

Palm Pavilion

TRAFFIC IMPACT STUDY

Prepared By:



Elizabeth Rodríguez & Associates, Inc.

February 2026



This item has been digitally signed
and sealed by Laurie Burcaw,

PE, on 02/12/2026.
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1.0 INTRODUCTION

The Palm Pavilion Hotel is located on Bay Esplanade in Clearwater, Florida. The hotel currently has 30 rooms and intends to increase this by 114 for a total of 144 rooms. A **Location Map** is on the next page, and the **Site Plan** is included in **Appendix A**. The buildout year is expected to be 2028.





LOCATION MAP



2.0 TRIP GENERATION

Trip Generation is per the 12th edition of the ITE's "*Trip Generation Manual*". (See **Appendix B.**) This information is included in **Table 1**, below:

TABLE 1: Trip Generation

ITE Code	Land Use Type	Units	Daily	AM Peak-Hour Trips In	AM Peak-Hour Trip Out	PM Peak-Hour Trips In	PM Peak-Hour Trips Out
310	Hotel	114	666	20	19	27	27
	(Less Modal Split)	-	-133	-4	-4	-6	-5
	TOTAL	-	397	16	15	21	22

Clearwater Beach is a dense, mixed-use beach environment. It is estimated that at least 20% of estimated vehicular trips will instead travel by foot or bicycle.

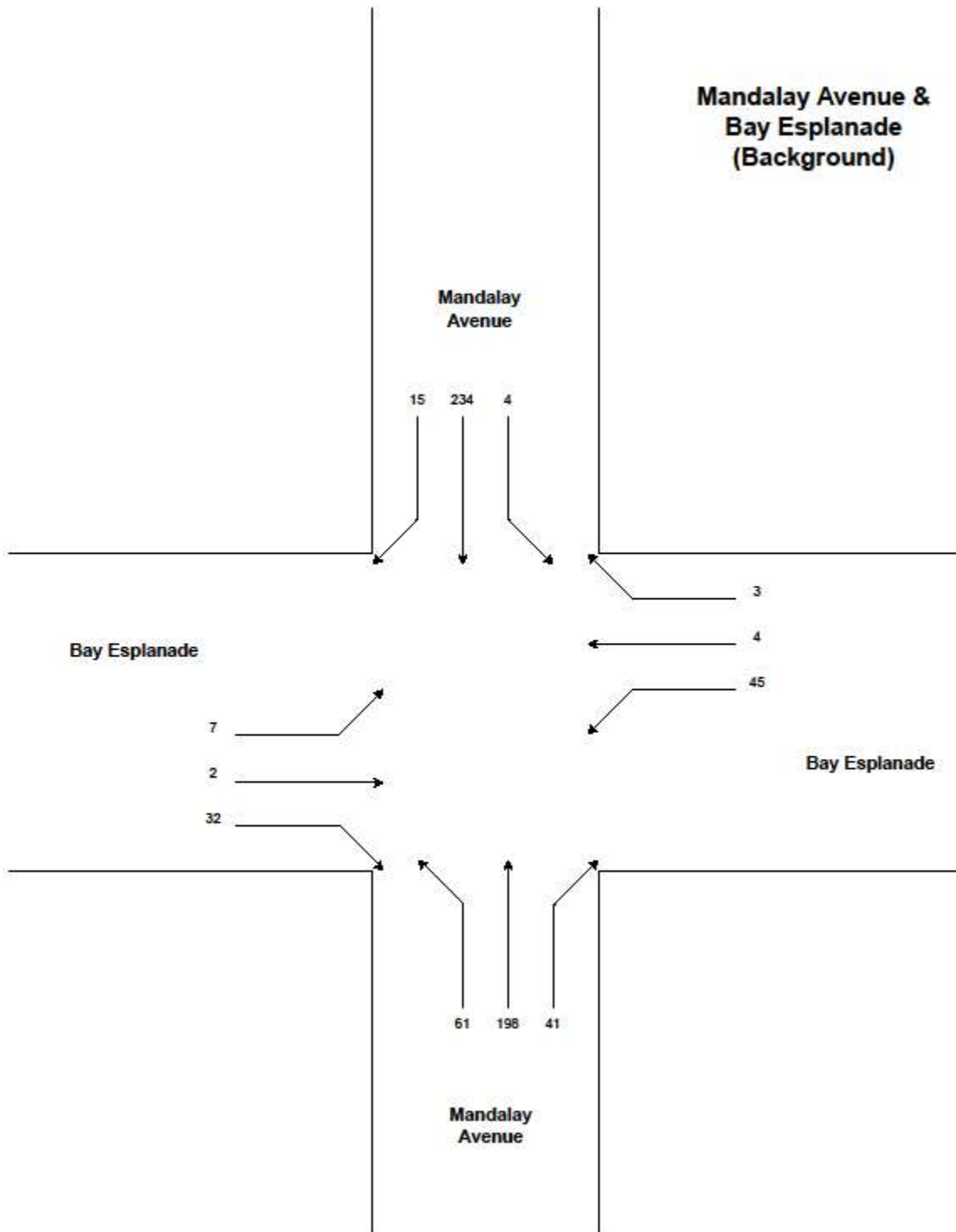


3.0 BACKGROUND TRAFFIC

A turn-movement count was conducted at the intersection of Mandalay Avenue and Bay Esplanade. The data from this count is available in **Appendix C**. These volumes were then seasonally adjusted based on **FDOT's Peak Season Factor Table for Pinellas County**. A copy of this table is included in **Appendix B**. The resulting volumes were then adjusted to represent volumes in the buildout year of 2028. The adjustment, a growth rate of 2% per year for 2 years, was derived based on the **FDOT's Historical AADT for Mandalay Ave**, a copy of which is included in **Appendix B**.

The diagram on the next page shows the resultant background volumes traversing the intersection. An **Intersection Table** is available in **Appendix B**.





4.0 TRIP DISTRIBUTION/ASSIGNMENT

Project trips were distributed and assigned based on current traffic volumes and patterns as well as professional judgement. **Table 2** and **Table 3** show the distribution of background traffic entering and exiting the intersection as well as the associated assigned project traffic. Diagrams showing the distribution, assigned project traffic, and the total volumes, background and project traffic combined, are on the following pages.

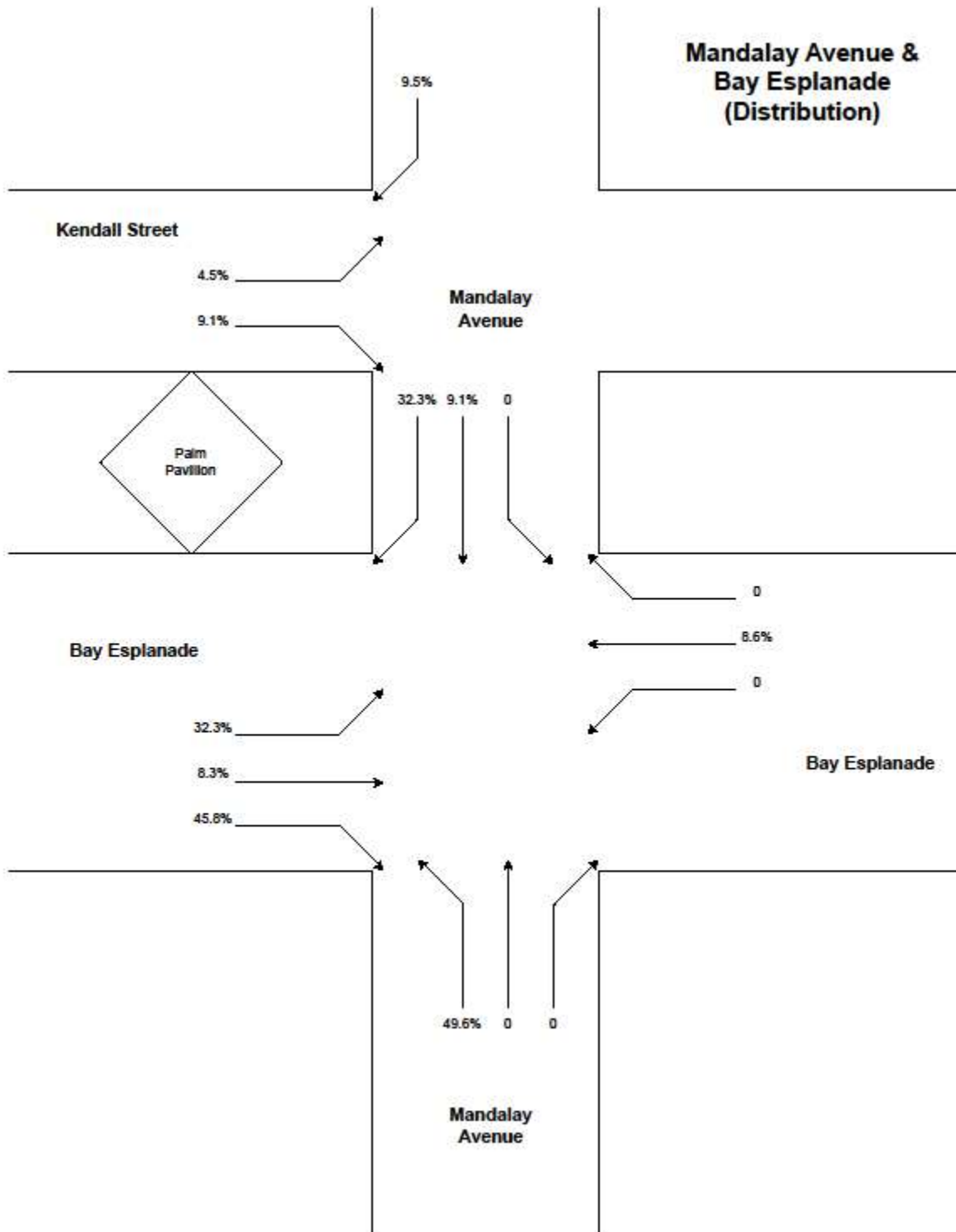
TABLE 2: Trip Distribution - Ingress

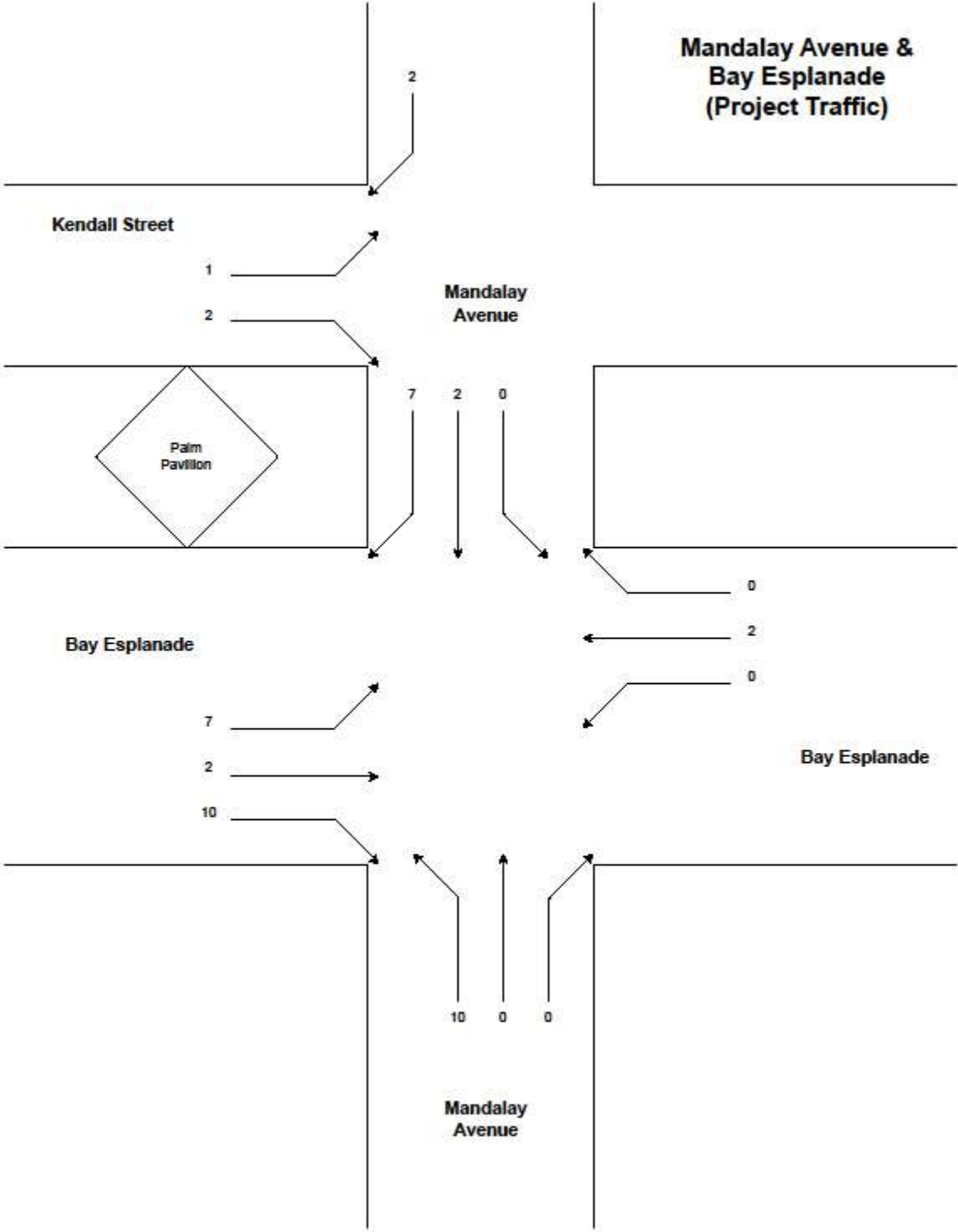
Direction	Volume	% of Background	Daily
Southbound	253	41.8%	9
Northbound	300	49.6%	10
Westbound	52	8.6%	2
TOTAL	605	100.0%	21

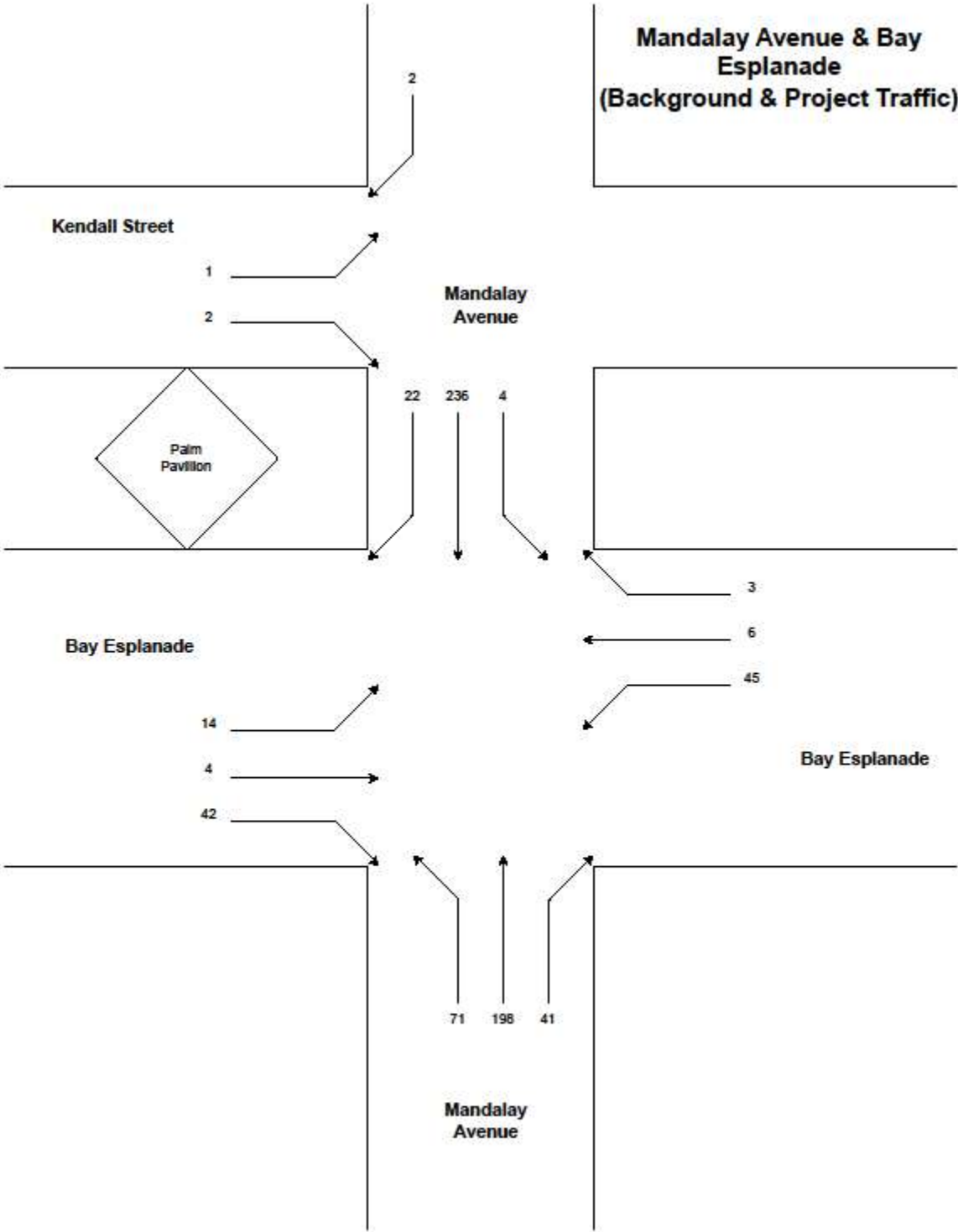
TABLE 3: Trip Distribution - Egress

Direction	Volume	% of Background	Daily
Northbound	208	36.8%	8
Southbound	311	54.9%	12
Eastbound	47	8.3%	2
TOTAL	566	100.0%	22









5.0 LOS ANALYSIS

SYNCHRO Version 12 was used to analyze the level of service for the intersection identified as being in the study area. The results of this analysis are summarized in **Table 4** with the SYNCHRO output being presented in **Appendix D**.

The intersection studied is Mandalay Avenue and Bay Esplanade. It is signalized. The posted speed limit for each approach is 25 mph. The northbound approach has a left turn lane while the other 3 approaches are simply 1 lane each with left, right, and through volumes sharing the same lane. There is a high number of pedestrians and bicycle crossings.

TABLE 4 – LOS Analysis

	Eastbound			Westbound			Northbound			Southbound		
Scenario	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Background	A	8.6	0.20	B	18.6	0.28	A	6.0	0.20	A	6.2	0.22
Background and Project	A	9.7	0.29	B	19.4	0.30	A	6.5	0.22	A	6.8	0.26



6.0 CONCLUSIONS

The Palm Pavilion Hotel is located on Bay Esplanade in Clearwater, Florida. The hotel currently has 30 rooms and intends to increase this by 114 for a total of 144 rooms. The buildout year is expected to be 2028.

The studied intersection shows to be operating at an acceptable level of service both without as well as with the anticipated project traffic.

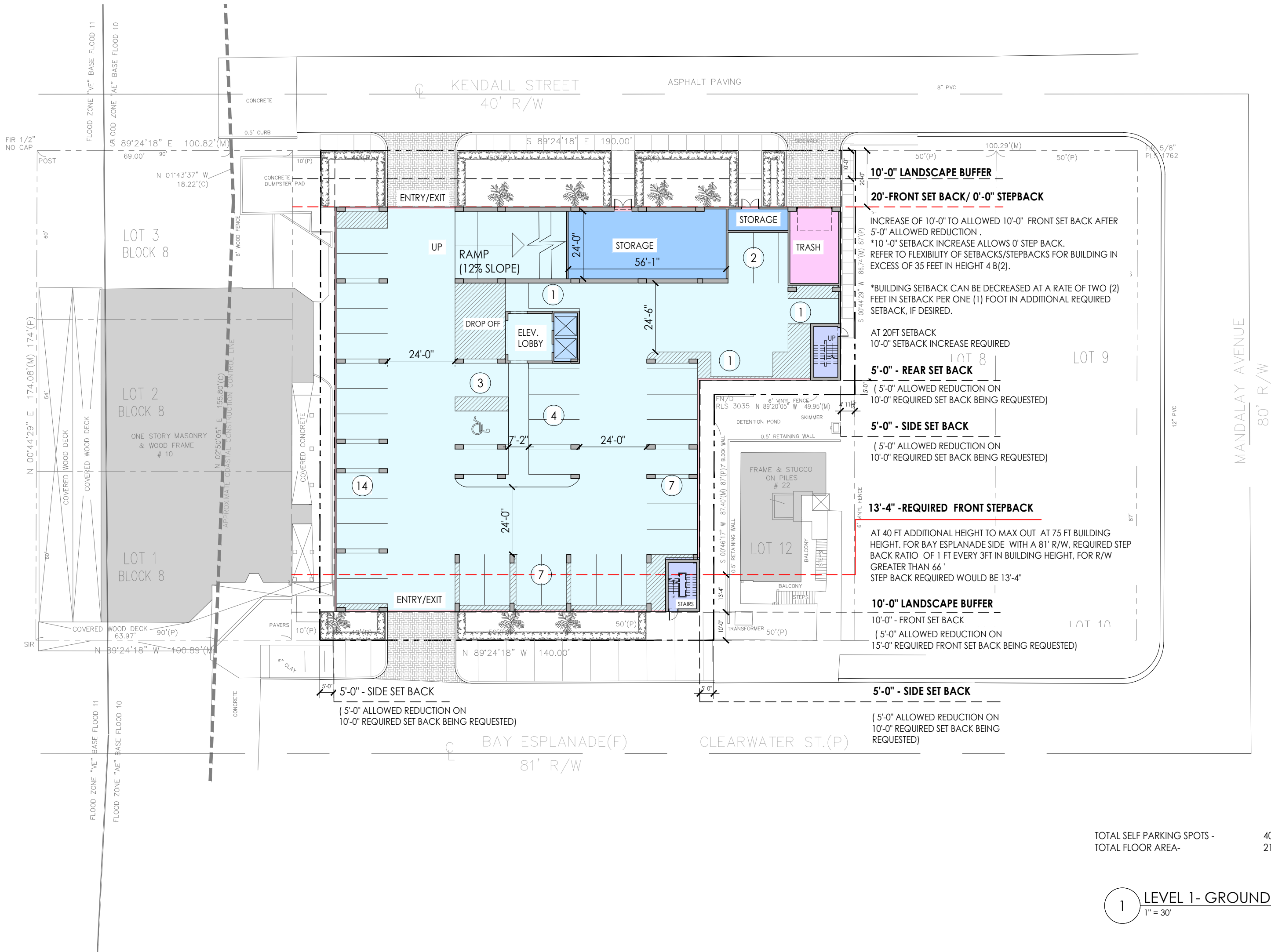
The parcel on which the hotel sits is located at the end of two dead-end roads. This, combined with the low posted speed limit, makes turn-lane warrant studies unnecessary.

No improvements to the intersection nor to the driveways are necessary. The developer's financial responsibility based on the increase in trip generation for the hotel is \$0.



APPENDIX A
Site Plan
ITE Trip Generation Data Sheets





1 LEVEL 1- GROUND LEVEL
1" = 30'

TOTAL SELF PARKING SPOTS - 40 UNITS
TOTAL FLOOR AREA- 21,710 SF

BeharPeteranecz
ARCHITECTURE | INTERIORS
2430 TERMINAL DRIVE SOUTH | ST. PETERSBURG, FLORIDA 33712
(727) 800-5300 | ARCHITECTUREBP.COM | AR94533 ID5493

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ISTVAN L. PETERANECZ
AR94533
FLORIDA

PALM PAVILION HOTEL
10 Bay Esplanade, Clearwater, Florida

ISSUED DRAWING LOG:

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PROJECT NO: 26.001
ISSUE DATE: 13 FEBRUARY 2026
DRAWING TITLE: PROPOSED LEVEL 1 PLAN
SHEET NUMBER: A1_1
EDITION: HDA APPLICATION



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10 Bay Esplanade, Clearwater, Florida

ISSUED DRAWING LOG:

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PROJECT NO:

26.001

ISSUE DATE:

13 FEBRUARY 2026

DRAWING TITLE:

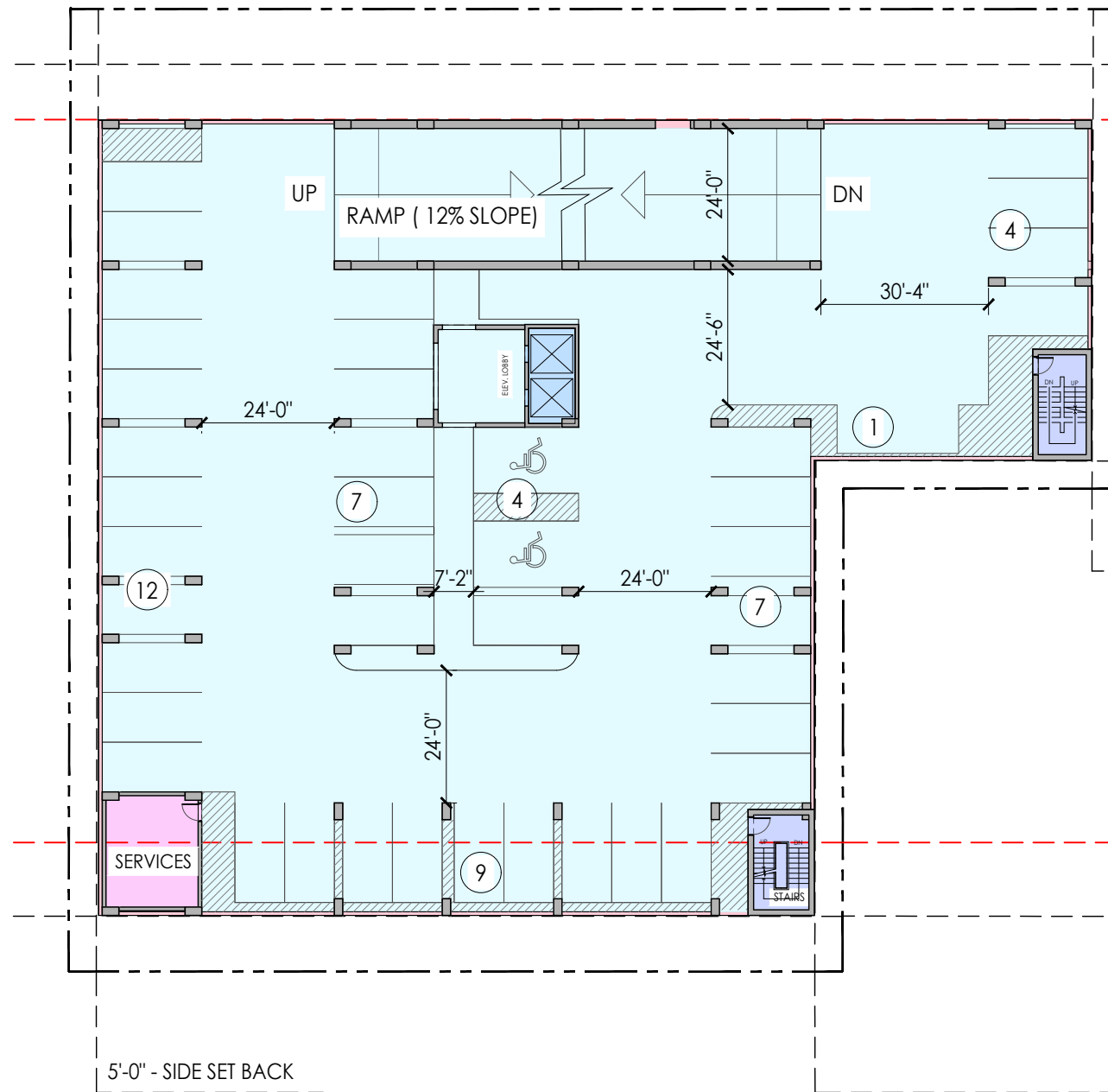
PROPOSED
LEVEL 2 & 3
PARKING PLAN

SHEET NUMBER:

A1_2

EDITION:

HDA APPLICATION



10'-0" LANDSCAPE BUFFER

20'-FRONT SET BACK/ 0'-0" STEPBACK

INCREASE OF 10'-0" TO ALLOWED 10'-0" FRONT SET BACK AFTER 5'-0" ALLOWED REDUCTION .
*10 '-0" SETBACK INCREASE ALLOWS 0' STEP BACK.
REFER TO FLEXIBILITY OF SETBACKS/STEPBACKS FOR BUILDING IN EXCESS OF 35 FEET IN HEIGHT 4 B(2).

*BUILDING SETBACK CAN BE DECREASED AT A RATE OF TWO (2) FEET IN SETBACK PER ONE (1) FOOT IN ADDITIONAL REQUIRED SETBACK, IF DESIRED.

AT 20FT SETBACK
10'-0" SETBACK INCREASE REQUIRED

5'-0" - REAR SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

5'-0" - SIDE SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

13'-4" -REQUIRED FRONT STEPBACK

AT 40 FT ADDITIONAL HEIGHT TO MAX OUT AT 75 FT BUILDING HEIGHT. FOR BAY ESPLANADE SIDE WITH A 81 ' R/W, REQUIRED STEP BACK RATIO OF 1 FT EVERY 3FT IN BUILDING HEIGHT, FOR R/W GREATER THAN 66 ' STEP BACK REQUIRED WOULD BE 13'-4"

10'-0" LANDSCAPE BUFFER

10'-0" - FRONT SET BACK
(5'-0" ALLOWED REDUCTION ON
15'-0" REQUIRED FRONT SET BACK BEING REQUESTED)

5'-0" - SIDE SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

5'-0" - SIDE SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

TOTAL SELF PARKING SPOTS -
TOTAL FLOOR AREA-

44 UNITS
21,710 SF

1 LEVEL 2 & 3 - PARKING
1" = 30'



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10 Bay Esplanade, Clearwater, Florida

ISSUED DRAWING LOG:

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PROJECT NO:

26.001

ISSUE DATE:

13 FEBRUARY 2026

DRAWING TITLE:

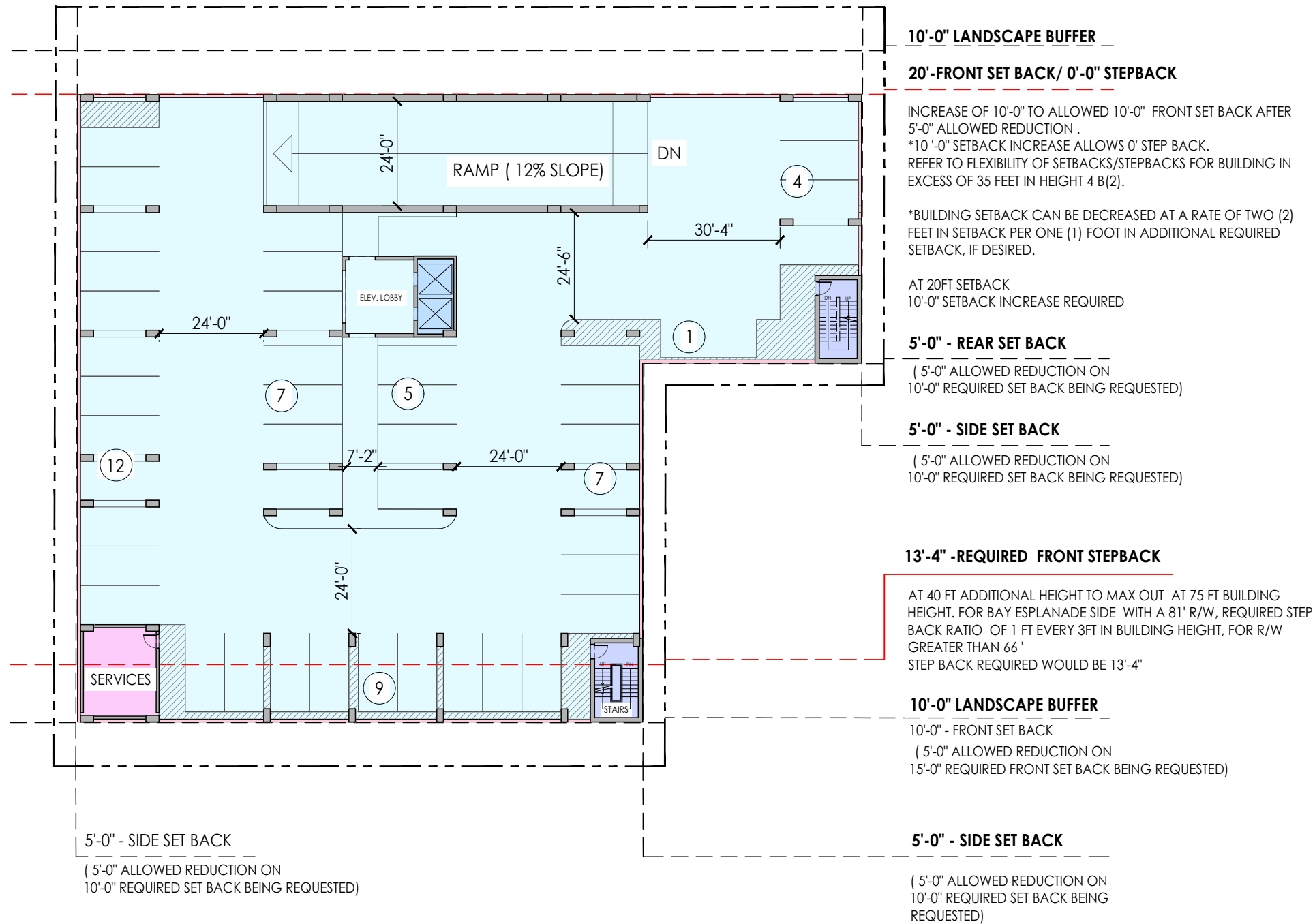
PROPOSED
LEVEL 4
PARKING PLAN

SHEET NUMBER:

A1_3

EDITION:

HDA APPLICATION



TOTAL SELF PARKING SPOTS - 45 UNITS
TOTAL FLOOR AREA- 21,710 SF

1 LEVEL 4 - PARKING
1" = 30'



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PALM PAVILION HOTEL
10 Bay Esplanade, Clearwater, Florida

ISSUED DRAWING LOG:

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PROJECT NO: 26.001

ISSUE DATE: 13 FEBRUARY 2026

DRAWING TITLE:

PROPOSED
LEVEL 2
PARKING PLAN

SHEET NUMBER:

A1_4

EDITION:
HDA APPLICATION



10'-0" LANDSCAPE BUFFER

20'-FRONT SET BACK/ 0'-0" STEPBACK

INCREASE OF 10'-0" TO ALLOWED 10'-0" FRONT SET BACK AFTER 5'-0" ALLOWED REDUCTION .
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10'-0" LANDSCAPE BUFFER

10'-0" - FRONT SET BACK
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15'-0" REQUIRED FRONT SET BACK BEING REQUESTED)

5'-0" - SIDE SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

5'-0" - SIDE SET BACK

(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

TOTAL UNITS - 20 UNITS
CONDITIONED FLOOR AREA- 14,390 SF

* CONDITIONED FLOOR AREA EXCLUDES ALL STAIRS, ELEVATOR SHAFTS, AND BALCONIES

1 LEVEL 5 - HOTEL & GUEST UNITS
1" = 30'



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PROJECT NO: 26.001

ISSUE DATE: 13 FEBRUARY 2026

DRAWING TITLE:

PROPOSED
LEVEL 2
PARKING PLAN

SHEET NUMBER:

A1_5

EDITION: HDA APPLICATION



10'-0" LANDSCAPE BUFFER

20'-FRONT SET BACK/ 0'-0" STEPBACK

INCREASE OF 10'-0" TO ALLOWED 10'-0" FRONT SET BACK AFTER 5'-0" ALLOWED REDUCTION .
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(5'-0" ALLOWED REDUCTION ON
10'-0" REQUIRED SET BACK BEING REQUESTED)

TOTAL UNITS - 31 UNITS
CONDITIONED FLOOR AREA- 14,390 SF

* CONDITIONED FLOOR AREA EXCLUDES ALL STAIRS, ELEVATOR SHAFTS, AND BALCONIES

1 LEVEL 6-9 -GUEST UNITS
1" = 30'

Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday

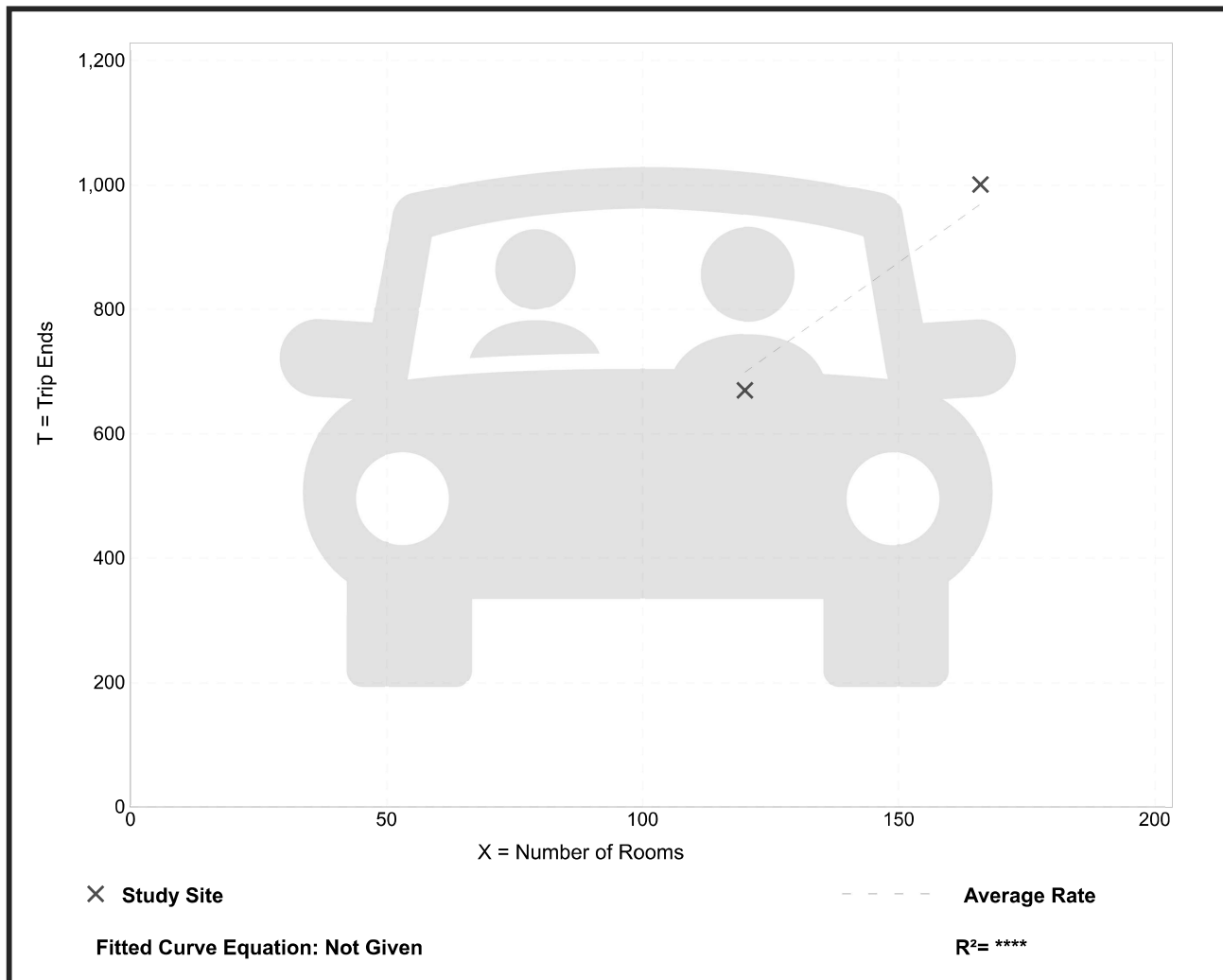
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Rooms: 143
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
5.84	5.58 - 6.03	*

Data Plot and Equation

Caution – Small Sample Size



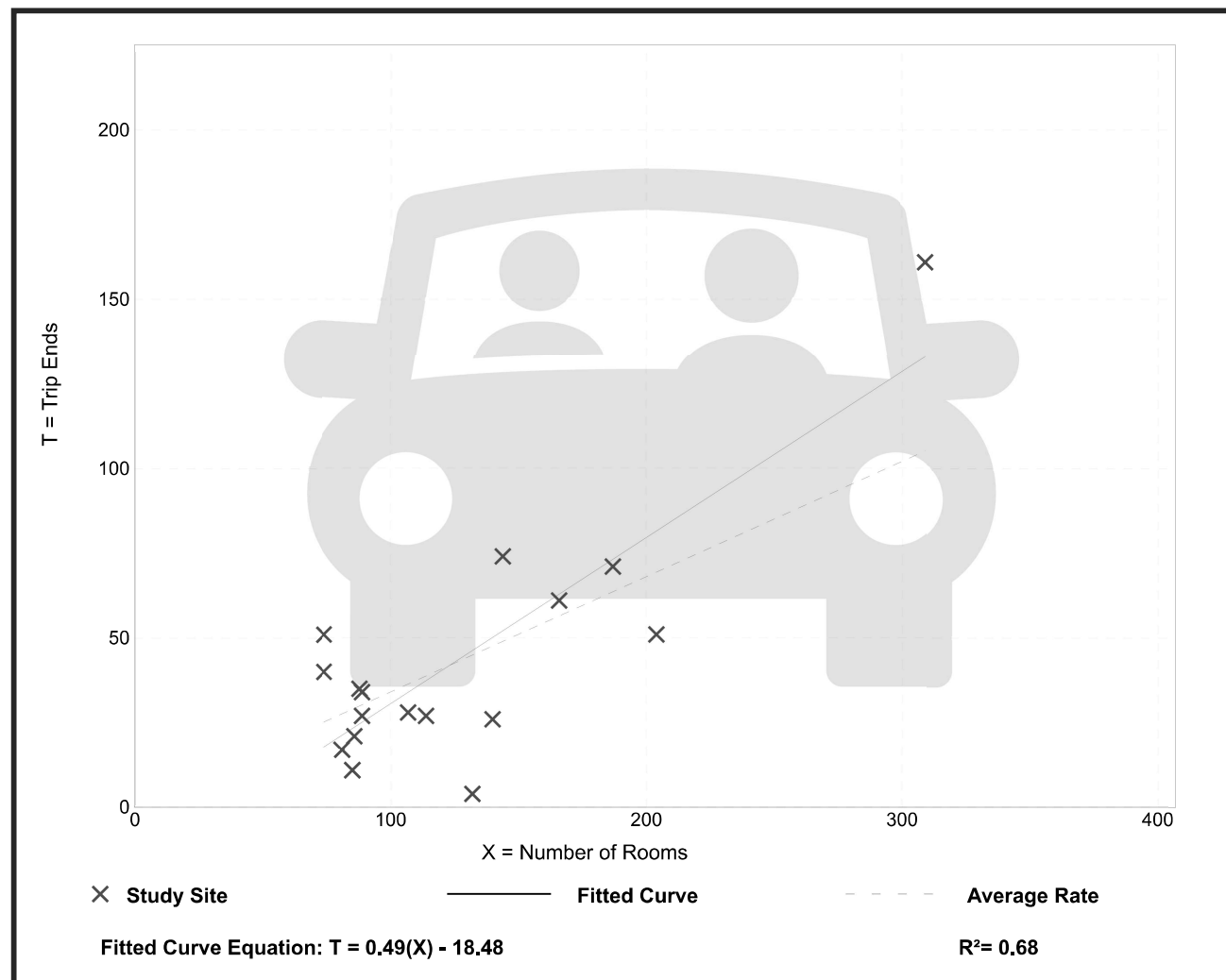
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 17
 Avg. Num. of Rooms: 128
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.03 - 0.69	0.16

Data Plot and Equation



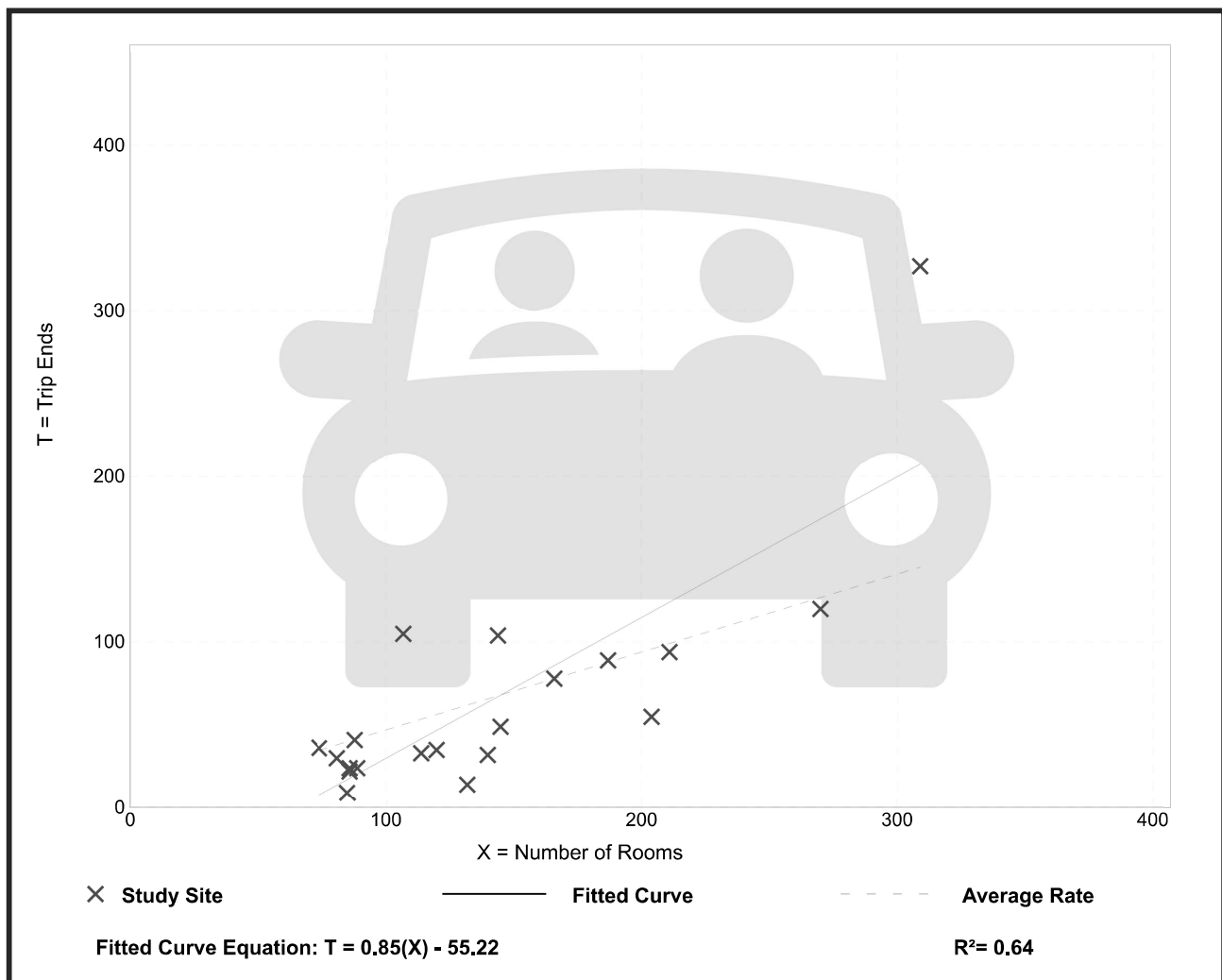
Hotel (310)

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: 20
 Avg. Num. of Rooms: 142
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.11 - 1.06	0.28

Data Plot and Equation



APPENDIX B
FDOT's Peak Season Factor Table for Pinellas County
FDOT's Historical AADT for Mandalay Ave
Intersection Table



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.94 PSCF
1	01/01/2024 - 01/06/2024	1.03	1.10
2	01/07/2024 - 01/13/2024	1.04	1.11
3	01/14/2024 - 01/20/2024	1.04	1.11
4	01/21/2024 - 01/27/2024	1.02	1.09
5	01/28/2024 - 02/03/2024	1.00	1.06
6	02/04/2024 - 02/10/2024	0.98	1.04
* 7	02/11/2024 - 02/17/2024	0.96	1.02
* 8	02/18/2024 - 02/24/2024	0.95	1.01
* 9	02/25/2024 - 03/02/2024	0.94	1.00
*10	03/03/2024 - 03/09/2024	0.93	0.99
*11	03/10/2024 - 03/16/2024	0.92	0.98
*12	03/17/2024 - 03/23/2024	0.93	0.99
*13	03/24/2024 - 03/30/2024	0.93	0.99
*14	03/31/2024 - 04/06/2024	0.94	1.00
*15	04/07/2024 - 04/13/2024	0.94	1.00
*16	04/14/2024 - 04/20/2024	0.95	1.01
*17	04/21/2024 - 04/27/2024	0.96	1.02
*18	04/28/2024 - 05/04/2024	0.96	1.02
*19	05/05/2024 - 05/11/2024	0.97	1.03
20	05/12/2024 - 05/18/2024	0.98	1.04
21	05/19/2024 - 05/25/2024	0.99	1.05
22	05/26/2024 - 06/01/2024	0.99	1.05
23	06/02/2024 - 06/08/2024	1.00	1.06
24	06/09/2024 - 06/15/2024	1.01	1.07
25	06/16/2024 - 06/22/2024	1.01	1.07
26	06/23/2024 - 06/29/2024	1.02	1.09
27	06/30/2024 - 07/06/2024	1.02	1.09
28	07/07/2024 - 07/13/2024	1.02	1.09
29	07/14/2024 - 07/20/2024	1.03	1.10
30	07/21/2024 - 07/27/2024	1.04	1.11
31	07/28/2024 - 08/03/2024	1.05	1.12
32	08/04/2024 - 08/10/2024	1.06	1.13
33	08/11/2024 - 08/17/2024	1.07	1.14
34	08/18/2024 - 08/24/2024	1.07	1.14
35	08/25/2024 - 08/31/2024	1.08	1.15
36	09/01/2024 - 09/07/2024	1.08	1.15
37	09/08/2024 - 09/14/2024	1.09	1.16
38	09/15/2024 - 09/21/2024	1.09	1.16
39	09/22/2024 - 09/28/2024	1.08	1.15
40	09/29/2024 - 10/05/2024	1.06	1.13
41	10/06/2024 - 10/12/2024	1.05	1.12
42	10/13/2024 - 10/19/2024	1.04	1.11
43	10/20/2024 - 10/26/2024	1.02	1.09
44	10/27/2024 - 11/02/2024	1.01	1.07
45	11/03/2024 - 11/09/2024	0.99	1.05
46	11/10/2024 - 11/16/2024	0.98	1.04
47	11/17/2024 - 11/23/2024	0.99	1.05
48	11/24/2024 - 11/30/2024	1.00	1.06
49	12/01/2024 - 12/07/2024	1.01	1.07
50	12/08/2024 - 12/14/2024	1.02	1.09
51	12/15/2024 - 12/21/2024	1.03	1.10
52	12/22/2024 - 12/28/2024	1.04	1.11
53	12/29/2024 - 12/31/2024	1.04	1.11

* PEAK SEASON

04-MAR-2025 16:32:54

830UPD

7_1500_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9043 - MANDALAY AVE, N OF SR 60

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2024	13500	R	N	6700	S	6800	9.00	53.40	5.90
2023	13100	T	N	6500	S	6600	9.00	53.20	8.70
2022	12300	S	N	6100	S	6200	9.00	53.20	5.60
2021	12300	F	N	6100	S	6200	9.00	53.00	3.90
2020	12500	C	N	6200	S	6300	9.00	55.30	3.40
2019	11800	V	N	5700	S	6100	9.00	55.70	3.30
2018	11800	R	N	5700	S	6100	9.00	55.50	3.20
2017	11800	T	N	5700	S	6100	9.00	54.50	2.90
2016	11600	S	N	5600	S	6000	9.00	55.90	2.90
2015	11400	F	N	5500	S	5900	9.00	55.00	2.90
2014	11200	C	N	5400	S	5800	9.00	55.40	3.20
2013	13000	S		0		0	9.00	55.20	3.00
2012	13000	F		0		0	9.00	55.00	2.80
2011	13000	C	N	0	S	0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

INTERSECTION TABLE

2:15 - 3:15 PM	Mandalay Avenue SB				Bay Esplanade WB				Mandalay Avenue NB				Bay Esplanade EB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
Count		4	212	14		41	4	3		55	180	37		6	2	29
Seasonal Adj (6%)		4	225	15		43	4	3		58	191	39		6	2	31
2026 Growth (4%)		4	234	15		45	4	3		61	198	41		7	2	32
Project Traffic		0	2	7		0	2	0		10	0	0		7	2	10
Total		4	236	22		45	6	3		71	198	41		14	4	42
PHF		0.87				0.75				0.93				0.62		
Heavy Traffic %		0%	7%	0%		2%	0%	0%		2%	7%	5%		0%	0%	0%

APPENDIX C
Turn Movement Counts





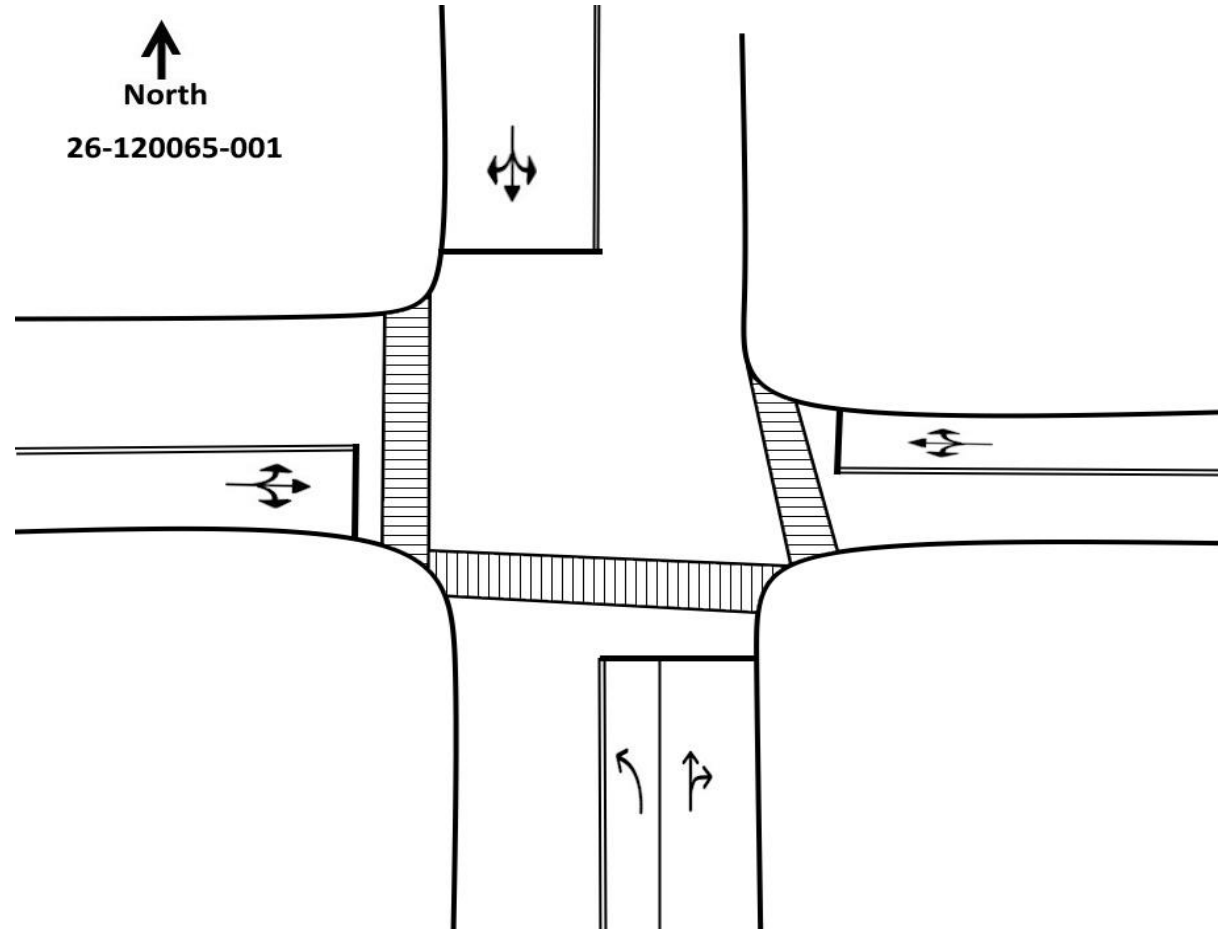
National Data & Surveying Services

Site Code: **26-120065-001**
Date: **02/03/2026**
Weather: **Sunny**
City: **Clearwater**
County: **Pinellas**
Count Times: **14:00 - 17:00**
Control: **Signalized**



N/S Street: **Mandalay Ave**

Speed: **25 MPH**



E/W Street: **Bay Esplanade**

Speed: **N/A**

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mandalay Ave & Bay Esplanade
City: Clearwater
Control: Signalized

Project ID: 26-120065-001
Date: 2/3/2026

Data - Total

NS/EW Streets:	Mandalay Ave				Mandalay Ave				Bay Esplanade				Bay Esplanade				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM	24	35	5	0	0	49	4	0	0	0	5	0	12	2	1	0	137
2:15 PM	11	50	12	0	2	45	2	0	4	1	7	0	7	0	0	0	141
2:30 PM	19	45	7	1	0	60	6	0	2	0	4	0	8	0	1	0	153
2:45 PM	10	45	9	1	0	54	3	0	0	1	3	0	11	4	1	0	142
3:00 PM	13	40	9	0	2	53	3	0	0	0	15	0	15	0	1	0	151
3:15 PM	15	35	8	0	0	45	1	0	2	0	6	0	6	1	0	0	119
3:30 PM	10	47	7	0	0	61	0	0	2	0	6	0	10	0	0	0	143
3:45 PM	12	41	10	0	0	44	1	0	1	0	9	0	6	0	1	0	125
4:00 PM	10	56	8	0	0	64	1	0	1	0	14	0	8	0	1	0	163
4:15 PM	11	44	3	1	1	34	2	0	2	0	4	0	13	1	0	0	116
4:30 PM	6	51	12	0	2	42	2	0	0	0	5	0	4	1	0	0	125
4:45 PM	10	49	11	0	1	39	3	0	1	0	8	0	6	1	0	0	129
TOTAL VOLUMES :	NL 151	NT 538	NR 101	NU 3	SL 8	ST 590	SR 28	SU 0	EL 15	ET 2	ER 86	EU 0	WL 106	WT 10	WR 6	WU 0	TOTAL 1644
APPROACH %'s :	19.04%	67.84%	12.74%	0.38%	1.28%	94.25%	4.47%	0.00%	14.56%	1.94%	83.50%	0.00%	86.89%	8.20%	4.92%	0.00%	
PEAK HR :	02:15 PM - 03:15 PM																TOTAL
PEAK HR VOL :	53	180	37	2	4	212	14	0	6	2	29	0	41	4	3	0	587
PEAK HR FACTOR :	0.697	0.900	0.771	0.500	0.500	0.883	0.583	0.000	0.375	0.500	0.483	0.000	0.683	0.250	0.750	0.000	0.959
	0.932				0.871				0.617				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mandalay Ave & Bay Esplanade
City: Clearwater
Control: Signalized

Project ID: 26-120065-001
Date: 2/3/2026

Data - Cars

NS/EW Streets:	Mandalay Ave				Mandalay Ave				Bay Esplanade				Bay Esplanade				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	23	32	5	0	0	47	4	0	0	0	5	0	12	2	1	0	131
2:15 PM	10	45	11	0	2	44	2	0	4	1	7	0	7	0	0	0	133
2:30 PM	19	43	7	1	0	56	6	0	2	0	4	0	8	0	1	0	147
2:45 PM	10	42	9	1	0	52	3	0	0	1	3	0	10	4	1	0	136
3:00 PM	13	38	8	0	2	46	3	0	0	0	15	0	15	0	1	0	141
3:15 PM	15	34	8	0	0	45	1	0	2	0	6	0	6	1	0	0	118
3:30 PM	10	43	7	0	0	58	0	0	2	0	6	0	10	0	0	0	136
3:45 PM	12	41	9	0	0	42	1	0	1	0	9	0	6	0	1	0	122
4:00 PM	10	56	8	0	0	63	1	0	1	0	12	0	8	0	1	0	160
4:15 PM	11	42	3	1	1	33	2	0	2	0	4	0	13	1	0	0	113
4:30 PM	6	51	11	0	2	39	2	0	0	0	5	0	4	1	0	0	121
4:45 PM	10	48	11	0	1	37	3	0	1	0	8	0	6	1	0	0	126
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	149	515	97	3	8	562	28	0	15	2	84	0	105	10	6	0	1584
	19.50%	67.41%	12.70%	0.39%	1.34%	93.98%	4.68%	0.00%	14.85%	1.98%	83.17%	0.00%	86.78%	8.26%	4.96%	0.00%	
PEAK HR :	02:15 PM - 03:15 PM																TOTAL
PEAK HR VOL :	52	168	35	2	4	198	14	0	6	2	29	0	40	4	3	0	557
PEAK HR FACTOR :	0.684	0.933	0.795	0.500	0.500	0.884	0.583	0.000	0.375	0.500	0.483	0.000	0.667	0.250	0.750	0.000	0.947
		0.918				0.871				0.617				0.734			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mandalay Ave & Bay Esplanade
City: Clearwater
Control: Signalized

Project ID: 26-120065-001
Date: 2/3/2026

Data - HT

NS/EW Streets:	Mandalay Ave				Mandalay Ave				Bay Esplanade				Bay Esplanade				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
2:15 PM	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
2:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
2:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0	0	6
3:00 PM	0	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	10
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
3:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
4:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	23	4	0	0	28	0	0	0	0	2	0	1	0	0	0	60
	6.90%	79.31%	13.79%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	02:15 PM - 03:15 PM																TOTAL
PEAK HR VOL :	1	12	2	0	0	14	0	0	0	0	0	0	1	0	0	0	30
PEAK HR FACTOR :	0.250	0.600	0.500	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750
	0.536				0.500								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mandalay Ave & Bay Esplanade
City: Clearwater
Control: Signalized

Project ID: 26-120065-001
Date: 2/3/2026

Data - Bikes

NS/EW Streets:	Mandalay Ave				Mandalay Ave				Bay Esplanade				Bay Esplanade				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
2:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
2:15 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
2:30 PM	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
2:45 PM	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	10
3:00 PM	2	0	1	0	0	2	0	0	0	0	0	0	2	0	0	0	7
3:15 PM	0	3	1	0	0	1	1	0	1	0	0	0	0	1	0	0	8
3:30 PM	0	2	0	0	0	4	0	0	0	3	0	0	0	1	1	0	11
3:45 PM	0	0	3	0	0	1	1	0	0	0	1	0	0	0	0	0	6
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6
4:45 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL 2	NT 24	NR 9	NU 0	SL 0	ST 20	SR 6	SU 0	EL 1	ET 3	ER 5	EU 0	WL 2	WT 2	WR 1	WU 0	TOTAL 75
APPROACH %'s :	5.71%	68.57%	25.71%	0.00%	0.00%	76.92%	23.08%	0.00%	11.11%	33.33%	55.56%	0.00%	40.00%	40.00%	20.00%	0.00%	
PEAK HR :	02:15 PM - 03:15 PM																TOTAL
PEAK HR VOL :	2	13	3	0	0	9	2	0	0	0	0	0	2	0	0	0	31
PEAK HR FACTOR :	0.250	0.464	0.375	0.000	0.000	0.450	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.775
	0.500				0.393								0.250				

National Data & Surveying Services
Intersection Turning Movement Count

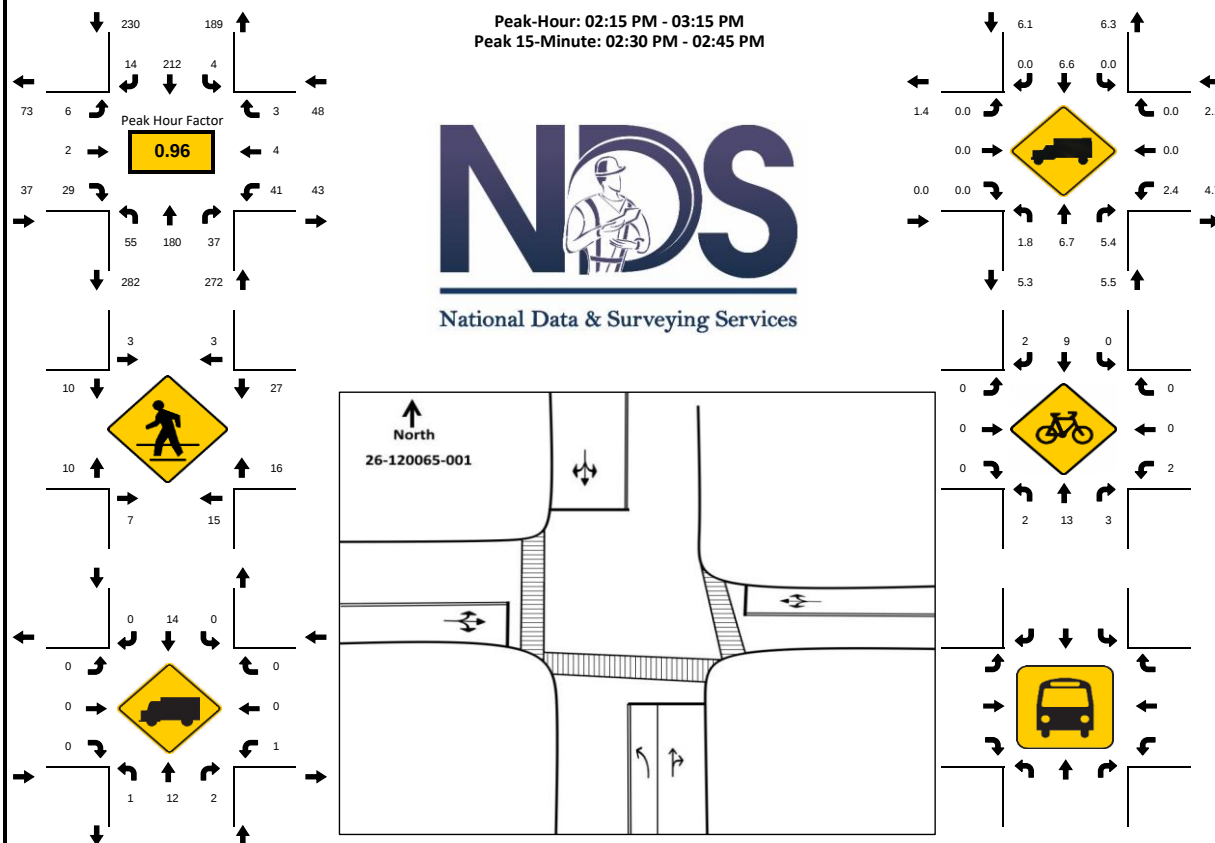
Location: Mandalay Ave & Bay Esplanade
City: Clearwater

Project ID: 26-120065-001
Date: 2/3/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mandalay Ave		Mandalay Ave		Bay Esplanade		Bay Esplanade		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
2:00 PM	1	0	0	3	11	0	3	5	23
2:15 PM	0	2	0	4	1	5	8	6	26
2:30 PM	1	0	1	0	6	6	0	2	16
2:45 PM	2	0	4	3	3	4	0	0	16
3:00 PM	0	1	2	8	6	12	2	2	33
3:15 PM	2	0	2	3	7	5	8	1	28
3:30 PM	0	0	0	3	6	3	1	8	21
3:45 PM	0	1	2	3	1	5	0	3	15
4:00 PM	0	1	0	1	4	5	0	6	17
4:15 PM	2	1	0	1	5	2	7	1	19
4:30 PM	0	0	0	2	5	8	2	7	24
4:45 PM	0	0	3	3	6	5	1	9	27
TOTAL VOLUMES :	EB 8	WB 6	EB 14	WB 34	NB 61	SB 60	NB 32	SB 50	TOTAL 265
APPROACH %'s :	57.14%	42.86%	29.17%	70.83%	50.41%	49.59%	39.02%	60.98%	
PEAK HR :	02:15 PM - 03:15 PM								TOTAL
PEAK HR VOL :	3	3	7	15	16	27	10	10	91
PEAK HR FACTOR :	0.375	0.375	0.438	0.469	0.667	0.563	0.313	0.417	0.689
	0.750		0.550		0.597		0.357		

PROJECT ID: 26-120065-001
DATE: Tue, Feb 03, 2026

[illegible]

APPENDIX D
Synchro Reports



Lanes, Volumes, Timings

3: Mandalay Avenue & Bay Esplanade

02/09/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	32	45	4	3	61	198	41	4	234	15
Future Volume (vph)	7	2	32	45	4	3	61	198	41	4	234	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		180
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.96			0.97		0.99	0.99			1.00	
Frt		0.894			0.992			0.974			0.992	
Flt Protected		0.992			0.958		0.950				0.999	
Satd. Flow (prot)	0	1618	0	0	1771	0	1770	1712	0	0	1764	0
Flt Permitted		0.926			0.707		0.582				0.996	
Satd. Flow (perm)	0	1508	0	0	1275	0	1068	1712	0	0	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			4			22			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		331			742			592			545	
Travel Time (s)		9.0			20.2			16.1			14.9	
Confl. Peds. (#/hr)	6		22	22		6	20		43	43		20
Confl. Bikes (#/hr)									13			9
Peak Hour Factor	0.62	0.62	0.62	0.75	0.75	0.75	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	2%	7%	5%	0%	7%	0%
Adj. Flow (vph)	11	3	52	60	5	4	66	213	44	5	269	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	0	0	69	0	66	257	0	0	291	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		2			2		1	2			2	
Detector Template		Thru			Thru		Left	Thru			Thru	
Leading Detector (ft)		100			100		20	100			100	
Trailing Detector (ft)		0			0		0	0			0	
Detector 1 Position(ft)		0			0		0	0			0	
Detector 1 Size(ft)		6			6		20	6			6	
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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings

3: Mandalay Avenue & Bay Esplanade

02/09/2026

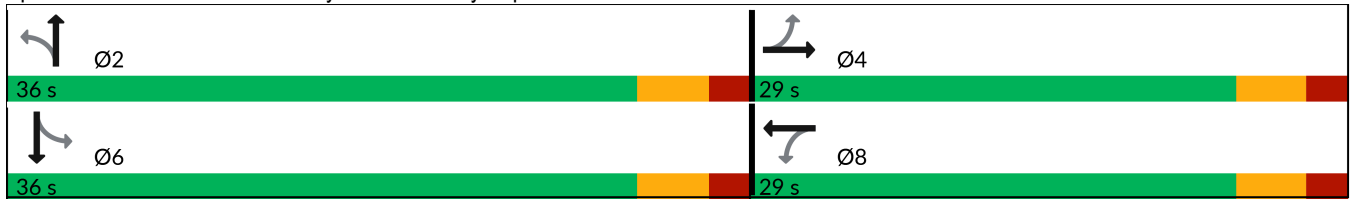
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	28.4	28.4		23.4	23.4		33.4	33.4		23.4	23.4	
Total Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	23.6	23.6		23.6	23.6		30.6	30.6		30.6	30.6	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.4			5.4		5.4	5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Don't Walk (s)	16.0	16.0		9.0	9.0		21.0	21.0				
Pedestrian Calls (#/hr)	10	10		8	8		9	9				
Act Effect Green (s)		9.5			9.7		37.4	37.4			37.4	
Actuated g/C Ratio		0.19			0.19		0.74	0.74			0.74	
v/c Ratio		0.20			0.28		0.08	0.20			0.22	
Control Delay (s/veh)		8.6			18.6		6.6	5.8			6.2	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		8.6			18.6		6.6	5.8			6.2	
LOS		A			B		A	A			A	
Approach Delay (s/veh)		8.6			18.6			6.0			6.2	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		4			17		6	25			31	
Queue Length 95th (ft)		13			34		34	102			116	
Internal Link Dist (ft)		251			662			512			465	
Turn Bay Length (ft)												
Base Capacity (vph)		753			616		792	1276			1305	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.09			0.11		0.08	0.20			0.22	
Intersection Summary												
Area Type:	Other											
Cycle Length: 65												
Actuated Cycle Length: 50.4												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.28												
Intersection Signal Delay (s/veh): 7.4	Intersection LOS: A											

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Mandalay Avenue & Bay Esplanade



Lanes, Volumes, Timings

3: Mandalay Avenue & Bay Esplanade

02/12/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	4	42	45	6	3	71	198	41	4	236	22
Future Volume (vph)	14	4	42	45	6	3	71	198	41	4	236	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		180
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.96			0.98		0.99	0.99			1.00	
Frt		0.905			0.992			0.974			0.989	
Flt Protected		0.988			0.960		0.950				0.999	
Satd. Flow (prot)	0	1639	0	0	1777	0	1770	1712	0	0	1759	0
Flt Permitted		0.900			0.700		0.577				0.996	
Satd. Flow (perm)	0	1489	0	0	1266	0	1059	1712	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		68			4			22			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		331			742			592			545	
Travel Time (s)		9.0			20.2			16.1			14.9	
Confl. Peds. (#/hr)	6		22	22		6	20		43	43		20
Confl. Bikes (#/hr)									13			9
Peak Hour Factor	0.62	0.62	0.62	0.75	0.75	0.75	0.93	0.93	0.93	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	2%	7%	5%	0%	7%	0%
Adj. Flow (vph)	23	6	68	60	8	4	76	213	44	5	271	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	97	0	0	72	0	76	257	0	0	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		2			2		1	2			2	
Detector Template		Thru			Thru		Left	Thru			Thru	
Leading Detector (ft)		100			100		20	100			100	
Trailing Detector (ft)		0			0		0	0			0	
Detector 1 Position(ft)		0			0		0	0			0	
Detector 1 Size(ft)		6			6		20	6			6	
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			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings

3: Mandalay Avenue & Bay Esplanade

02/12/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	28.4	28.4		23.4	23.4		33.4	33.4		23.4	23.4	
Total Split (s)	29.0	29.0		29.0	29.0		36.0	36.0		36.0	36.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	23.6	23.6		23.6	23.6		30.6	30.6		30.6	30.6	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		5.4			5.4		5.4	5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Don't Walk (s)	16.0	16.0		9.0	9.0		21.0	21.0				
Pedestrian Calls (#/hr)	10	10		8	8		9	9				
Act Effect Green (s)		9.9			9.9		35.2	35.2			35.2	
Actuated g/C Ratio		0.19			0.19		0.67	0.67			0.67	
v/c Ratio		0.29			0.30		0.11	0.22			0.26	
Control Delay (s/veh)		9.7			19.4		7.0	6.3			6.8	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		9.7			19.4		7.0	6.3			6.8	
LOS		A			B		A	A			A	
Approach Delay (s/veh)		9.7			19.4			6.5			6.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		7			18		7	25			32	
Queue Length 95th (ft)		17			35		38	102			120	
Internal Link Dist (ft)		251			662			512			465	
Turn Bay Length (ft)												
Base Capacity (vph)		712			576		707	1151			1174	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.14			0.13		0.11	0.22			0.26	
Intersection Summary												
Area Type:	Other											
Cycle Length: 65												
Actuated Cycle Length: 52.6												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.30												
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A											

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Mandalay Avenue & Bay Esplanade

