

**TRAFFIC ANALYSIS ADDENDUM  
FOR  
ALANIK HOTEL  
401-431 S. GULFVIEW BLVD  
CLEARWATER, FLORIDA**

PREPARED FOR:  
TRIPROP CLEARWATER, LLC

PREPARED BY:  
GULFCOAST CONSULTING, INC.  
JULY 2019



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AICP #9023 / PTP #133

## I. INTRODUCTION

The applicant is proposing to redevelop their property on Clearwater Beach into a 248 room resort hotel. This hotel was previously approved for 227 rooms and ancillary retail space as part of a Development Agreement granting rooms from the Hotel Density Reserve. Prior approvals were based on a Traffic Analysis prepared by Gulf Coast Consulting, Inc. revised in November 2015. Since that approval, the applicant has agreed to purchase additional property located at 431 S. Gulfview Boulevard (Post Corner Pizza) and is incorporating this parcel into the hotel development.

This new hotel will replace two existing smaller hotels and a T-shirt shop that currently exist at along S. Gulfview Boulevard and the Post Corner Pizza. This analysis addendum is based on the previously approved 227 room hotel project, but is adjusted to account for an additional 21 hotel rooms and the demolition of the Post Corner Pizza restaurant. The new hotel will be located between S. Gulfview Boulevard and Coronado Drive along the south side of 5<sup>th</sup> Street. (See Figure 1) Prior to completing this Traffic Analysis Addendum, the methodology was established with City of Clearwater Traffic Engineering staff.

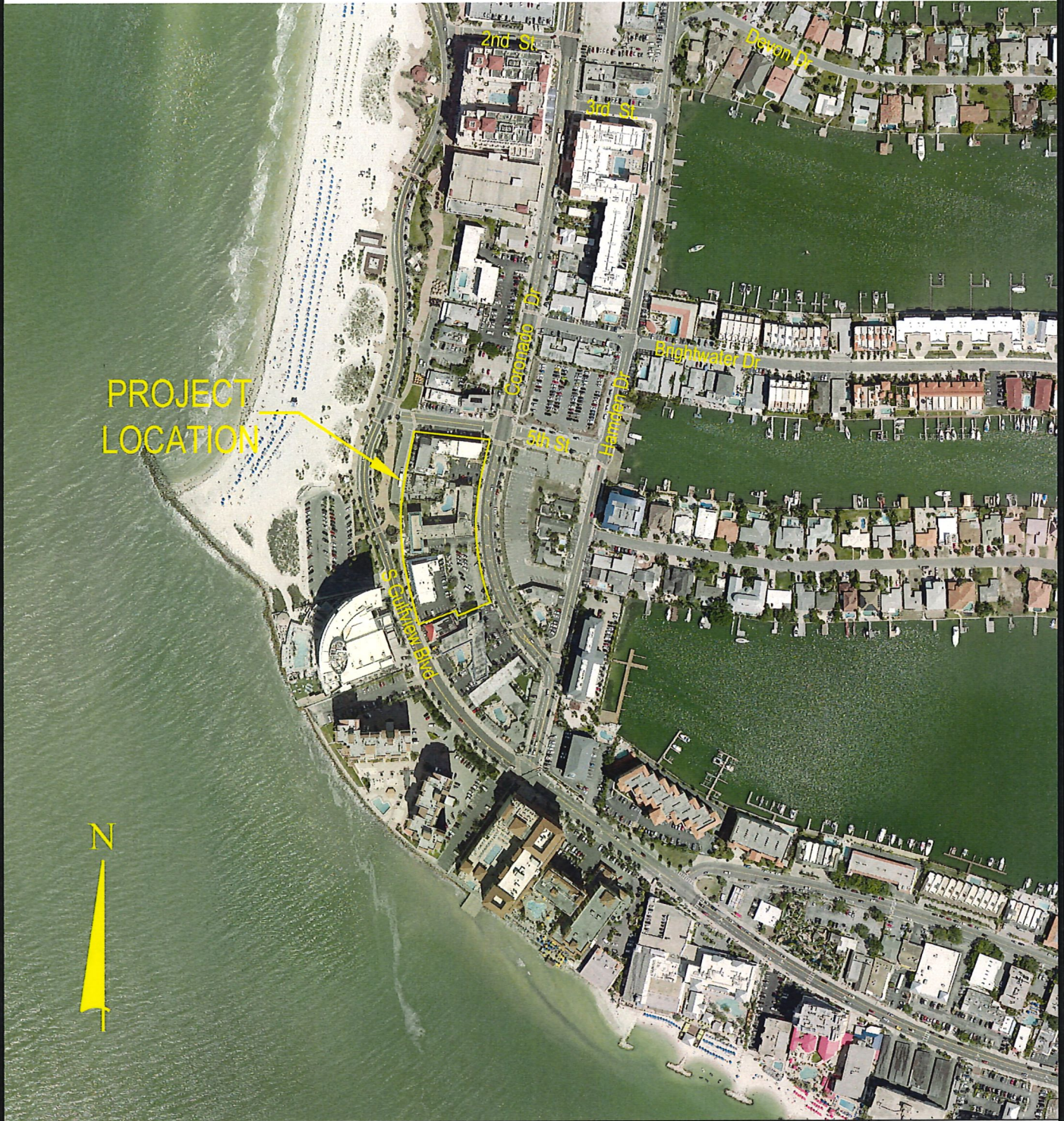
The redevelopment of the property is the subject of a Comprehensive Infill Redevelopment in the Tourist "T" zoning district. This application requires an assessment of the traffic impacts of development.

## III. APPROVED FUTURE TRAFFIC CONDITIONS

Approved traffic conditions included traffic from other nearby redevelopment projects. These included 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", Bayway Hotel, the #630 S. Gulfview hotel, and the #300 Hamden Springhill Suites/Residence Inn. The approved traffic from the project is shown below:

### APPROVED TRIP GENERATION

Land Use	Amount	Daily Trips	PM Peak Trip
Resort Hotel	227 Rooms	1,895	114 (49/65)
Resort Hotels (credit for demo)	127 Rooms	-1,029	-62 (27/35)
Specialty Retail Store (credit)	1,450 SF	-64	-4 (2/2)
TOTAL NEW TRIPS with Demo		802	48 (20/28)



PROJECT LOCATION - ALANIK HOTEL 431 GULFVIEW BLVD

PROJECT NO:  
14-032.01



Gulf Coast Consulting, Inc.  
Land Development Consulting

DATE:  
7/2019

DRAWN BY:  
GJS

FIGURE:

1

The November 2015 analysis demonstrated the major intersections and major movements at these intersections would operate at acceptable levels of service with the project impacts. The analysis also demonstrated all roadway segments would operate at acceptable levels of service. Approved roadway conditions from the prior study are shown below and in Figure 2.

#### ROADWAY CONDITIONS WITH APPROVED PROJECT

<u>Roadway Segment</u>	<u>Lanes</u>	<u>PM Peak Volume</u>	<u>LOS D Capacity</u>	<u>LOS</u>
S. Gulfview (Bywy-Hmdn)	4-lanes	1572	2175	C
S. Gulview (Hamden -5 <sup>th</sup> )	2LU	633	1440	B
S. Gulfview (5th – Coronado)	2LU	762	1440	B
Coronado (Hamden – 5 <sup>th</sup> )	2LD	950	1520	B
Coronado (5 <sup>th</sup> – Brightwater)	2LD	1089	1520	C
Coronado (Brtwtr. – Devon)	2LD	1100	1520	C
Coronado (Devon. - Gulfview)	4LU	1615	2175	C
Coronado (Gulfview to Roundabout)	4LD	2355	2900	D
Hamden (S. Gulfview-Coronado)	2LD	1136	1520	C
Hamden (Coronado – 5 <sup>th</sup> )	2LU	200	1040	B
Hamden (5th-Brtwtr)	2LU	176	1040	B

All roadway segments were shown to operate at LOS D or better.

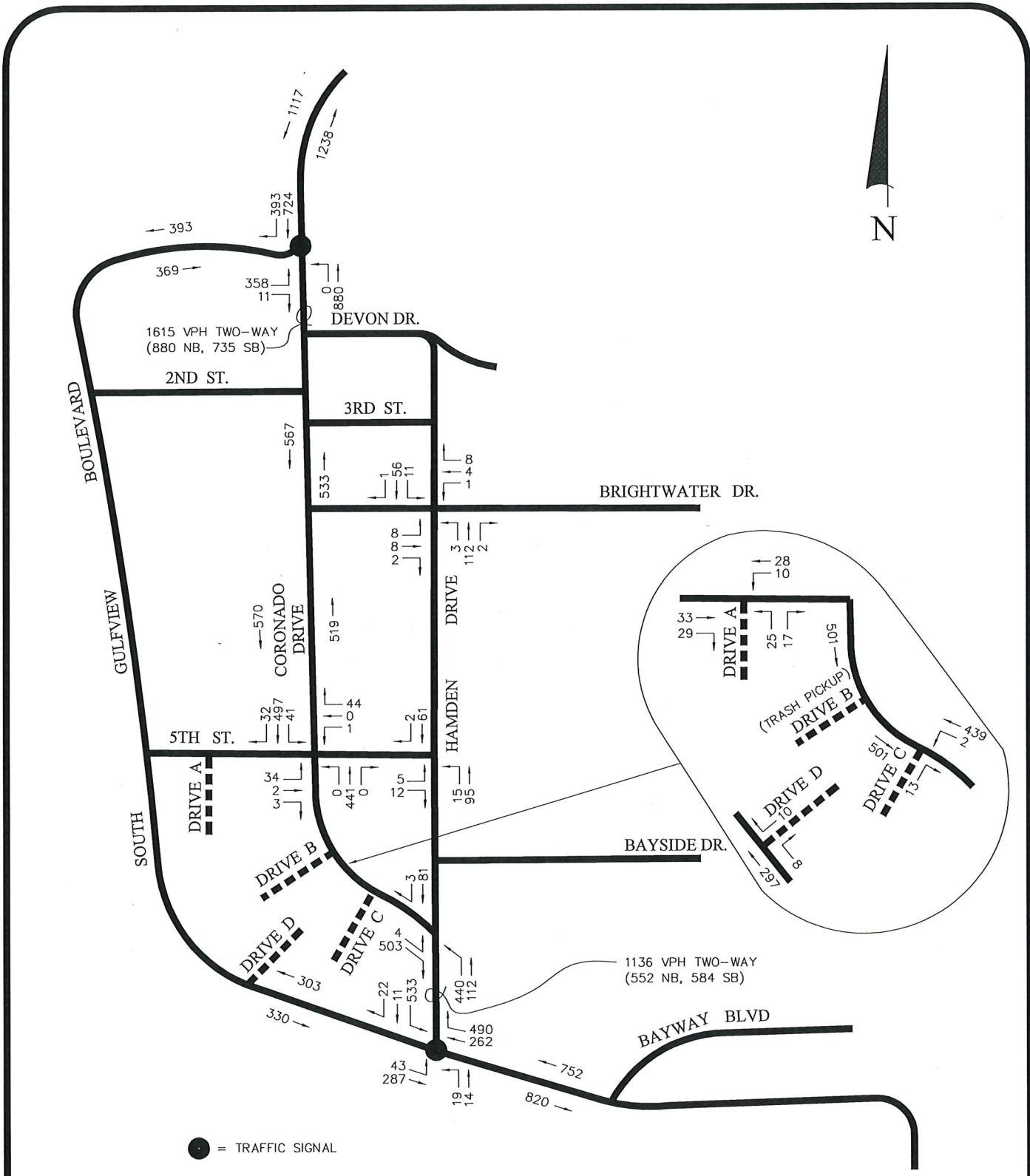
#### IV. AFFECT OF MODIFIED ALANIK HOTEL

The modified hotel will effectively replace the free-standing Post Corner Pizza restaurant with 21 additional hotel rooms that will be incorporated into the hotel complex. These 21 hotel rooms were not previously analyzed, but traffic from the Post Corner Pizza was included in the traffic counts and analysis. In addition, the hotel will include 9,800 Sf of ground level retail space directly accessible from Beachwalk along S. Gulfview Boulevard. As requested by City of Clearwater traffic engineering staff, trip generation of this retail space was accounted for in this analysis, even though many of the customers would be walk-ups. A trip generation comparison of the additional 21 rooms and the retail space with the removal of the Post Corner Pizza is shown below:

#### TRIP GENERATION ESTIMATES

<u>Land Use</u>	<u>Amount</u>	<u>Daily Trips</u>	<u>PM Peak Trips (in/out)</u>
Hotel	21 Rooms	176	13 (7/6)
Retail Space	9,800 SF	370	37 (18/19)
TOTAL New Trips not previously approved		546	50 (25/25)
Post Corner Pizza (credit)	6,945 SF	-779	-68 (42/26)
TOTAL New Trips with Demo		-233	-18 (-17/-1)

Y:\PINELLAS\Alanik Hotel Traffic Addendum (14-032.01)\Drawings\14-032.01 Traffic Counts.dwg, 7/22/2019 2:14:26 PM



APPROVED PM PEAK HOUR TRAFFIC 401-421 S. GULFVIEW

PROJECT NO:  
14-032.01



**Gulf Coast Consulting, Inc.**  
 Land Development Consulting  
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 Phone: (727) 524-1818 Fax: (727) 524-6090  
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DATE:

7/2019

DRAWN BY:

GJS

FIGURE:

2

**The removal of the free-standing Post Corner Pizza restaurant will remove more trips from the roadway system than will be generated by the additional 21 hotel rooms and ground floor retail space.** No additional analysis is necessary since levels of service on the areas roadways will not be adversely affected from what was previously approved.

## **V. CONCLUSION**

This analysis addendum was conducted in accordance with a methodology established with City of Clearwater staff. The proposed hotel addition would generate an additional 546 daily trips of which 50 would occur during the PM peak hour. Considering the demolition of existing Post Corner Pizza restaurant the net new trips generated would be less than what was previously analyzed and approved. This analysis demonstrates traffic operations on adjacent roadways would continue at acceptable levels of service with or without the project impacts.

## APPENDIX A

# Hotel (310)

**Vehicle Trip Ends vs: Rooms**  
**On a: Weekday**

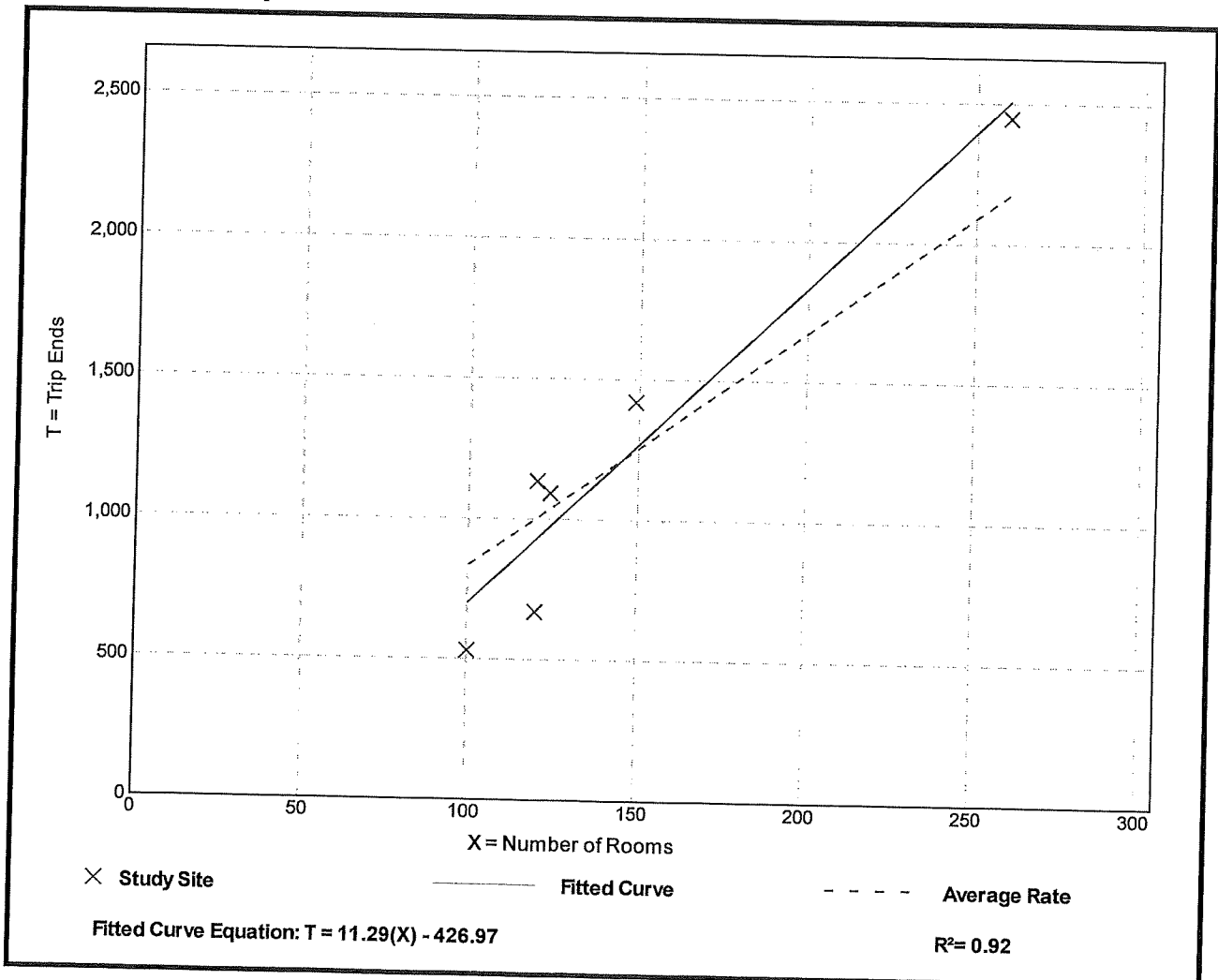
**Setting/Location: General Urban/Suburban**  
Number of Studies: 6  
Avg. Num. of Rooms: 146  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

$21 \times 8.36 = 176$

## Data Plot and Equation





# Hotel (310)

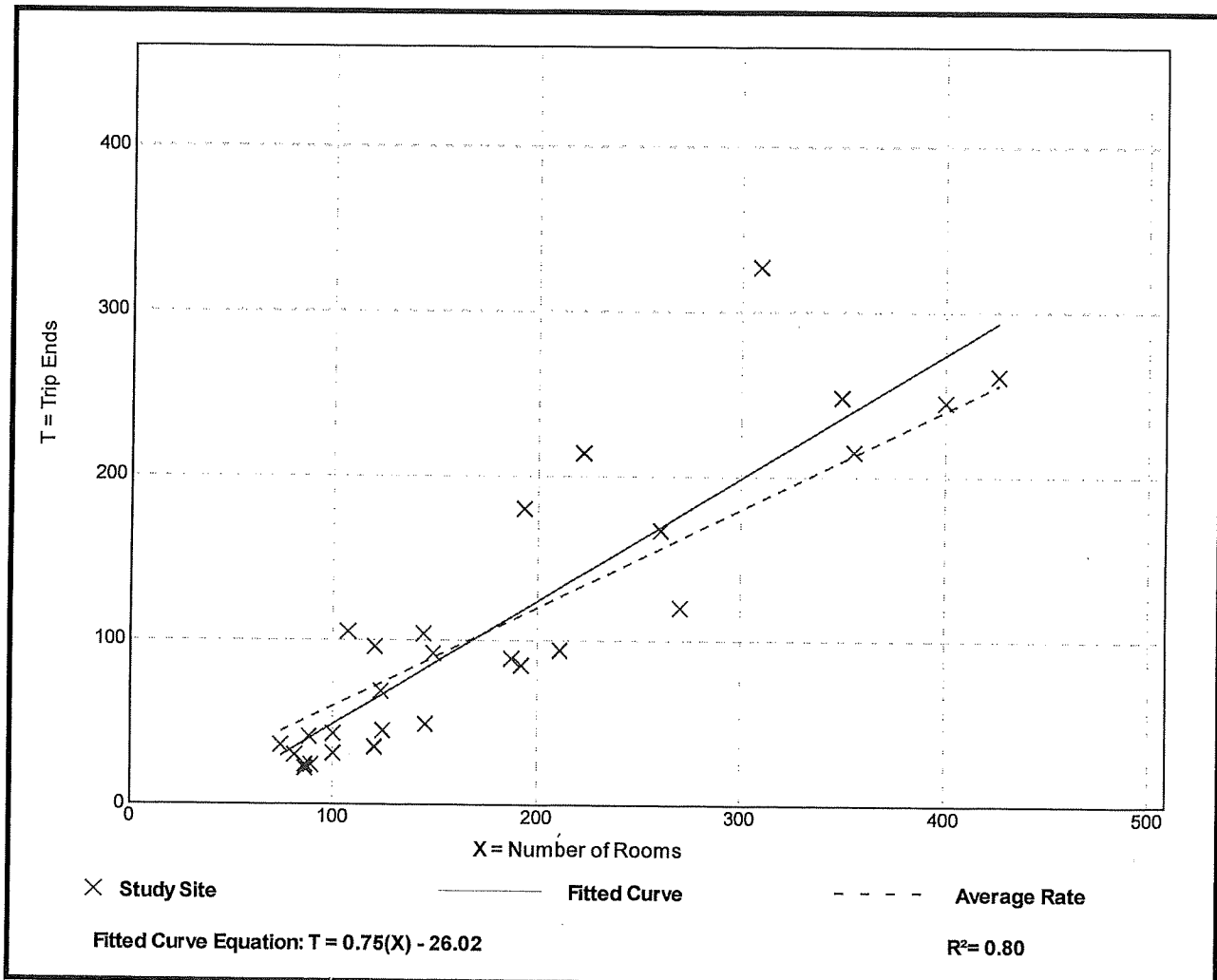
**Vehicle Trip Ends vs: Rooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 28  
 Avg. Num. of Rooms: 183  
 Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

$$21 \times .60 = 13 \quad (7/6)$$

## Data Plot and Equation



# Shopping Center (820)

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

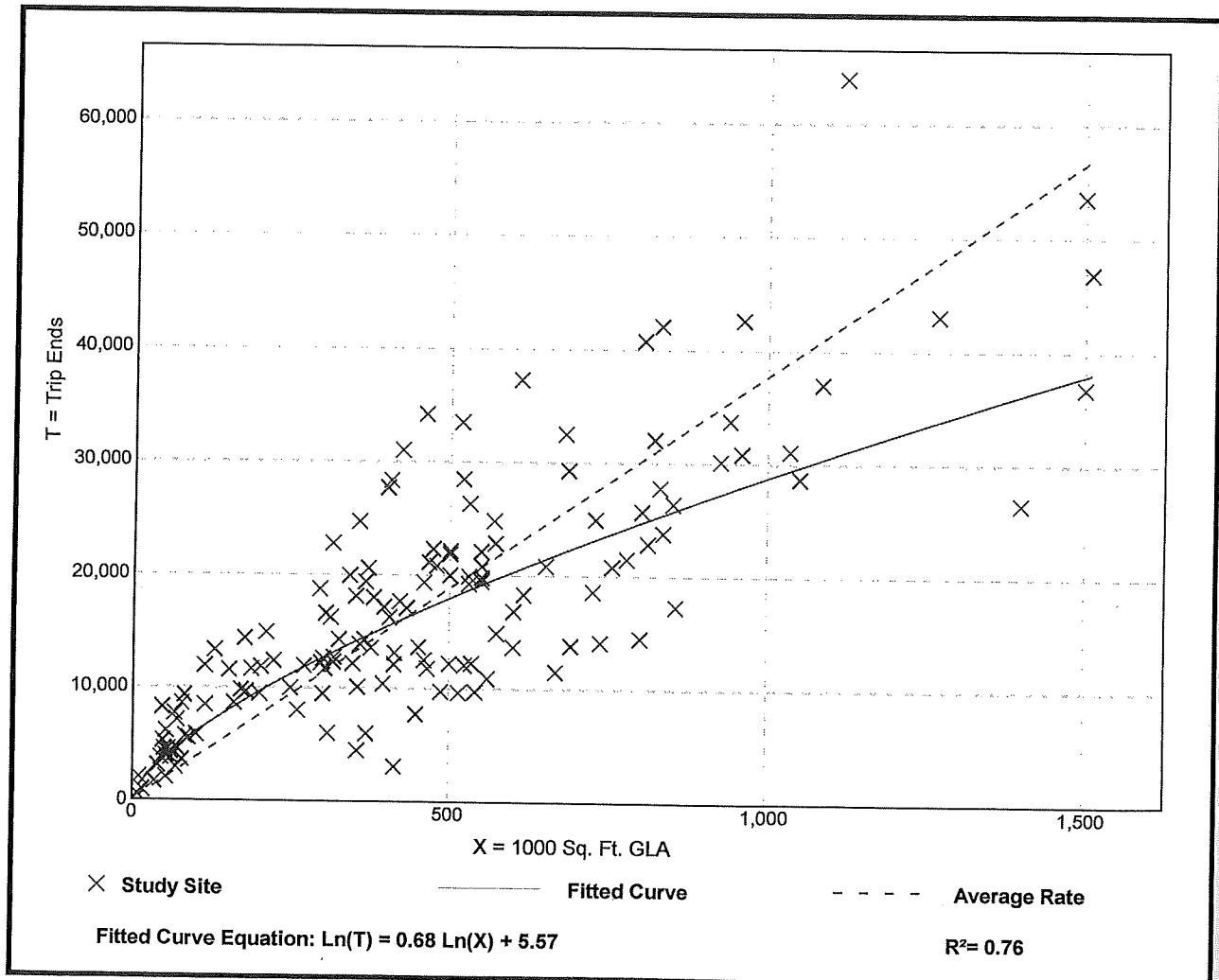
Setting/Location: General Urban/Suburban  
Number of Studies: 147  
1000 Sq. Ft. GLA: 453  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

9,800 SF × 37.75 = 370

## Data Plot and Equation



# Shopping Center (820)

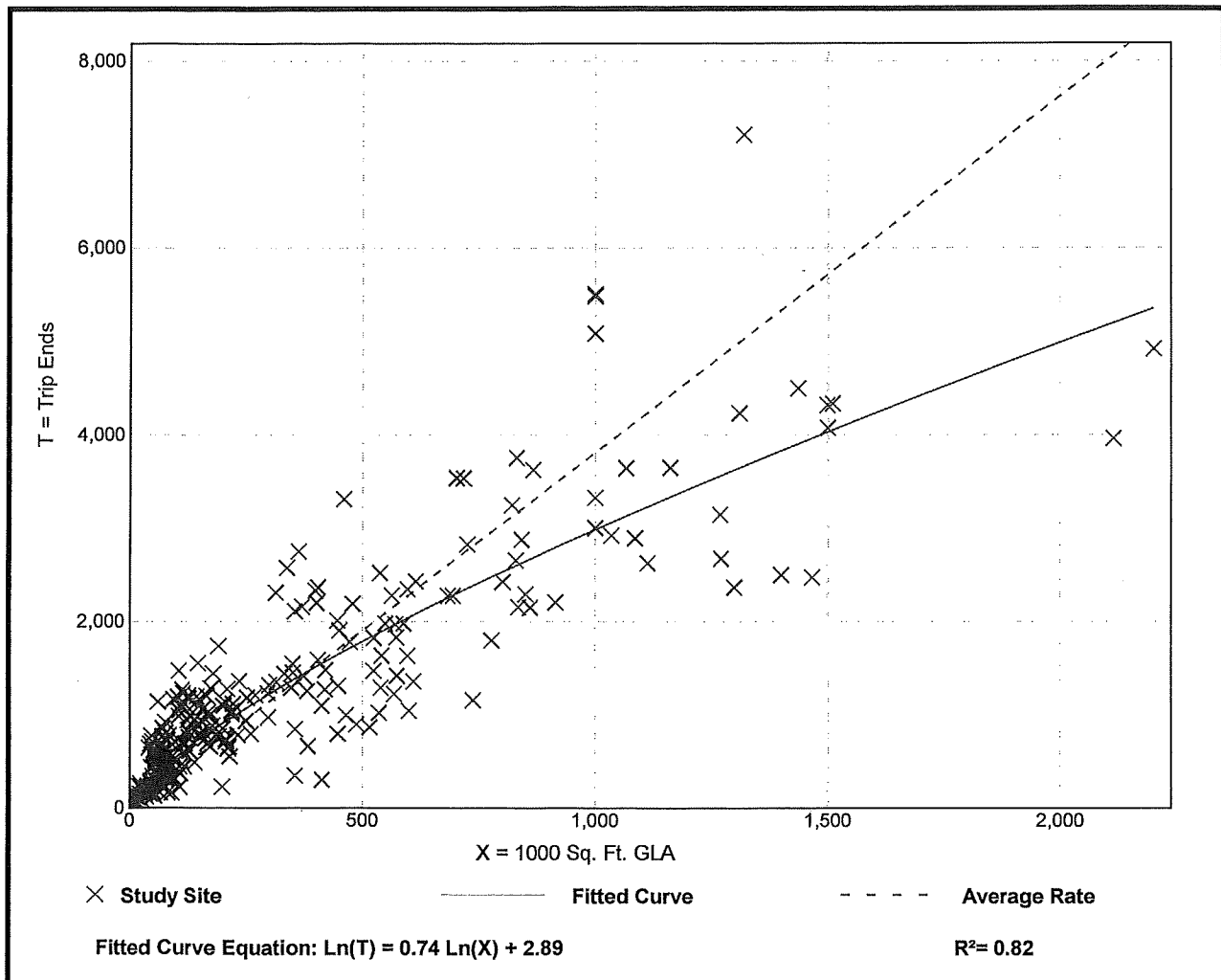
**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 261  
 1000 Sq. Ft. GLA: 327  
 Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

*9,800 SF × 3.81 = 37 (18/19)*

## Data Plot and Equation



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

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

POST CORNER PIZZA  
REMOVAL

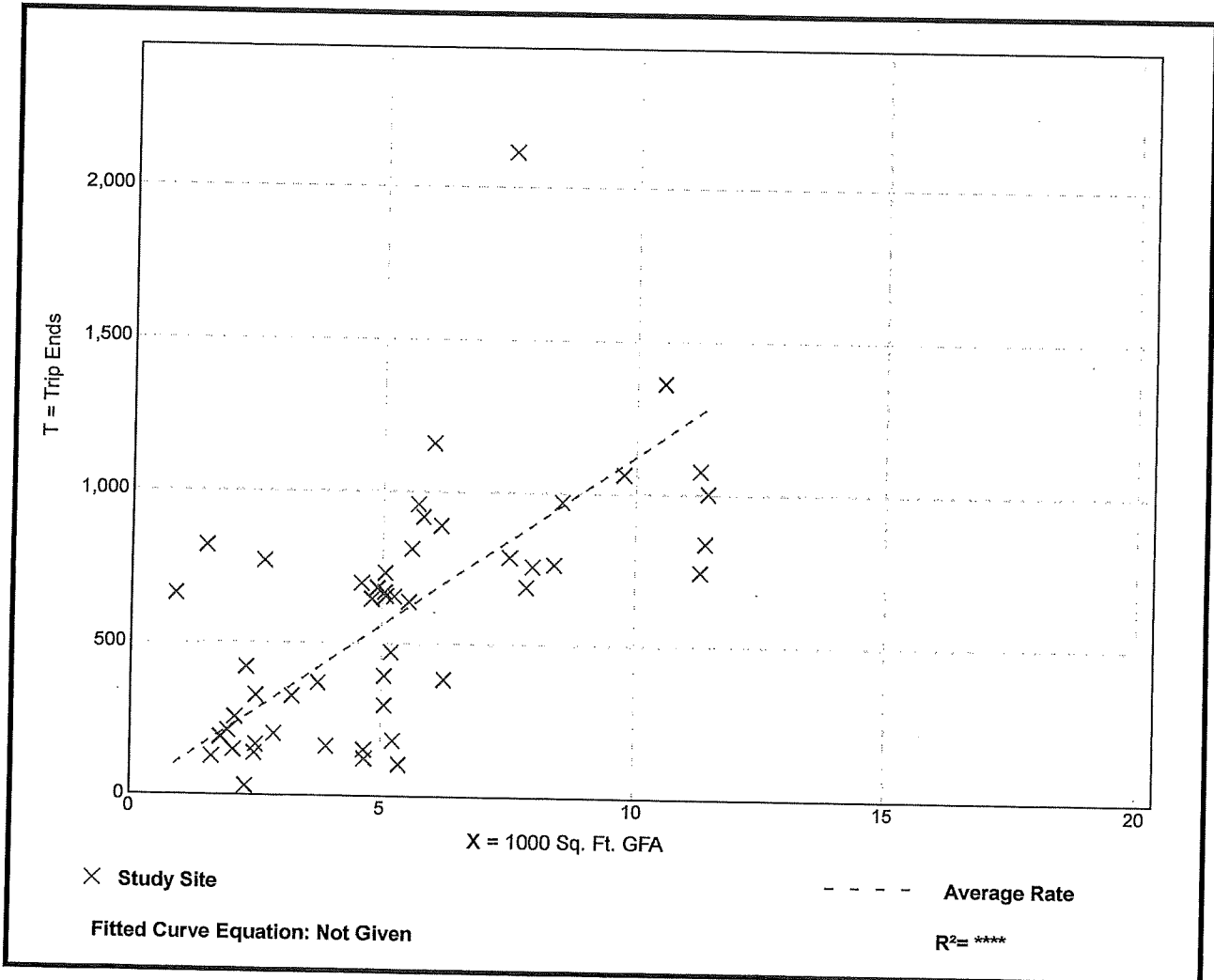
Setting/Location: General Urban/Suburban  
Number of Studies: 50  
1000 Sq. Ft. GFA: 5  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51

6,945 SF \* 112.18 = 779

## Data Plot and Equation



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

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 107  
 1000 Sq. Ft. GFA: 6  
 Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

*6,945 SF \* 9.77 = 68 (42/26)*

## Data Plot and Equation

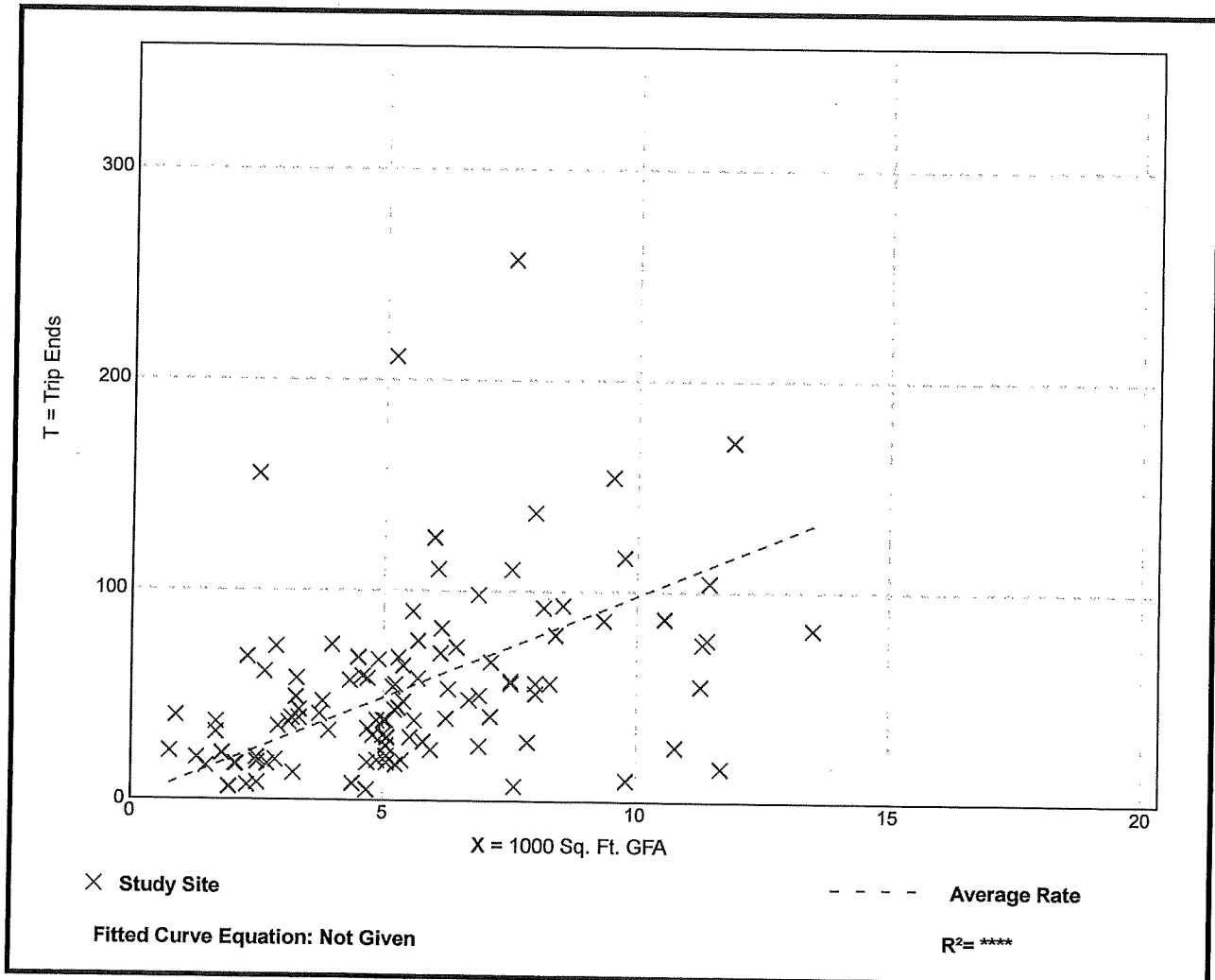


TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas<sup>1</sup>

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 2L0/TWTL						Lanes	Median	Exclusive left lanes	Adjustment factors			
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						2	Divided	Yes	+5%			
Major City/County Roadways -10% (Gulfstream)						Multi	Undivided	Yes	-5%			
Other Signalized Roadways -35% (Hamden)						Multi	Undivided	No	-25%			
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE <sup>2</sup>						
Divided/Undivided & Turn Lane Adjustments						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	Paved Shoulder/ Bicycle Lane							
2	Divided	Yes	No	+5%	Coverage	B	C	D	E			
2	Undivided	No	No	-20%	0-49%	**	310	1,180	>1,180			
Multi	Undivided	Yes	No	-5%	50-84%	240	360	>360	***			
Multi	Undivided	No	No	-25%	85-100%	620	>620	***	***			
Multi	Undivided	Yes	Yes	+5%	PEDESTRIAN MODE <sup>2</sup>							
One-Way Facility Adjustment						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
Multiply the corresponding two-directional volumes in this table by 0.6.						Sidewalk Coverage	B	C	D	E		
						0-49%	**	**	480	1,390		
						50-84%	**	**	1,100	1,820		
						85-100%	**	1,100	1,820	>1,820		
						BUS MODE (Scheduled Fixed Route) <sup>3</sup>						
						(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		

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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 becomes 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

Lanes, Volumes, Timings

3:

5/6/2015

						
Lane Group	EBL	EBR	NBL	NET	SBL	SBR
Lane Configurations	YY			↑↑	↑↑	↑
Volume (vph)	358	11	0	880	724	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	967	796	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	0	967	796	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:

5/6/2015

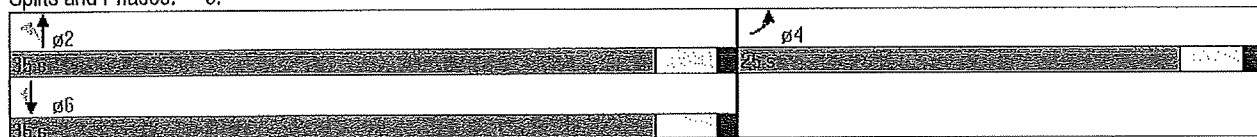


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	25.0		35.0	35.0	35.0	35.0
Total Split (%)	41.7%		58.3%	58.3%	58.3%	58.3%
Maximum Green (s)	21.0		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			0.44	0.36	0.39
Control Delay	20.1			6.1	5.6	1.8
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	20.1			6.1	5.6	1.8
LOS	C			A	A	A
Approach Delay	20.1			6.1	4.3	
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: 57.0%  
 Analysis Period (min): 15  
 Intersection LOS: A  
 ICU Level of Service: B

Splits and Phases: 3:





Lanes, Volumes, Timings

3:

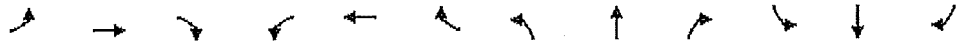
5/6/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑	↑		↑		↑	↑	
Volume (vph)	43	287	0	0	262	490	19	14	0	533	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					0.989	
Flt Protected		0.993						0.972		0.950	0.958	
Satd. Flow (prot)	0	3514	0	0	1863	1583	0	1811	0	1681	1671	0
Flt Permitted		0.889						0.972		0.950	0.958	
Satd. Flow (perm)	0	3112	0	0	1863	1273	0	1811	0	1681	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						521						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	279	521	20	15	0	567	12	23
Shared Lane Traffic (%)										47%		
Lane Group Flow (vph)	0	351	0	0	279	521	0	35	0	301	301	0
Enter Blocked Intersection	No	No	No	No	No	No	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:

5/6/2015



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)		13.1		13.1	13.1	13.1		6.8		13.5	13.5	
Actuated g/C Ratio		0.34		0.34	0.34	0.34		0.18		0.35	0.35	
v/c Ratio		0.33		0.44	0.44	0.67		0.11		0.51	0.51	
Control Delay		12.3		14.6	14.6	7.1		18.8		15.9	15.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay		12.3		14.6	14.6	7.1		18.8		15.9	15.6	
LOS		B		B	B	A		B		B	B	
Approach Delay		12.3		9.7	9.7	9.7		18.8		15.7	15.7	
Approach LOS		B		A	A	A		B		B	B	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 38.7  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization: 58.3%  
 Analysis Period (min): 15  
 Intersection LOS: B  
 ICU Level of Service: B

Splits and Phases: 3:

p2	p6	p4
18.5	20.0	31.5
p7	p8	
18.5	20.0	

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	RP				Intersection	CORONADO DR / HAMDEN DR		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	5/6/15				Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM Peak							
Project Description 401-421 S. Gulfview								
East/West Street: CORONADO DR					North/South Street: HAMDEN DRIVE			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	4	503			440	112		
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.91	0.91		
Hourly Flow Rate, HFR (veh/h)	4	552	0	0	483	123		
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			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)					81	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	89	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		
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							TR
v (veh/h)	4							92
C (m) (veh/h)	946							206
vc	0.00							0.45
95% queue length	0.01							2.11
Control Delay (s/veh)	8.8							35.9
LOS	A							E
Approach Delay (s/veh)		--					35.9	
Approach LOS	--	--					E	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	RP				Intersection	CORONADO DR / 5TH ST		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	5/6/15				Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM PEAK							
Project Description 401-421 S Gulfview								
East/West Street: 5TH STREET					North/South Street: CORONADO DRIVE			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	441	0	41	497	32		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	0	474	0	44	534	34		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	34	2	3	1	0	44		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	36	2	3	1	0	47		
Percent Heavy Vehicles	1	0	0	1	0	0		
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	0	44	48			41		
C (m) (veh/h)	977	1048	526			156		
v/c	0.00	0.04	0.09			0.26		
95% queue length	0.00	0.13	0.30			1.00		
Control Delay (s/veh)	8.7	8.6	12.5			36.1		
LOS	A	A	B			E		
Approach Delay (s/veh)	--	--	12.5			36.1		
Approach LOS	--	--	B			E		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	RP				Intersection	HAMDEN DR / 5TH STREET		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	5/6/15				Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM Peak							
Project Description 401-421 S. Gulfview								
East/West Street: 5TH STREET					North/South Street: HAMDEN DRIVE			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	15	95			61	2		
Peak-Hour Factor, PHF	0.74	0.74	1.00	1.00	0.74	0.74		
Hourly Flow Rate, HFR (veh/h)	20	128	0	0	82	2		
Percent Heavy Vehicles	1	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT						TR	
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5		12					
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	6	0	16	0	0	0		
Percent Heavy Vehicles	1	0	1	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							
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT					LR		
v (veh/h)	20					22		
C (m) (veh/h)	1487					859		
v/c	0.01					0.03		
95% queue length	0.04					0.08		
Control Delay (s/veh)	7.5					9.3		
LOS	A					A		
Approach Delay (s/veh)	--					9.3		
Approach LOS	--					A		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	RP				Intersection	HAMDEN DR / BRIGHTWATER DR		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	5/6/15				Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM Peak							
Project Description 401-421 S. Gulfview								
East/West Street: BRIGHTWATER DR					North/South Street: HAMDEN DRIVE			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	117	2	11	56	1		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	3	153	2	14	73	1		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8	8	2	1	4	8		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	10	10	2	1	5	10		
Percent Heavy Vehicles	1	1	1	1	1	1		
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			
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
v (veh/h)	3	14	16			22		
C (m) (veh/h)	1489	1391	735			627		
v/c	0.00	0.01	0.02			0.04		
95% queue length	0.01	0.03	0.07			0.11		
Control Delay (s/veh)	7.4	7.6	10.0			11.0		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	10.0			11.0		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>					<b>Site Information</b>			
Analyst	RP				Intersection	5TH ST / DRIVE A		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	5/6/15				Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM PEAK							
Project Description 401-421 S GULFVIEW								
East/West Street: 5TH STREET					North/South Street: DRIVE A			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		33	29	10	28			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.93	1.00		
Hourly Flow Rate, HFR (veh/h)	0	35	31	10	30	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	25		17					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	26	0	18	0	0	0		
Percent Heavy Vehicles	0	0	0	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						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		10		44				
C (m) (veh/h)		1549		946				
v/c		0.01		0.05				
95% queue length		0.02		0.15				
Control Delay (s/veh)		7.3		9.0				
LOS		A		A				
Approach Delay (s/veh)	--	--		9.0				
Approach LOS	--	--		A				

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	RP			Intersection	CORONADO / DRIVE C			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	11/9/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S. GULFVIEW								
East/West Street: DRIVE C				North/South Street: CORONADO DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	2	439			501	0		
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	2	472	0	0	538	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		13					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	13	0	0	0		
Percent Heavy Vehicles	0	0	0	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						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	2						13	
C (m) (veh/h)	1040						547	
v/c	0.00						0.02	
95% queue length	0.01						0.07	
Control Delay (s/veh)	8.5						11.7	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.7	
Approach LOS	--	--					B	

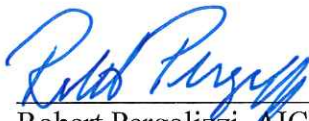


TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	RP				Intersection	S. GULFVIEW / DRIVE D			
Agency/Co.	GCC				Jurisdiction	CLEARWATER			
Date Performed	5/6/2015				Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK								
Project Description 401-421 S. GULFVIEW ALANIK HOTEL									
East/West Street: DRIVE D (RIRO)					North/South Street: S GULFVIEW				
Intersection Orientation: North-South					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)		297	8		330				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	0	297	8	0	330	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR		T				
Upstream Signal		0			0				
Minor Street	Eastbound			Westbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)						10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	10			
Percent Heavy Vehicles	0	0	0	0	0	0			
Percent Grade (%)		0			0				
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0			0			
Lanes	0	0	0	0	0	1			
Configuration						R			
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration					R				
v (veh/h)					10				
C (m) (veh/h)					743				
v/c					0.01				
95% queue length					0.04				
Control Delay (s/veh)					9.9				
LOS					A				
Approach Delay (s/veh)	--	--	9.9						
Approach LOS	--	--	A						

**TRAFFIC IMPACT STUDY  
FOR  
401-421 S. GULFVIEW HOTEL  
CLEARWATER, FLORIDA**

PREPARED FOR:  
ALANIK PROPERTIES

PREPARED BY:  
GULFCOAST CONSULTING, INC.  
REVISED MAY 2015



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

## I. INTRODUCTION

The applicant is proposing to redevelop their property on Clearwater Beach into a 227 room resort hotel. This new hotel will replace two existing smaller hotels and a T-shirt shop that currently exist at 401-421 S. Gulfview Boulevard. This analysis is for the new hotel which will be located between S. Gulfview Boulevard and Coronado Drive along the south side of 5<sup>th</sup> Street. (See Figure 1) The redevelopment 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. **This analysis was updated and revised to include traffic from additional hotels that were approved and to analyze an additional access point which is a propose right-in/right out driveway to S. Gulfview Boulevard.**

## II. EXISTING TRAFFIC CONDITIONS

The has frontage on S. Gulfview Boulevard, Coronado Drive and 5<sup>th</sup> Street and vehicular access will be taken from Coronado Drive and 5<sup>th</sup> Street only. 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  
Coronado Drive / 5<sup>th</sup> Street  
Hamden Drive / 5<sup>th</sup> Street  
Hamden Drive / Brightwater Drive

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%.



PROJECT LOCATION - #401-#421 S GULFVIEW BLVD

PROJECT NO:  
14-032

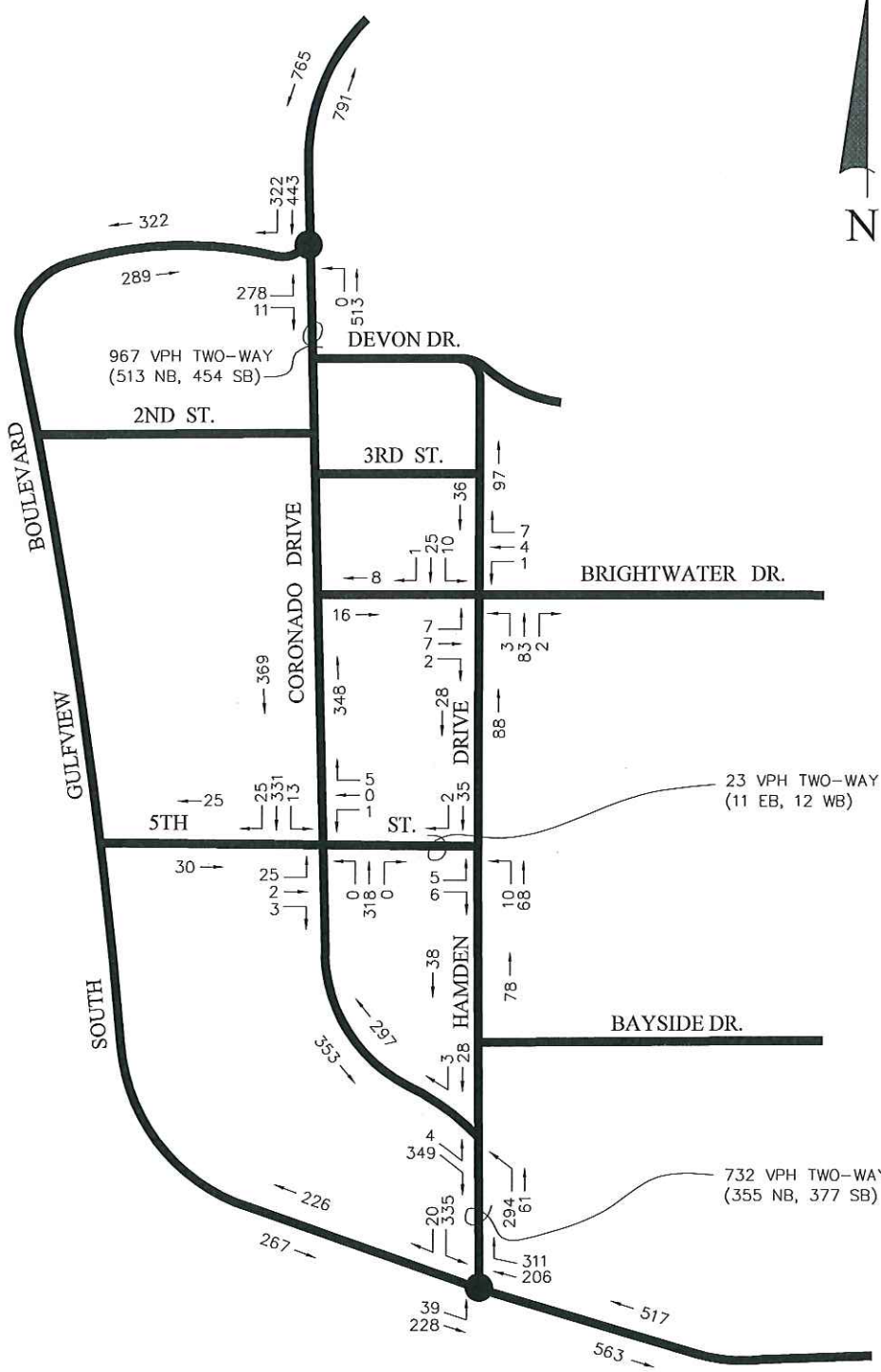


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FIGURE:  
**1**



● = TRAFFIC SIGNAL

EXISTING PM PEAK HOUR TRAFFIC

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FIGURE:  
**2**

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%.

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 Coronado Drive / 5<sup>th</sup> Street intersection, 5<sup>th</sup> Street is the stop-controlled minor street. Northbound/southbound left turns operate at LOS A with average delay of 8.1 seconds, the eastbound approach operates at LOS C with average delay of 17.5 seconds and the westbound approach operates at LOS B with average delay of 11.7 seconds.

At the Hamden Drive / 5<sup>th</sup> Street intersection, 5<sup>th</sup> Street (eastbound) is the stop controlled minor street. Northbound left turns operate at LOS A with average delay of 7.4 seconds, and the eastbound approach operates at LOS A with average delay of 9.1 seconds.

At the Hamden Drive / Brightwater Drive intersection, Brightwater Drive is the minor stop-controlled street. Northbound left turns operate at LOS A with 7.3 seconds average delay, southbound left turns operate at LOS A with average delay of 7.5 seconds, the eastbound approach operates at LOS B with 10.2 seconds average delay, and the westbound approach operates at LOS A with 9.6 seconds average 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. Hamden Drive north of the Y-intersection with Coronado Drive is a two-lane city roadway 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)

<u>Roadway Segment</u>	<u>Lanes</u>	<u>PM Peak Volume</u>	<u>LOS D Capacity</u>	<u>LOS</u>
S. Gulfview (E. of Bayway)	3-lanes	878	1520	B
S. Gulfview (Bywy-Hadn)	4-lanes	1080	2175	C
S. Gulview (Hamden -5 <sup>th</sup> )	2LU	493	1440	B

S. Gulfview (5th – Coronado) 2LU	611	1440	B
Coronado (Hamden – 5 <sup>th</sup> ) 2LD	650	1520	B
Coronado (5 <sup>th</sup> – Brightwater) 2LD	717	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
Hamden (Coronado – 5 <sup>th</sup> ) 2LU	116	1040	B
Hamden (5 <sup>th</sup> – Brightwater) 2LU	116	1040	B
Hamden (N. of Brightwater) 2LU	133	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

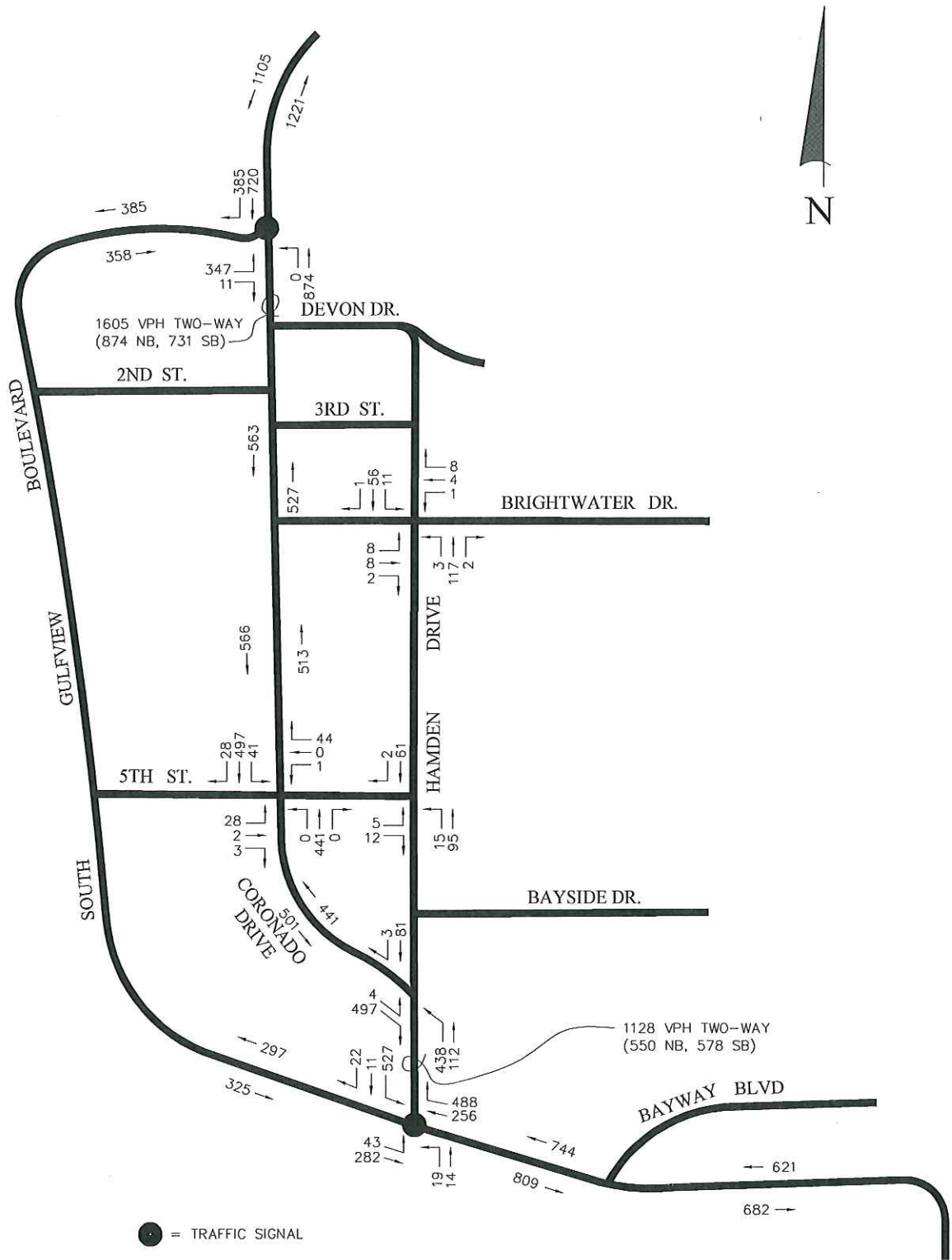
Existing traffic was adjusted by a 2% annual growth rate to the expected build-out year of 2017 to account for background traffic from other nearby redevelopment projects. In addition, traffic from several approved developments was added as background traffic; these include the proposed Hampton Inn #655 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”, Bayway Hotel, the #630 S. Gulfview hotel, and the #300 Hamden Springhill Suites/Residence Inn. Background traffic volumes are shown in Figure 3.

The site will be developed as a 227 room resort hotel. Credit for the demolition of the existing hotels (127 rooms) and the T-shirt shop is included. Using Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition rates, the amount of new trips was calculated and estimates are shown below:

#### TRIP GENERATION ESTIMATES

<u>Land Use</u>	<u>Amount</u>	<u>Daily Trips</u>	<u>PM Peak Trip</u>
Resort Hotel	227 Rooms	1,895	114 (49/65)
Resort Hotels (credit for demo)	127 Rooms	-1,029	-62 (27/35)
<u>Specialty Retail Store (credit)</u>	<u>1,450 SF</u>	<u>-64</u>	<u>-4 (2/2)</u>
TOTALNEW TRIPS with Demo		802	48 (20/28)

Although the hotel will have 114 PM peak hour trips at the driveways, the net traffic increase from the property is only 48 PM peak hour trips. **The vehicular access will be taken from Coronado Drive and 5<sup>th</sup> Street via two separate driveways, in addition a right-in/right-out driveway to S. Gulfview Boulevard is proposed as discussed with City of Clearwater staff.** The expected distribution is shown in Figure 4 and is as follows:



BACKGROUND PM PEAK HOUR TRAFFIC 401-421 S. GULFVIEW

PROJECT NO:  
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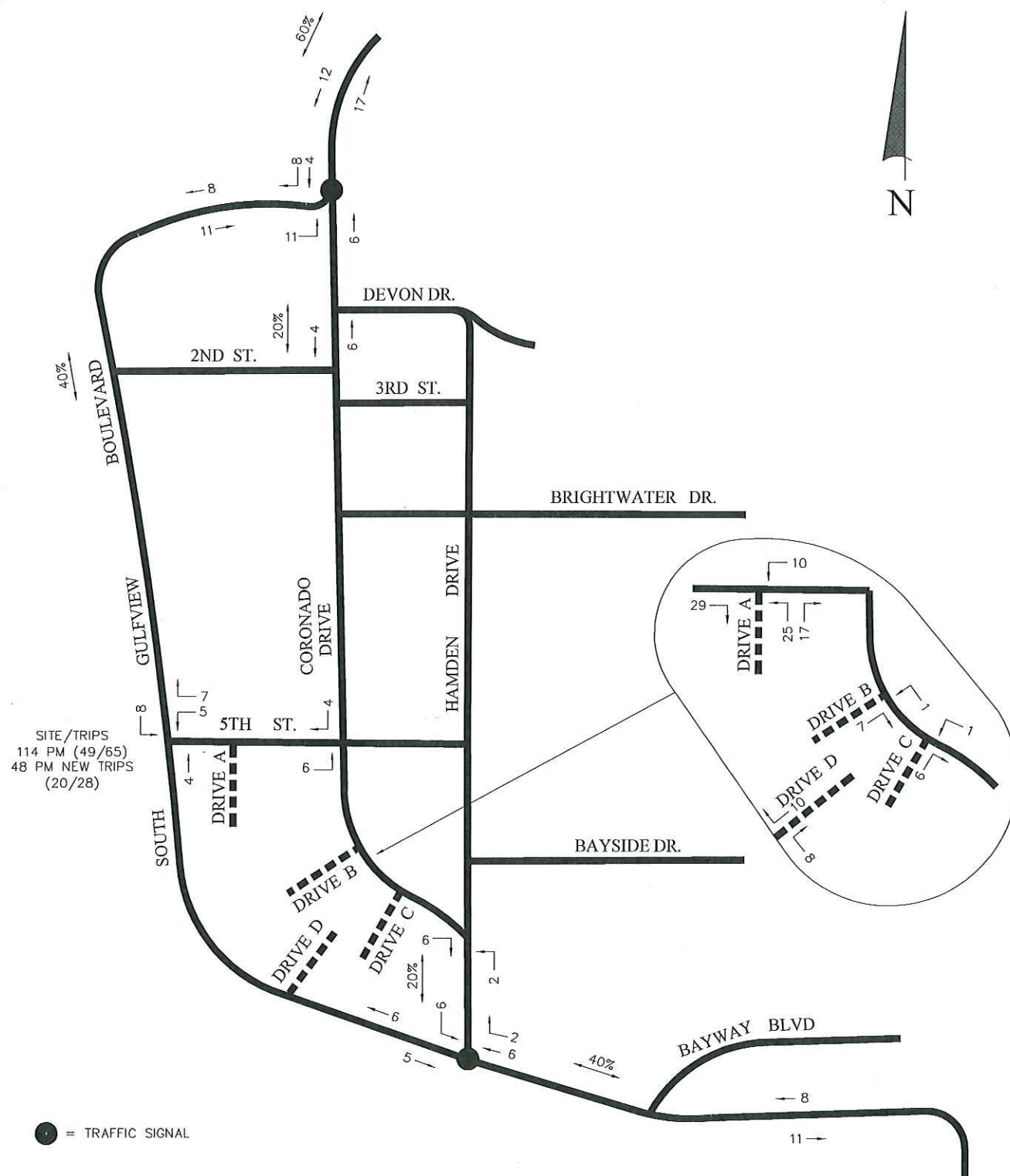


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FIGURE:  
**3**





PROJECT TRAFFIC DISTRIBUTION #401-#421 S. GULFVIEW

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FIGURE:

4

60% to / from the north (28 PM peak hour trips)  
 40% to / from the south (20 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 Bayway)	3-lanes	19	1520	1.25%
S. Gulfview (Bywy-Hmdn)	4-lanes	19	2175	0.87%
S. Gulfview (Hamden-5 <sup>th</sup> )	2LU	11	1440	0.76%
S. Gulfview (5 <sup>th</sup> -Coronado)	2LU	19	1440	1.32%
Coronado (5 <sup>th</sup> – Devon)	2LD	10	1520	0.66%
Coronado (Devon - S. Gulfview)	4LU	10	2175	0.46%
Coronado (Gulfview – Roundabout)	4LD	29	2900	1.00%
Hamden (Gulfview – Coronado)	2LD	8	1520	0.53%

Project traffic impacts will be primarily to S. Gulfview Boulevard and Coronado Drive. 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.

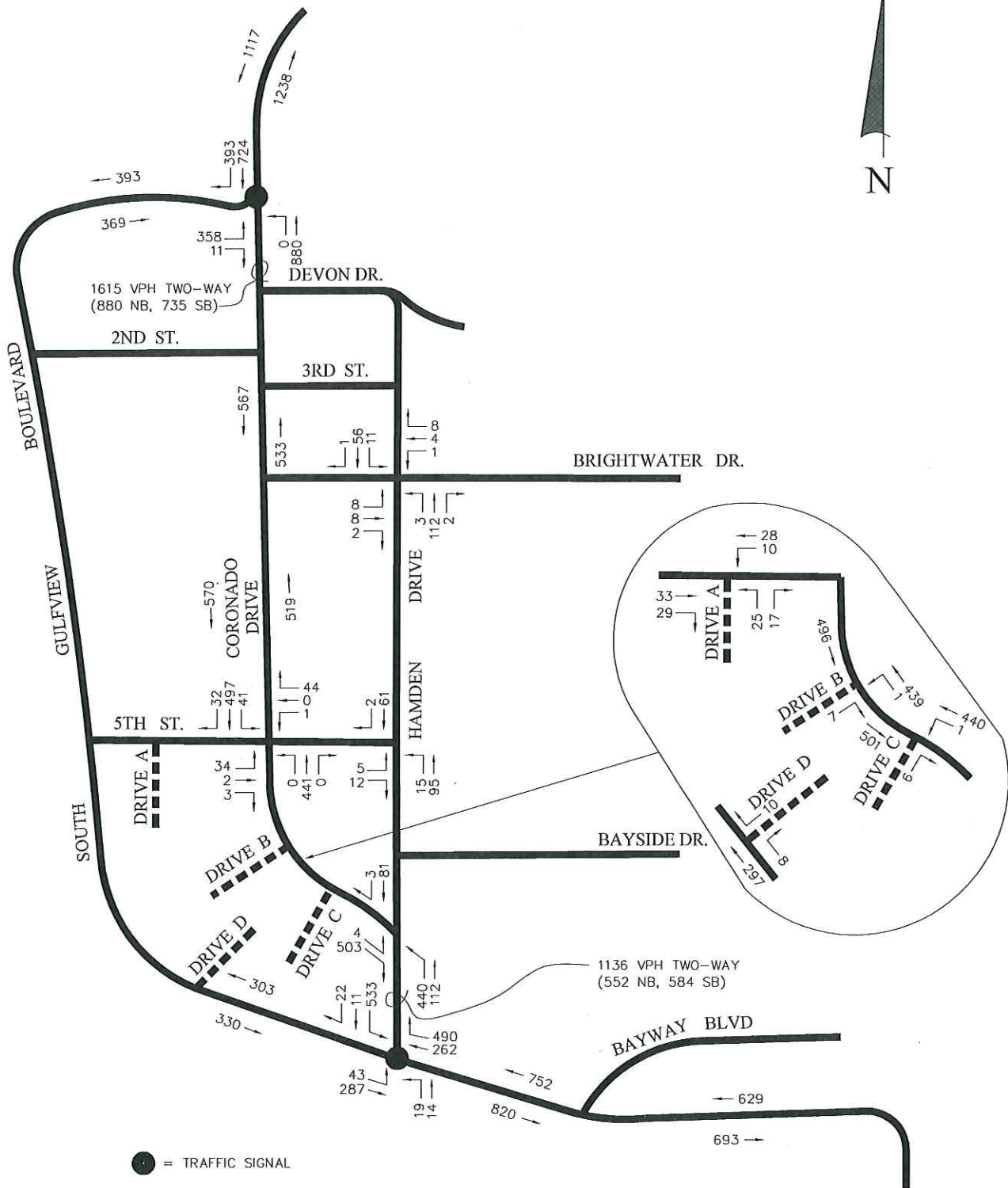
The signalized intersection at S. Gulfview Boulevard / Coronado Drive would continue to operate at LOS A with average delay of 7.4 seconds per vehicle and an intersection capacity utilization (ICU) of 57.0%.

The signalized intersection at S. Gulfview Boulevard / Hamden Drive would operate at LOS B with average delay being 12.4 seconds per vehicle with ICU of 58.3%. 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 E with delay of 35.9 seconds per vehicle.

At the Coronado Drive / 5<sup>th</sup> Street intersection, northbound and southbound left turns would operate at LOS A, the eastbound approach would operate at LOS E with average delay of 36.1 seconds and the westbound approach would operate at LOS B with average delay of 12.5 seconds.

At the Hamden Drive / 5<sup>th</sup> Street intersection, northbound left turns would operate at LOS A, and the eastbound approach would operate at LOS A with average delay of 9.3 seconds.



FUTURE PM PEAK HOUR TRAFFIC 401-421 S. GULFVIEW

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FIGURE:  
**5**

At the Hamden Drive / Brightwater Drive intersection, northbound and southbound left turns would operate at LOS A the eastbound approach would operate at LOS B with 10.0 seconds average delay, and the westbound approach would operate at LOS A with 11.0 seconds average delay.

At the 5<sup>th</sup> Street/Drive A intersection the westbound left turns would operate at LOS A with 7.3 seconds delay, and the northbound exiting movements would operate at LOS A with 9.0 seconds delay from a shared lane.

At the Coronado Drive / Drive B intersection northbound left turns would operate at LOS B with 8.4 seconds delay, and the eastbound exiting movements would operate at LOS B with 11.6 seconds delay.

At the Coronado Drive / Drive C intersection northbound left turns would operate at LOS B with 8.5 seconds delay, and the eastbound exiting movements would operate at LOS B with 11.7 seconds delay.

**At the proposed right-in/right out driveway to S. Gulfview Boulevard (Drive D), the right turn exiting movements would operate at LOS A with 9.9 seconds of delay.**

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

#### FUTURE ROADWAY CONDITIONS WITH PROJECT (2017)

Roadway Segment	Lanes	PM Peak Volume	LOS D Capacity	LOS
S. Gulfview (E of Bayway)	3-lanes	1322	1520	C
S. Gulfview (Bywy-Hmdn)	4-lanes	1572	2175	C
S. Gulview (Hamden -5 <sup>th</sup> )	2LU	633	1440	B
S. Gulfview (5 <sup>th</sup> – Coronado)	2LU	762	1440	B
Coronado (Hamden – 5 <sup>th</sup> )	2LD	950	1520	B
Coronado (5 <sup>th</sup> – Brightwater)	2LD	1089	1520	C
Coronado (Brtwtr. – Devon)	2LD	1100	1520	C
Coronado (Devon. - Gulfview)	4LU	1615	2175	C
Coronado (Gulfview to Roundabout)	4LD	2355	2900	D
Hamden (S. Gulfview-Coronado)	2LD	1136	1520	C
Hamden (Coronado – 5 <sup>th</sup> )	2LU	200	1040	B
Hamden (5 <sup>th</sup> -Brtwtr)	2LU	176	1040	B
Hamden (N. of Brightwater)	2LU	196	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 1,895 daily trips of which 114 would occur during the PM peak hour. Considering the demolition of existing uses (hotels and retail) the net new trips would be 802 daily trips and 48 PM peak hour trips being added to the roadway system. 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. **The proposed right-in/right-out driveway to S. Gulfview Boulevard would have very low delays for exiting right turn movements.**

## APPENDIX A

# Lanes, Volumes, Timings

3:

2/14/2014



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

3:

2/14/2014



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)	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:

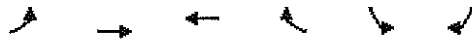
Ø2 06s	Ø4 25s
Ø6 06s	



Lanes, Volumes, Timings

3:

2/14/2014



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	
Frt Protected		0.993			0.955	
Satd. Flow (prot)	0	3514	1863	1583	3415	0
Frt 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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+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		Cl+Ex	Cl+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:

2/14/2014



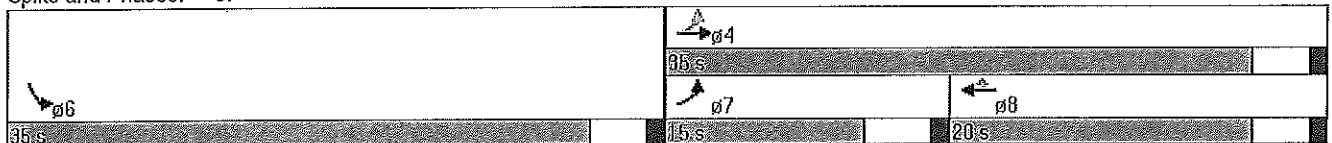
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.5	20.0	20.0	20.0	20.0	
Total Split (s)	15.0	35.0	20.0	20.0	35.0	
Total Split (%)	21.4%	50.0%	28.6%	28.6%	50.0%	
Maximum Green (s)	10.5	31.0	16.0	16.0	31.0	
Yellow Time (s)	3.5	3.0	3.0	3.0	3.0	
All-Red Time (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								
<b>General Information</b>					<b>Site Information</b>			
Analyst	RP				Intersection	CORONADO DR / 5TH ST		
Agency/Co.	GCC				Jurisdiction	CLEARWATER		
Date Performed	2/14/14				Analysis Year	2014 EXISTING		
Analysis Time Period	PM PEAK							
<b>Project Description</b>								
East/West Street: 5TH STREET					North/South Street: CORONADO DRIVE			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	318	0	13	331	25		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	0	341	0	13	355	26		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0					0
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
<b>Minor Street</b>		Eastbound			Westbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	25	2	3	1	0	5		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	26	2	3	1	0	5		
Percent Heavy Vehicles	1	0	0	1	0	0		
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			
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	0	13	6			31		
C (m) (veh/h)	1146	1173	541			318		
v/c	0.00	0.01	0.01			0.10		
95% queue length	0.00	0.03	0.03			0.32		
Control Delay (s/veh)	8.1	8.1	11.7			17.5		
LOS	A	A	B			C		
Approach Delay (s/veh)	--	--	11.7			17.5		
Approach LOS	--	--	B			C		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	RP			Intersection	HAMDEN DR / 5TH STREET			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	2/14/14			Analysis Year	2014 EXISTING			
Analysis Time Period	PM Peak							
Project Description MAINSTREAM HOTEL								
East/West Street: 5TH STREET				North/South Street: HAMDEN DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	68			35	2		
Peak-Hour Factor, PHF	0.74	0.74	1.00	1.00	0.74	0.74		
Hourly Flow Rate, HFR (veh/h)	13	91	0	0	47	2		
Percent Heavy Vehicles	1	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0					0
Lanes	0	1	0	0	1	0		
Configuration	LT							TR
Upstream Signal		0			0			
<b>Minor Street</b>	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	5		6					
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	6	0	8	0	0	0		
Percent Heavy Vehicles	1	0	1	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						
<b>Delay, Queue Length, and Level of Service</b>								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	13						14	
C (m) (veh/h)	1530						887	
v/c	0.01						0.02	
95% queue length	0.03						0.05	
Control Delay (s/veh)	7.4						9.1	
LOS	A						A	
Approach Delay (s/veh)		--					9.1	
Approach LOS	--	--					A	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	HAMDEN DR / BRIGHTWATER DR			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	2/14/14			Analysis Year	2014 EXISTING			
Analysis Time Period	PM Peak							
Project Description MAINSTREAM HOTEL								
East/West Street: BRIGHTWATER DR				North/South Street: HAMDEN DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	83	2	10	25	1		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	3	109	2	13	32	1		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	7	7	2	1	4	7		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	9	9	2	1	5	9		
Percent Heavy Vehicles	1	1	1	1	1	1		
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	3	13		15			20	
C (m) (veh/h)	1541	1443		793			707	
v/c	0.00	0.01		0.02			0.03	
95% queue length	0.01	0.03		0.06			0.09	
Control Delay (s/veh)	7.3	7.5		9.6			10.2	
LOS	A	A		A			B	
Approach Delay (s/veh)	--	--		9.6			10.2	
Approach LOS	--	--		A			B	

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas<sup>1</sup>

10/4/10

STATE SIGNALIZED ARTERIALS						FREEWAYS					
<b>Class I (&gt;0.00 to 1.99 signalized intersections per mile)</b>						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	
<b>Class II (2.00 to 4.50 signalized intersections per mile)</b>						<b>Freeway Adjustments</b>					
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						
<b>Class III/IV (more than 4.50 signalized intersections per mile)</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
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	<b>Uninterrupted Flow Highway Adjustments</b>					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways -10%						Paved Shoulder/Bicycle Lane					
Other Signalized Roadways -35%						Coverage	B	C	D	E	
						0-49%	**	310	1,180	>1,180	
						50-84%	240	360	>360	***	
						85-100%	620	>620	***	***	
<b>State &amp; Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
<b>Divided/Undivided &amp; Turn Lane Adjustments</b>						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	480	1,390	
2	Divided	Yes	No	+5%		50-84%	**	**	1,100	1,820	
2	Undivided	No	No	-20%		85-100%	**	1,100	1,820	>1,820	
Multi	Undivided	Yes	No	-5%		<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+5%		0-84%	>5	≥4	≥3	≥2	
						85-100%	>4	≥3	≥2	≥1	
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6.											

0.90  
0.95

2LW Gulfway  
2LW  
4LW Coronado (0.90)  
4LW  
Coronado/Hamden 2LW/TWLT

Major City/County Roadways -10%  
Other Signalized Roadways -35%

Hamden 600 975 1040  
State & Non-State Signalized Roadway Adjustments

Divided/Undivided & Turn Lane Adjustments

One-Way Facility Adjustment

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> 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)

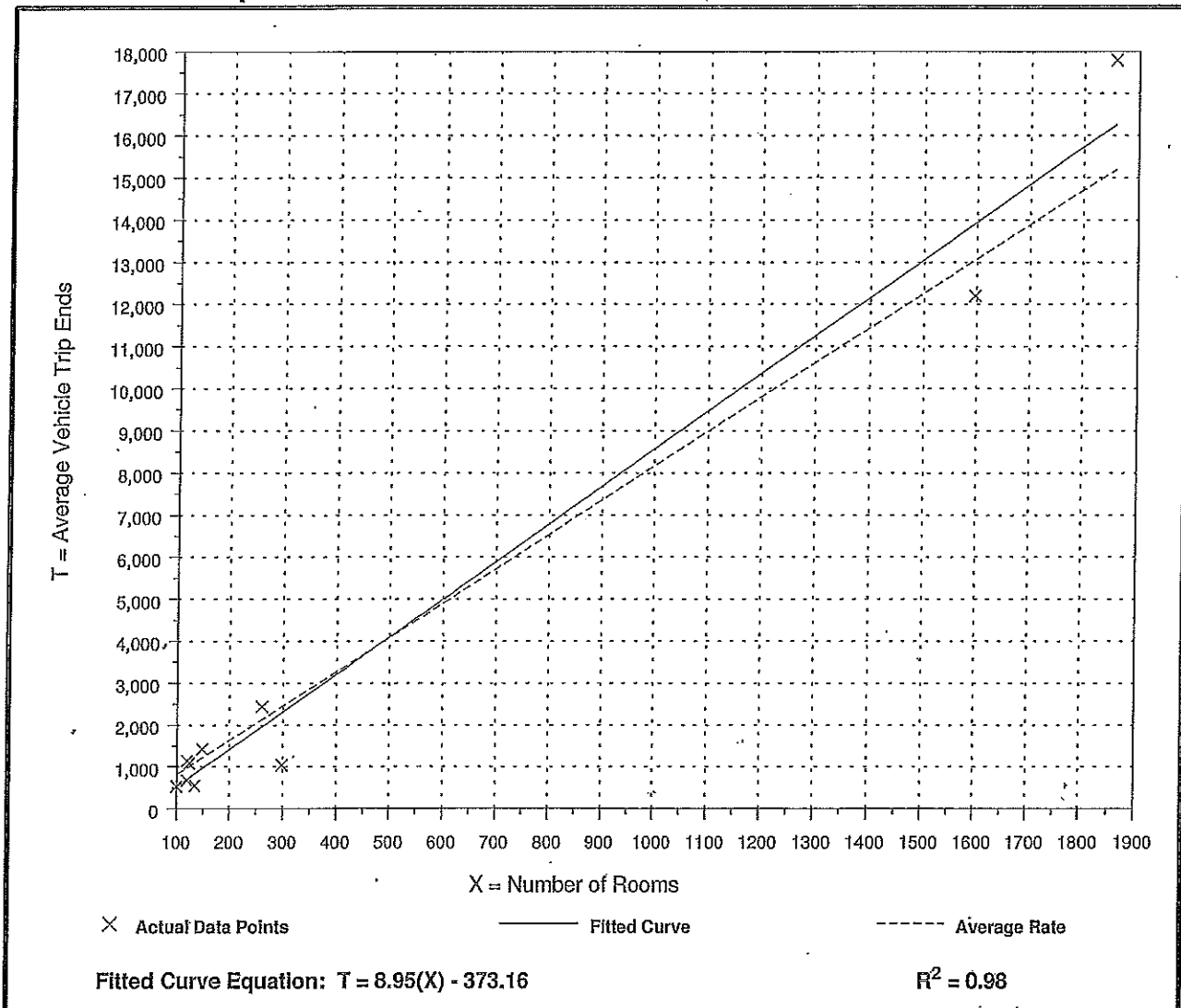
## Average Vehicle Trip Ends vs: Rooms On a: Weekday

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)

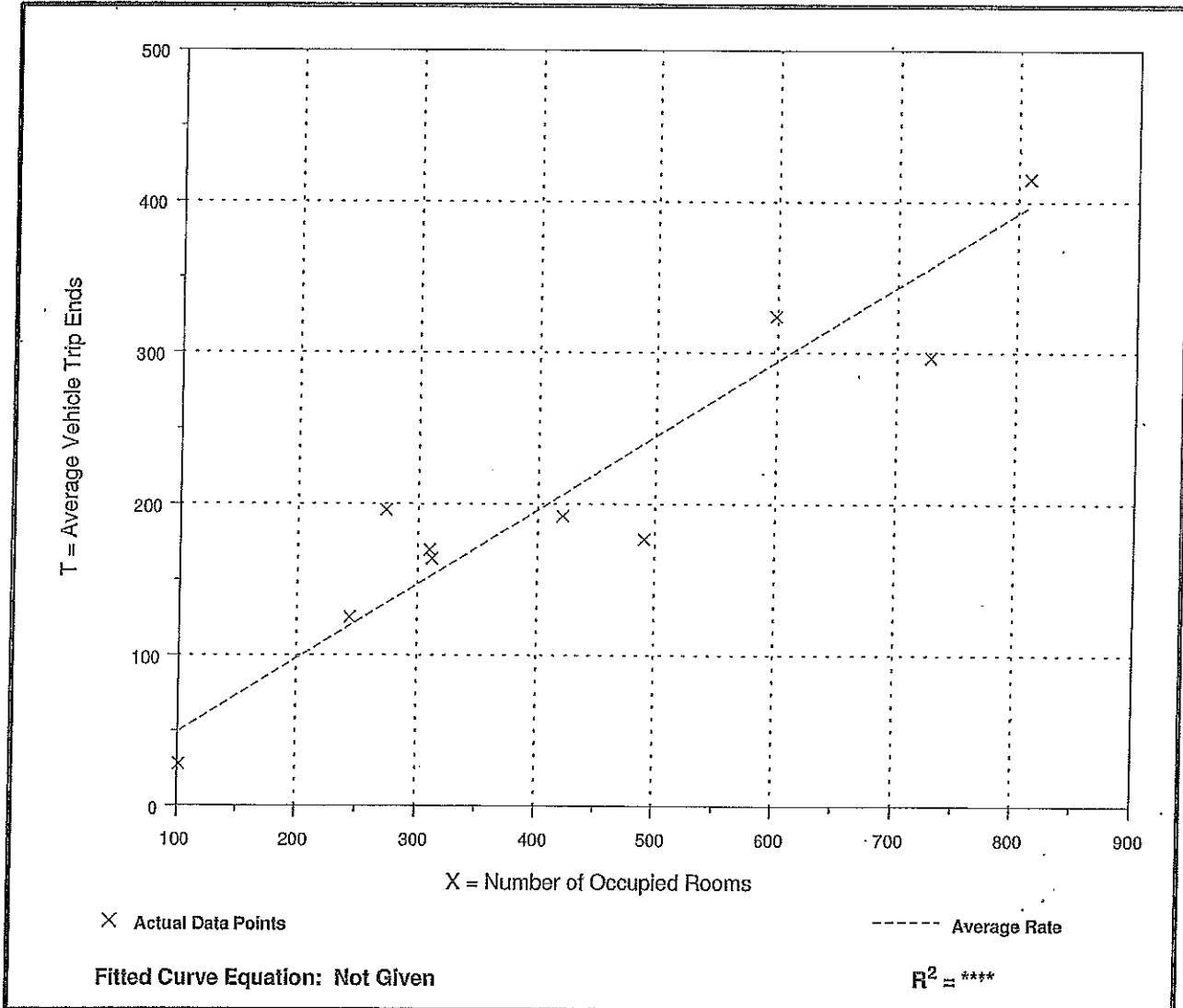
**Average Vehicle Trip Ends vs: Occupied Rooms**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

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



# Specialty Retail Center (826)

**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday**

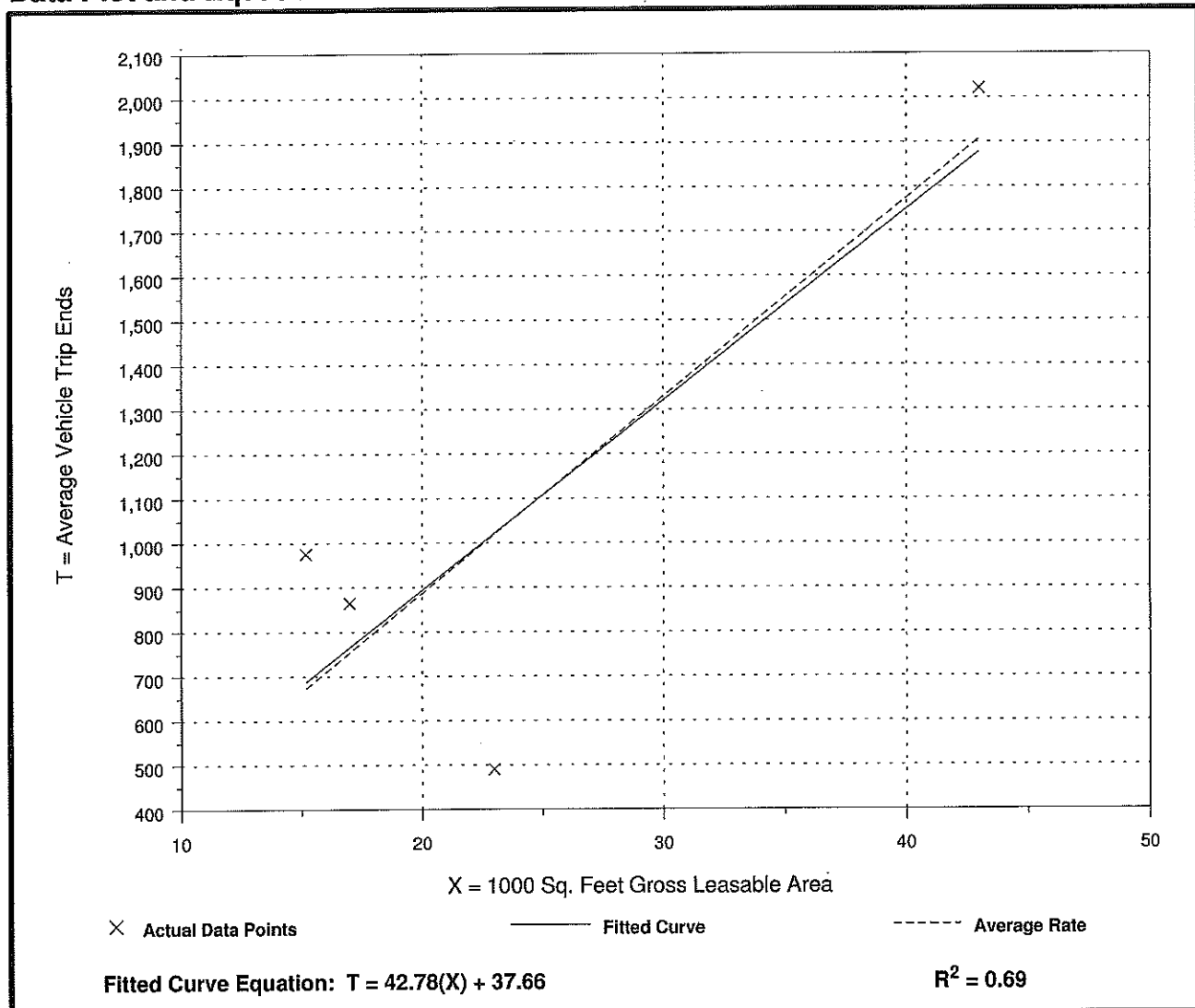
Number of Studies: 4  
Average 1000 Sq. Feet GLA: 25  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Specialty Retail Center (826)

**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

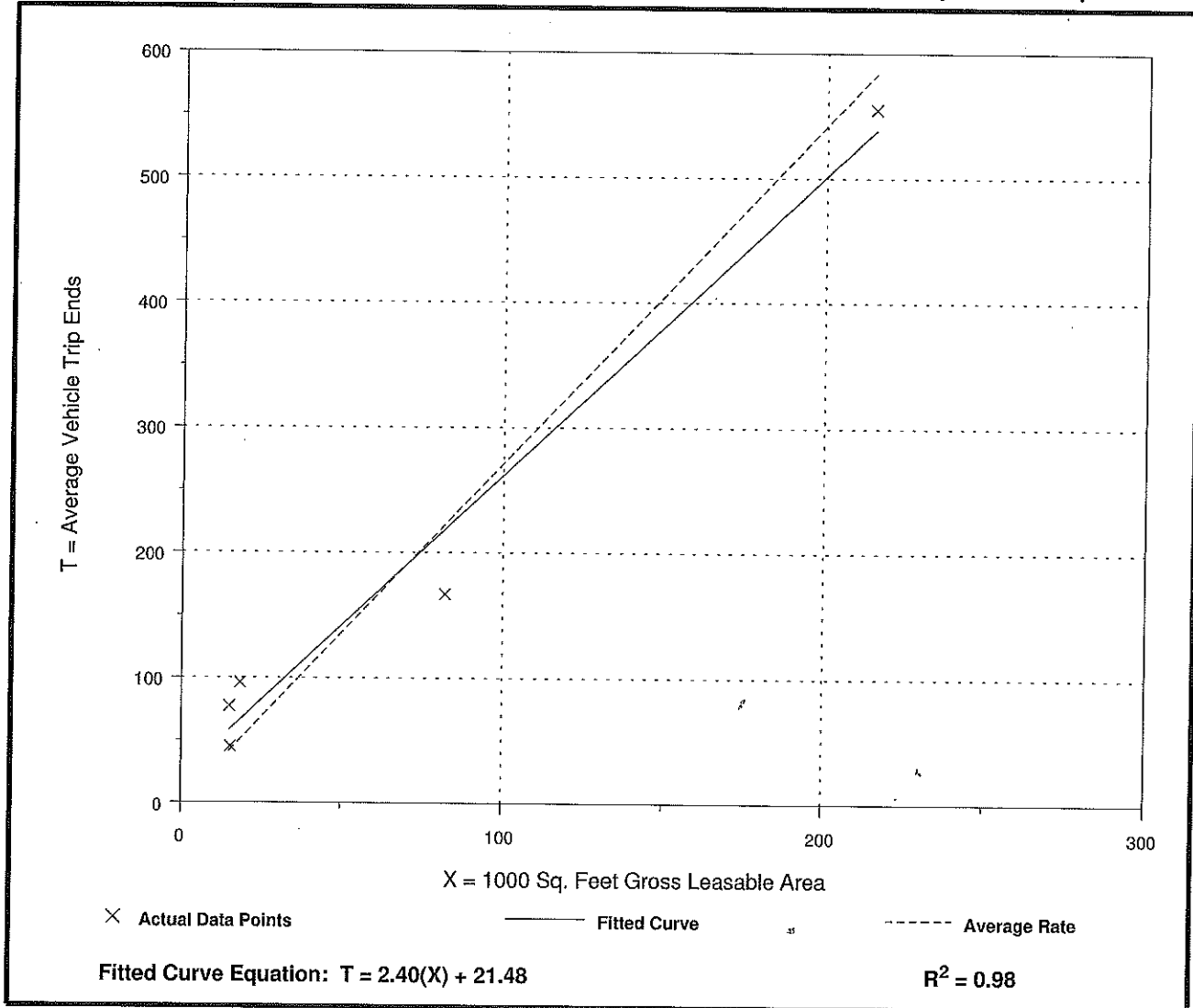
Number of Studies: 5  
 Average 1000 Sq. Feet GLA: 69  
 Directional Distribution: 44% entering, 56% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

### Data Plot and Equation







*Caution - Use Carefully - Small Sample Size*



Lanes, Volumes, Timings

3:

5/6/2015

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY			↑↑	↑↑	↑
Volume (vph)	358	11	0	880	724	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
Fr't	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	967	796	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	0	967	796	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	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+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				Cl+Ex	Cl+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:

5/6/2015

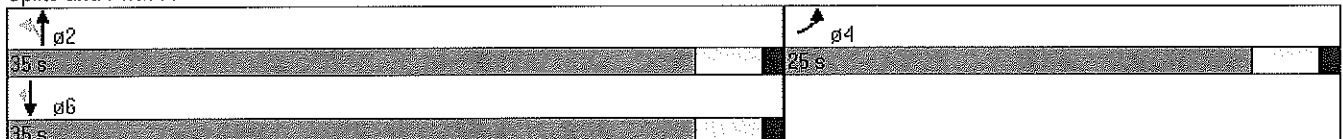
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	4.0
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0
Total Split (s)	25.0		35.0	35.0	35.0	35.0
Total Split (%)	41.7%		58.3%	58.3%	58.3%	58.3%
Maximum Green (s)	21.0		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			0.44	0.36	0.39
Control Delay	20.1			6.1	5.6	1.8
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	20.1			6.1	5.6	1.8
LOS	C			A	A	A
Approach Delay	20.1			6.1	4.3	
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: 57.0%  
 Analysis Period (min): 15

Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 3:



Lanes, Volumes, Timings

3:

5/6/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	287	0	0	262	490	19	14	0	533	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					0.989	
Flt Protected		0.993						0.972		0.950	0.958	
Satd. Flow (prot)	0	3514	0	0	1863	1583	0	1811	0	1681	1671	0
Flt Permitted		0.889						0.972		0.950	0.958	
Satd. Flow (perm)	0	3112	0	0	1863	1273	0	1811	0	1681	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						521					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	279	521	20	15	0	567	12	23
Shared Lane Traffic (%)										47%		
Lane Group Flow (vph)	0	351	0	0	279	521	0	35	0	301	301	0
Enter Blocked Intersection	No	No	No	No	No	No	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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex			Cl+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:

5/6/2015

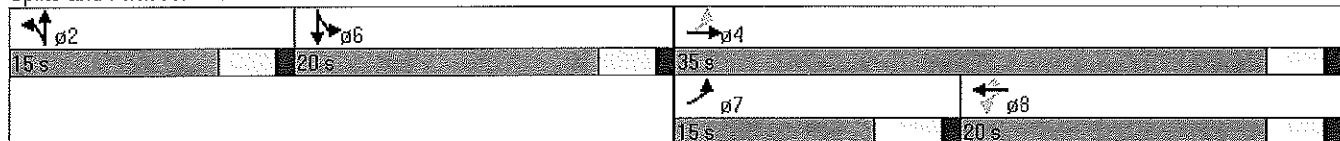
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.0		20.0	20.0	20.0	10.0	10.0		20.0	20.0	
Total Split (s)	15.0	35.0		20.0	20.0	20.0	15.0	15.0		20.0	20.0	
Total Split (%)	21.4%	50.0%		28.6%	28.6%	28.6%	21.4%	21.4%		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 Effect Green (s)		13.1			13.1	13.1		6.8		13.5	13.5	
Actuated g/C Ratio		0.34			0.34	0.34		0.18		0.35	0.35	
v/c Ratio		0.33			0.44	0.67		0.11		0.51	0.51	
Control Delay		12.3			14.6	7.1		18.8		15.9	15.6	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		12.3			14.6	7.1		18.8		15.9	15.6	
LOS		B			B	A		B		B	B	
Approach Delay		12.3			9.7			18.8			15.7	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 38.7  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization: 58.3%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service: B

Splits and Phases: 3:





TWO-WAY STOP CONTROL SUMMARY							
<b>General Information</b>				<b>Site Information</b>			
Analyst	RP			Intersection	CORONADO DR / HAMDEN DR		
Agency/Co.	GCC			Jurisdiction	CLEARWATER		
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT		
Analysis Time Period	PM Peak						
Project Description 401-421 S. Gulfview							
East/West Street: CORONADO DR				North/South Street: HAMDEN DRIVE			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
<b>Vehicle Volumes and Adjustments</b>							
<b>Major Street</b>	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	4	503			440	112	
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.91	0.91	
Hourly Flow Rate, HFR (veh/h)	4	552	0	0	483	123	
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		
<b>Minor Street</b>	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)					81	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	89	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
<b>Delay, Queue Length, and Level of Service</b>							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						TR
v (veh/h)	4						92
C (m) (veh/h)	946						206
v/c	0.00						0.45
95% queue length	0.01						2.11
Control Delay (s/veh)	8.8						35.9
LOS	A						E
Approach Delay (s/veh)		--					35.9
Approach LOS	--	--					E

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	CORONADO DR / 5TH ST			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S Gulfview								
East/West Street: 5TH STREET				North/South Street: CORONADO DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	441	0	41	497	32		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	0	474	0	44	534	34		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	34	2	3	1	0	44		
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	36	2	3	1	0	47		
Percent Heavy Vehicles	1	0	0	1	0	0		
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR			LTR		
v (veh/h)	0	44	48			41		
C (m) (veh/h)	977	1048	526			156		
v/c	0.00	0.04	0.09			0.26		
95% queue length	0.00	0.13	0.30			1.00		
Control Delay (s/veh)	8.7	8.6	12.5			36.1		
LOS	A	A	B			E		
Approach Delay (s/veh)	--	--	12.5			36.1		
Approach LOS	--	--	B			E		

**TWO-WAY STOP CONTROL SUMMARY**

General Information		Site Information	
Analyst	RP	Intersection	HAMDEN DR / 5TH STREET
Agency/Co.	GCC	Jurisdiction	CLEARWATER
Date Performed	5/6/15	Analysis Year	FUTURE WITH PROJECT
Analysis Time Period	PM Peak		

Project Description 401-421 S. Gulfview		North/South Street: HAMDEN DRIVE	
East/West Street: 5TH STREET		Study Period (hrs): 0.25	
Intersection Orientation: North-South			

**Vehicle Volumes and Adjustments**

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		15	95			61	2
Peak-Hour Factor, PHF		0.74	0.74	1.00	1.00	0.74	0.74
Hourly Flow Rate, HFR (veh/h)		20	128	0	0	82	2
Percent Heavy Vehicles		1	--	--	0	--	--
Median Type	Undivided						
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration		LT					TR
Upstream Signal			0			0	

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)		5		12			
Peak-Hour Factor, PHF		0.74	1.00	0.74	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		6	0	16	0	0	0
Percent Heavy Vehicles		1	0	1	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	Northbound	Southbound	Westbound			Eastbound			
	Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT							LR	
v (veh/h)	20							22	
C (m) (veh/h)	1487							859	
v/c	0.01							0.03	
95% queue length	0.04							0.08	
Control Delay (s/veh)	7.5							9.3	
LOS	A							A	
Approach Delay (s/veh)		--						9.3	
Approach LOS	--	--						A	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	HAMDEN DR / BRIGHTWATER DR			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM Peak							
Project Description 401-421 S. Gulfview								
East/West Street: BRIGHTWATER DR				North/South Street: HAMDEN DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	117	2	11	56	1		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	3	153	2	14	73	1		
Percent Heavy Vehicles	1	--	--	1	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	8	8	2	1	4	8		
Peak-Hour Factor, PHF	0.76	0.76	0.76	0.76	0.76	0.76		
Hourly Flow Rate, HFR (veh/h)	10	10	2	1	5	10		
Percent Heavy Vehicles	1	1	1	1	1	1		
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
v (veh/h)	3	14	16			22		
C (m) (veh/h)	1489	1391	735			627		
v/c	0.00	0.01	0.02			0.04		
95% queue length	0.01	0.03	0.07			0.11		
Control Delay (s/veh)	7.4	7.6	10.0			11.0		
LOS	A	A	B			B		
Approach Delay (s/veh)	--	--	10.0			11.0		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	5TH ST / DRIVE A			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S GULFVIEW								
East/West Street: 5TH STREET				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)		33	29	10	28			
Peak-Hour Factor, PHF	1.00	0.93	0.93	0.93	0.93	1.00		
Hourly Flow Rate, HFR (veh/h)	0	35	31	10	30	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
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)	25		17					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	26	0	18	0	0	0		
Percent Heavy Vehicles	0	0	0	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)		10		44				
C (m) (veh/h)		1549		946				
v/c		0.01		0.05				
95% queue length		0.02		0.15				
Control Delay (s/veh)		7.3		9.0				
LOS		A		A				
Approach Delay (s/veh)	--	--		9.0				
Approach LOS	--	--		A				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	CORONADO / DRIVE B			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S. GULFVIEW								
East/West Street: DRIVE B				North/South Street: CORONADO DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	439			496	0		
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	1	472	0	0	533	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	1	1	0	0	1	0		
Configuration	L	T					TR	
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		7					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	7	0	0	0		
Percent Heavy Vehicles	0	0	0	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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	1						7	
C (m) (veh/h)	1045						551	
v/c	0.00						0.01	
95% queue length	0.00						0.04	
Control Delay (s/veh)	8.4						11.6	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.6	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	CORONADO / DRIVE C			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/15			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S. GULFVIEW								
East/West Street: DRIVE C				North/South Street: CORONADO DRIVE				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	1	440			501	0		
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93	0.93		
Hourly Flow Rate, HFR (veh/h)	1	473	0	0	538	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T					TR	
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0		6					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	6	0	0	0		
Percent Heavy Vehicles	0	0	0	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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	1						6	
C (m) (veh/h)	1040						547	
v/c	0.00						0.01	
95% queue length	0.00						0.03	
Control Delay (s/veh)	8.5						11.7	
LOS	A						B	
Approach Delay (s/veh)	--	--					11.7	
Approach LOS	--	--					B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	RP			Intersection	S. GULFVIEW / DRIVE D			
Agency/Co.	GCC			Jurisdiction	CLEARWATER			
Date Performed	5/6/2015			Analysis Year	FUTURE WITH PROJECT			
Analysis Time Period	PM PEAK							
Project Description 401-421 S. GULFVIEW ALANIK HOTEL								
East/West Street: DRIVE D (RIRO)				North/South Street: S GULFVIEW				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		297	8		330			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	297	8	0	330	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	0	1	0	0	1	0		
Configuration			TR		T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)						10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	10		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					R			
v (veh/h)					10			
C (m) (veh/h)					743			
v/c					0.01			
95% queue length					0.04			
Control Delay (s/veh)					9.9			
LOS					A			
Approach Delay (s/veh)	--	--	9.9					
Approach LOS	--	--	A					