Turn Lane Adjustments | | | | | | Coverage | B | C | D | E | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | |
| 2 | Divided | Yes | No | +5% | 0-49% | ** | 310 | 1,180 | >1,180 | | | |
| 2 | Undivided | No | No | -20% | 50-84% | 240 | 360 | >360 | *** | | | |
| Multi | Undivided | Yes | No | -5% | 85-100% | 620 | >620 | *** | *** | | | |
| Multi | Undivided | No | No | -25% | PEDESTRIAN MODE ² | | | | | | | |
| - | - | - | Yes | +5% | (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | |
| One-Way Facility Adjustment | | | | | | Sidewalk Coverage | B | C | D | E | | |
| Multiply the corresponding two-directional volumes in this table by 0.6. | | | | | | 0-49% | ** | ** | 480 | 1,390 | | |
| | | | | | | 50-84% | ** | ** | 1,100 | 1,820 | | |
| | | | | | | 85-100% | ** | 1,100 | 1,820 | >1,820 | | |
| | | | | | | BUS MODE (Scheduled Fixed Route) ³ | | | | | | |
| | | | | | | (Buses in peak hour in peak direction) | | | | | | |
| | | | | | | Sidewalk Coverage | B | C | D | E | | |
| | | | | | | 0-84% | >5 | ≥4 | ≥3 | ≥2 | | |
| | | | | | | 85-100% | >4 | ≥3 | ≥2 | ≥1 | | |

¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

APPENDIX B

Hotel (310)

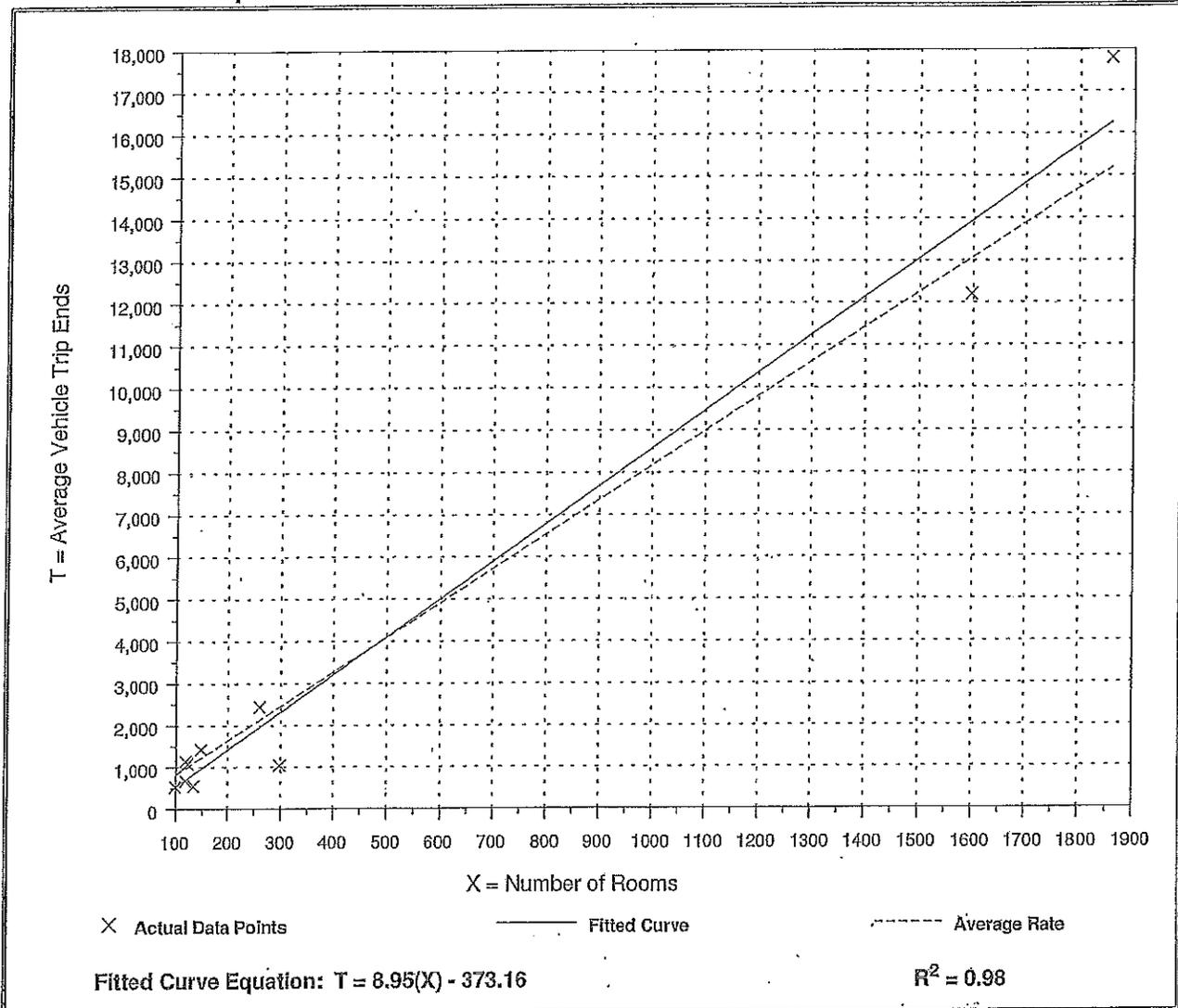
Average Vehicle Trip Ends vs: Rooms On a: Weekday

Number of Studies: 10
 Average Number of Rooms: 476
 Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.17 | 3.47 - 9.58 | 3.38 |

Data Plot and Equation



Resort Hotel (330)

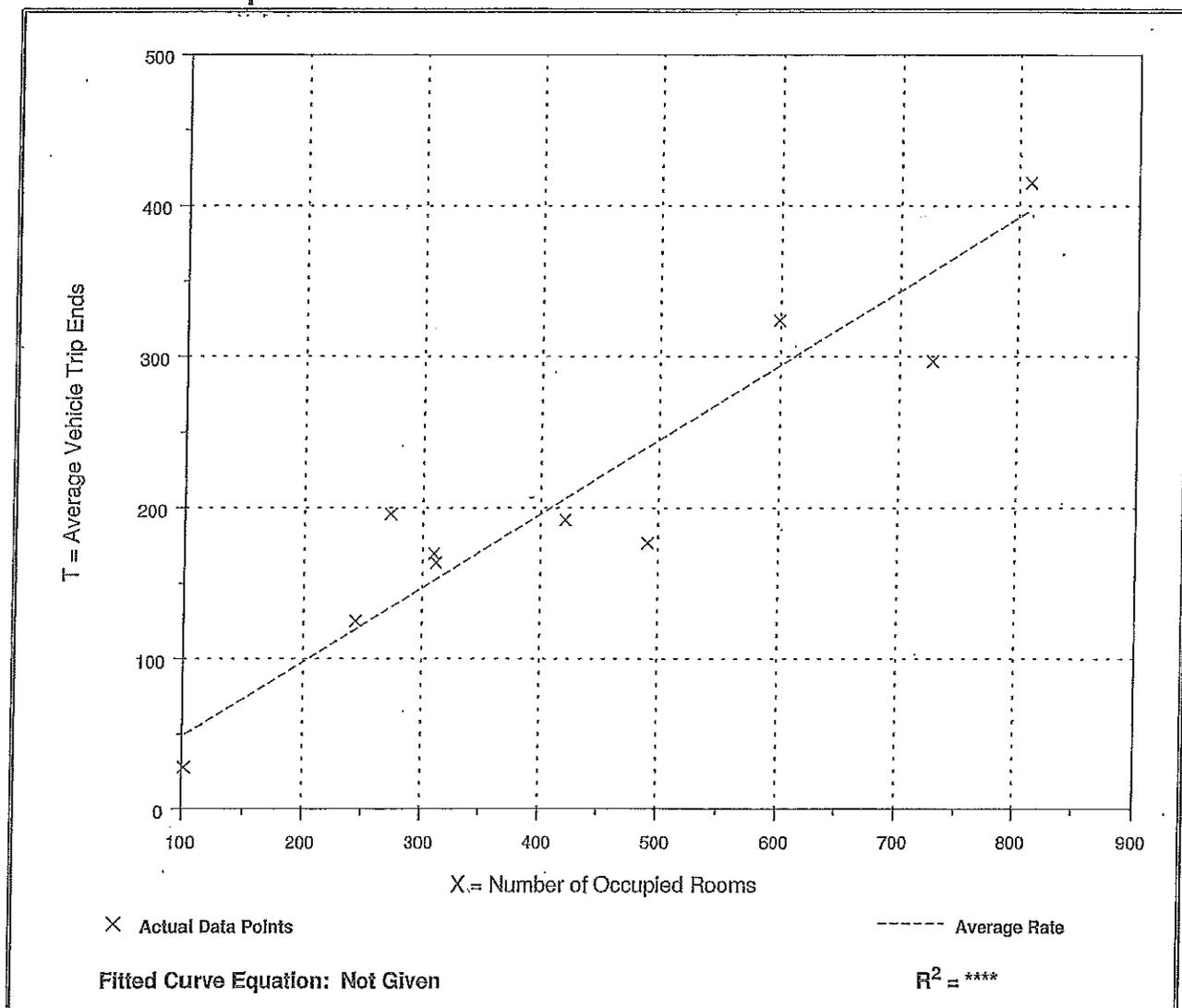
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 10
 Average Number of Occupied Rooms: 429
 Directional Distribution: 43% entering, 57% exiting

Trip Generation per Occupied Room

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.49 | 0.27 - 0.72 | 0.70 |

Data Plot and Equation



High-Rise Residential Condominium/Townhouse (232)

**Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday**

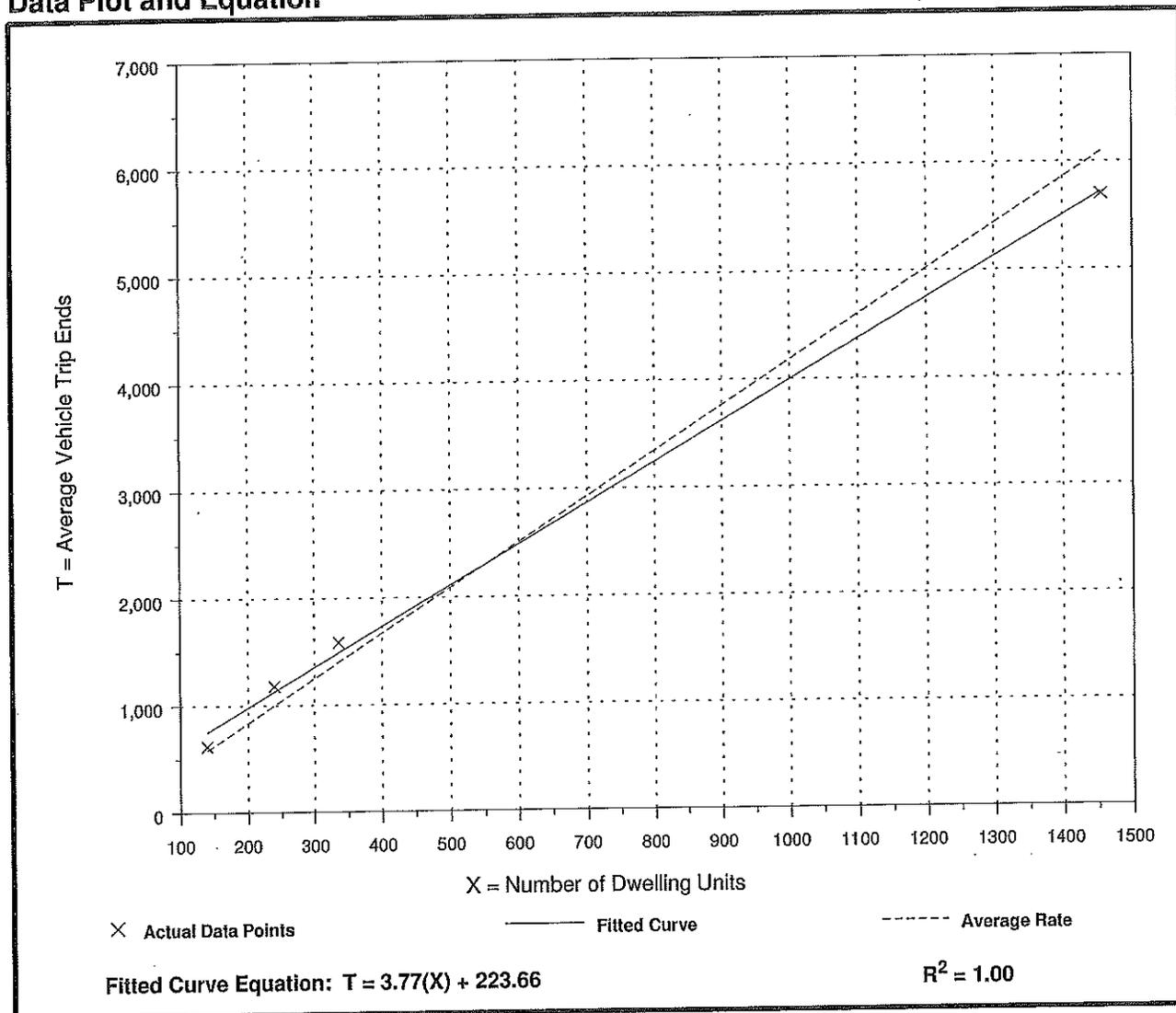
Number of Studies: 4
Avg. Number of Dwelling Units: 543
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.18 | 3.91 - 4.93 | 2.08 |

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



High-Rise Residential Condominium/Townhouse (232)

Average Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

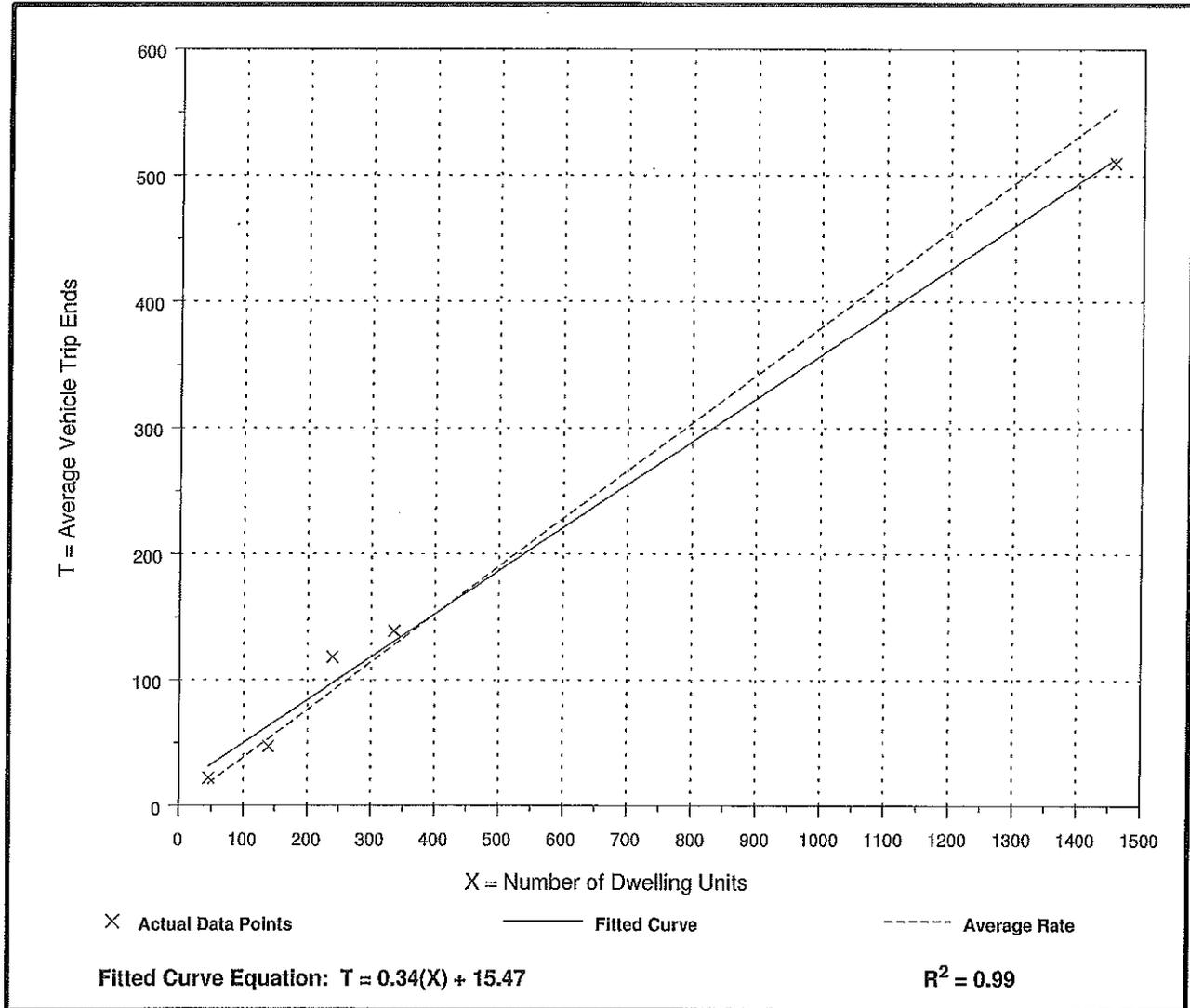
Number of Studies: 5
 Avg. Number of Dwelling Units: 444
 Directional Distribution: 62% entering, 38% exiting

Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.38 | 0.34 - 0.49 | 0.62 |

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Lanes, Volumes, Timings

8/12/2014

3:

| |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | YY | | | 4↑ | ↑↑ | ↑ |
| Volume (vph) | 358 | 11 | 0 | 843 | 696 | 393 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 500 | 500 | 500 | | | 0 |
| Storage Lanes | 1 | 0 | 0 | | | 1 |
| Taper Length (ft) | 25 | | 25 | | | |
| Lane Util. Factor | 0.97 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 |
| Ped Bike Factor | 0.97 | | | | | 0.95 |
| Frt | 0.996 | | | | | 0.850 |
| Flt Protected | 0.954 | | | | | |
| Satd. Flow (prot) | 3434 | 0 | 0 | 3539 | 3539 | 1583 |
| Flt Permitted | 0.954 | | | | | |
| Satd. Flow (perm) | 3327 | 0 | 0 | 3539 | 3539 | 1502 |
| Right Turn on Red | | No | | | | Yes |
| Satd. Flow (RTOR) | | | | | | 432 |
| Link Speed (mph) | 20 | | | 25 | 25 | |
| Link Distance (ft) | 331 | | | 260 | 350 | |
| Travel Time (s) | 11.3 | | | 7.1 | 9.5 | |
| Confl. Peds. (#/hr) | 17 | | 33 | | | 17 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 393 | 12 | 0 | 926 | 765 | 432 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 405 | 0 | 0 | 926 | 765 | 432 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 24 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Number of Detectors | 1 | | 1 | 2 | 2 | 1 |
| Detector Template | Left | | Left | Thru | Thru | Right |
| Leading Detector (ft) | 20 | | 20 | 100 | 100 | 20 |
| Trailing Detector (ft) | 0 | | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | | 20 | 6 | 6 | 20 |
| Detector 1 Type | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | | 94 | 94 | |
| Detector 2 Size(ft) | | | | 6 | 6 | |
| Detector 2 Type | | | | CI+Ex | CI+Ex | |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | | 0.0 | 0.0 | |
| Turn Type | NA | | Perm | NA | NA | Perm |
| Protected Phases | 4 | | | 2 | 6 | |

Lanes, Volumes, Timings

3:

8/12/2014

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|-------------------------|-------|-----|-------|-------|-------|-------|
| Permitted Phases | | | 2 | | | 6 |
| Detector Phase | 4 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 25.0 | | 35.0 | 35.0 | 35.0 | 35.0 |
| Total Split (%) | 41.7% | | 58.3% | 58.3% | 58.3% | 58.3% |
| Maximum Green (s) | 21.0 | | 31.0 | 31.0 | 31.0 | 31.0 |
| Yellow Time (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | | | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | | Max | Max | Max | Max |
| Walk Time (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | 11.1 | | | 31.5 | 31.5 | 31.5 |
| Actuated g/C Ratio | 0.22 | | | 0.62 | 0.62 | 0.62 |
| v/c Ratio | 0.54 | | | 0.42 | 0.35 | 0.39 |
| Control Delay | 20.1 | | | 5.9 | 5.5 | 1.8 |
| Queue Delay | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Delay | 20.1 | | | 5.9 | 5.5 | 1.8 |
| LOS | C | | | A | A | A |
| Approach Delay | 20.1 | | | 5.9 | 4.2 | |
| Approach LOS | C | | | A | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 50.6
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 56.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 3:

| | |
|---------|---------|
| 35s | 35s |
| 35s | 25s |

Lanes, Volumes, Timings

3:

8/12/2014

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  |  | |  | |  |  | |
| Volume (vph) | 43 | 287 | 0 | 0 | 260 | 473 | 19 | 14 | 0 | 508 | 11 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Ped Bike Factor | | 0.99 | | | | 0.80 | | | | | 1.00 | |
| Frt | | | | | | 0.850 | | | | | 0.988 | |
| Flt Protected | | 0.993 | | | | | | 0.972 | | 0.950 | 0.958 | |
| Satd. Flow (prot) | 0 | 3514 | 0 | 0 | 1863 | 1583 | 0 | 1811 | 0 | 1681 | 1669 | 0 |
| Flt Permitted | | 0.889 | | | | | | 0.972 | | 0.950 | 0.958 | |
| Satd. Flow (perm) | 0 | 3112 | 0 | 0 | 1863 | 1273 | 0 | 1811 | 0 | 1681 | 1669 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 503 | | | | | 6 | |
| Link Speed (mph) | | 25 | | | 25 | | | 30 | | | 25 | |
| Link Distance (ft) | | 300 | | | 500 | | | 415 | | | 300 | |
| Travel Time (s) | | 8.2 | | | 13.6 | | | 9.4 | | | 8.2 | |
| Confl. Peds. (#/hr) | 82 | | | | | 82 | | | | | | 11 |
| Peak Hour Factor | 0.94 | 0.94 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.92 | 0.94 |
| Adj. Flow (vph) | 46 | 305 | 0 | 0 | 277 | 503 | 20 | 15 | 0 | 540 | 12 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | 47% | | |
| Lane Group Flow (vph) | 0 | 351 | 0 | 0 | 277 | 503 | 0 | 35 | 0 | 286 | 289 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | CI+Ex | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Split | NA | | Split | NA | |
| Protected Phases | 7 | 4 | | | 8 | | 2 | 2 | | 6 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | | | | | | |
| Detector Phase | 7 | 4 | | 8 | 8 | 8 | 2 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |

Lanes, Volumes, Timings

3:

8/12/2014

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-------|-------|-------|-----|-------|-------|-----|
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | |
| Minimum Split (s) | 8.5 | 20.0 | | 20.0 | 20.0 | 20.0 | 10.0 | 10.0 | | 20.0 | 20.0 | |
| Total Split (s) | 15.0 | 35.0 | | 20.0 | 20.0 | 20.0 | 15.0 | 15.0 | | 20.0 | 20.0 | |
| Total Split (%) | 21.4% | 50.0% | | 28.6% | 28.6% | 28.6% | 21.4% | 21.4% | | 28.6% | 28.6% | |
| Maximum Green (s) | 10.5 | 31.0 | | 16.0 | 16.0 | 16.0 | 11.0 | 11.0 | | 16.0 | 16.0 | |
| Yellow Time (s) | 3.5 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | Min | | Min | Min | Min | None | None | | None | None | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 12.8 | | | 12.8 | 12.8 | | 6.9 | | 12.9 | 12.9 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | 0.34 | | 0.18 | | 0.34 | 0.34 | |
| v/c Ratio | | 0.34 | | | 0.44 | 0.66 | | 0.11 | | 0.50 | 0.50 | |
| Control Delay | | 12.1 | | | 14.4 | 6.8 | | 18.6 | | 15.7 | 15.5 | |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 12.1 | | | 14.4 | 6.8 | | 18.6 | | 15.7 | 15.5 | |
| LOS | | B | | | B | A | | B | | B | B | |
| Approach Delay | | 12.1 | | | 9.5 | | | 18.6 | | | 15.6 | |
| Approach LOS | | B | | | A | | | B | | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 37.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.2

Intersection Capacity Utilization 57.2%

Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 3:

| | | | |
|------|------|------|------|
| | | | |
| ø2 | ø6 | ø4 | |
| 15 s | 20 s | 05 s | |
| | | | |
| | | ø7 | ø8 |
| | | 15 s | 20 s |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|--|------------------------|-----------|------------|------------|----------------------------------|-----------------------------|----|------|
| General Information | | | | | Site Information | | | |
| Analyst | RP | | | | Intersection | CORONAD DR / HAMDEN DR | | |
| Agency/Co. | GCC | | | | Jurisdiction | CLEARWATER | | |
| Date Performed | 8/12/14 | | | | Analysis Year | FUTURE W- 630 GULFVIEW HOTE | | |
| Analysis Time Period | PM Peak | | | | | | | |
| Project Description | | | | | | | | |
| East/West Street: CORONADO DR | | | | | North/South Street: HAMDEN DRIVE | | | |
| Intersection Orientation: East-West | | | | | Study Period (hrs): 0.25 | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 4 | 484 | | | 428 | 107 | | |
| Peak-Hour Factor, PHF | 0.91 | 0.91 | 0.91 | 0.97 | 0.91 | 0.91 | | |
| Hourly Flow Rate, HFR (veh/h) | 4 | 531 | 0 | 0 | 470 | 117 | | |
| Percent Heavy Vehicles | 1 | -- | -- | 0 | -- | -- | | |
| Median Type | Two Way Left Turn Lane | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 0 | 0 | 1 | 0 | | |
| Configuration | LT | T | | | | TR | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | | | | 75 | 3 | | |
| Peak-Hour Factor, PHF | 0.91 | 0.97 | 0.91 | 0.97 | 0.91 | 0.91 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 0 | 0 | 82 | 3 | | |
| Percent Heavy Vehicles | 1 | 0 | 1 | 0 | 1 | 1 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 0 | 0 | 0 | 1 | 0 | | |
| Configuration | | | | | | TR | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LT | | | | | | | TR |
| v (veh/h) | 4 | | | | | | | 85 |
| C (m) (veh/h) | 961 | | | | | | | 217 |
| v/c | 0.00 | | | | | | | 0.39 |
| 95% queue length | 0.01 | | | | | | | 1.75 |
| Control Delay (s/veh) | 8.8 | | | | | | | 31.9 |
| LOS | A | | | | | | | D |
| Approach Delay (s/veh) | -- | -- | | | | 31.9 | | |
| Approach LOS | -- | -- | | | | D | | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|------------|-----------|------------|-----------------------------------|---------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | RP | | | Intersection | BAYWAY / PARKWAY DR | | | |
| Agency/Co. | GCC | | | Jurisdiction | CLEARWATER | | | |
| Date Performed | 8/12/2014 | | | Analysis Year | FUTURE WITH PROJECT | | | |
| Analysis Time Period | PM PEAK | | | | | | | |
| Project Description 630 S. GULFVIEW HOTEL | | | | | | | | |
| East/West Street: BAYWAY BLVD | | | | North/South Street: PARKWAY DRIVE | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 6 | 98 | 0 | 0 | 43 | 4 | | |
| Peak-Hour Factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | |
| Hourly Flow Rate, HFR (veh/h) | 7 | 115 | 0 | 0 | 50 | 4 | | |
| Percent Heavy Vehicles | 2 | -- | -- | 2 | -- | -- | | |
| Median Type | Undivided | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | LTR | | | LTR | | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 19 | 0 | 4 | 0 | 0 | 0 | | |
| Peak-Hour Factor, PHF | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | | |
| Hourly Flow Rate, HFR (veh/h) | 22 | 0 | 4 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 2 | 2 | 2 | 2 | 2 | 2 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | N | | | N | | | | |
| Storage | 0 | | | 0 | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | LTR | | | LTR | | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LTR | LTR | LTR | | | LTR | | |
| v (veh/h) | 7 | 0 | 26 | | | 0 | | |
| C (m) (veh/h) | 1551 | 1474 | 799 | | | | | |
| v/c | 0.00 | 0.00 | 0.03 | | | | | |
| 95% queue length | 0.01 | 0.00 | 0.10 | | | | | |
| Control Delay (s/veh) | 7.3 | 7.4 | 9.7 | | | | | |
| LOS | A | A | A | | | | | |
| Approach Delay (s/veh) | -- | -- | 9.7 | | | | | |
| Approach LOS | -- | -- | A | | | | | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|--|------------|-----------|------------|-----------------------------|-----------------------|------------|------|----|
| General Information | | | | Site Information | | | | |
| Analyst | RP | | | Intersection | S. GULFVIEW / DRIVE A | | | |
| Agency/Co. | GCC | | | Jurisdiction | CLEARWATER | | | |
| Date Performed | 8/12/2014 | | | Analysis Year | FUTURE WITH PROJECT | | | |
| Analysis Time Period | PM PEAK | | | | | | | |
| Project Description 630 S. GULFVIEW HOTEL | | | | | | | | |
| East/West Street: S. GULFVIEW | | | | North/South Street: DRIVE A | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 14 | 659 | | | 603 | 7 | | |
| Peak-Hour Factor, PHF | 0.90 | 0.90 | 1.00 | 1.00 | 0.90 | 0.90 | | |
| Hourly Flow Rate, HFR (veh/h) | 15 | 732 | 0 | 0 | 670 | 7 | | |
| Percent Heavy Vehicles | 2 | -- | -- | 0 | -- | -- | | |
| Median Type | Undivided | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 2 | 0 | 0 | 1 | 0 | | |
| Configuration | LT | T | | | | TR | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | | | 9 | | 18 | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 0.90 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 0 | 10 | 0 | 20 | | |
| Percent Heavy Vehicles | 0 | 0 | 0 | 2 | 0 | 2 | | |
| Percent Grade (%) | 0 | | | 0 | | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Configuration | | | | | LR | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | LT | | | | | | LR | |
| v (veh/h) | 15 | | | | | | 30 | |
| C (m) (veh/h) | 911 | | | | | | 329 | |
| v/c | 0.02 | | | | | | 0.09 | |
| 95% queue length | 0.05 | | | | | | 0.30 | |
| Control Delay (s/veh) | 9.0 | | | | | | 17.0 | |
| LOS | A | | | | | | C | |
| Approach Delay (s/veh) | -- | -- | | | | | 17.0 | |
| Approach LOS | -- | -- | | | | | C | |

| TWO-WAY STOP CONTROL SUMMARY | | | | | | | | |
|---|------------|-----------|------------|-----------------------------|---------------------|------------|----|----|
| General Information | | | | Site Information | | | | |
| Analyst | RP | | | Intersection | BAYWAY / DRIVE B | | | |
| Agency/Co. | GCC | | | Jurisdiction | CLEARWATER | | | |
| Date Performed | 8/12/2014 | | | Analysis Year | FUTURE WITH PROJECT | | | |
| Analysis Time Period | PM PEAK | | | | | | | |
| Project Description 630 S. GULFVIEW HOTEL | | | | | | | | |
| East/West Street: BAYWAY BLVD | | | | North/South Street: DRIVE B | | | | |
| Intersection Orientation: East-West | | | | Study Period (hrs): 0.25 | | | | |
| Vehicle Volumes and Adjustments | | | | | | | | |
| Major Street | Eastbound | | | Westbound | | | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | | 95 | 7 | 7 | 55 | | | |
| Peak-Hour Factor, PHF | 1.00 | 0.85 | 0.85 | 0.85 | 0.85 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 0 | 111 | 8 | 8 | 64 | 0 | | |
| Percent Heavy Vehicles | 0 | -- | -- | 2 | -- | -- | | |
| Median Type | Undivided | | | | | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 1 | 0 | 0 | 1 | 0 | | |
| Configuration | | | TR | LT | | | | |
| Upstream Signal | | 0 | | | 0 | | | |
| Minor Street | Northbound | | | Southbound | | | | |
| Movement | 7 | 8 | 9 | 10 | 11 | 12 | | |
| | L | T | R | L | T | R | | |
| Volume (veh/h) | 9 | | 9 | | | | | |
| Peak-Hour Factor, PHF | 0.89 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | | |
| Hourly Flow Rate, HFR (veh/h) | 10 | 0 | 10 | 0 | 0 | 0 | | |
| Percent Heavy Vehicles | 2 | 0 | 2 | 0 | 0 | 0 | | |
| Percent Grade (%) | | 0 | | | 0 | | | |
| Flared Approach | | N | | | N | | | |
| Storage | | 0 | | | 0 | | | |
| RT Channelized | | | 0 | | | 0 | | |
| Lanes | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Configuration | | LR | | | | | | |
| Delay, Queue Length, and Level of Service | | | | | | | | |
| Approach | Eastbound | Westbound | Northbound | | | Southbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | | LT | | LR | | | | |
| v (veh/h) | | 8 | | 20 | | | | |
| C (m) (veh/h) | | 1469 | | 857 | | | | |
| v/c | | 0.01 | | 0.02 | | | | |
| 95% queue length | | 0.02 | | 0.07 | | | | |
| Control Delay (s/veh) | | 7.5 | | 9.3 | | | | |
| LOS | | A | | A | | | | |
| Approach Delay (s/veh) | -- | -- | | 9.3 | | | | |
| Approach LOS | -- | -- | | A | | | | |