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

PREPARED FOR: ALANIK PROPERTIES

PREPARED BY: GULFCOAST CONSULTING, INC. JUNE 2014

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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 5th 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

II. EXISTING TRAFFIC CONDITIONS

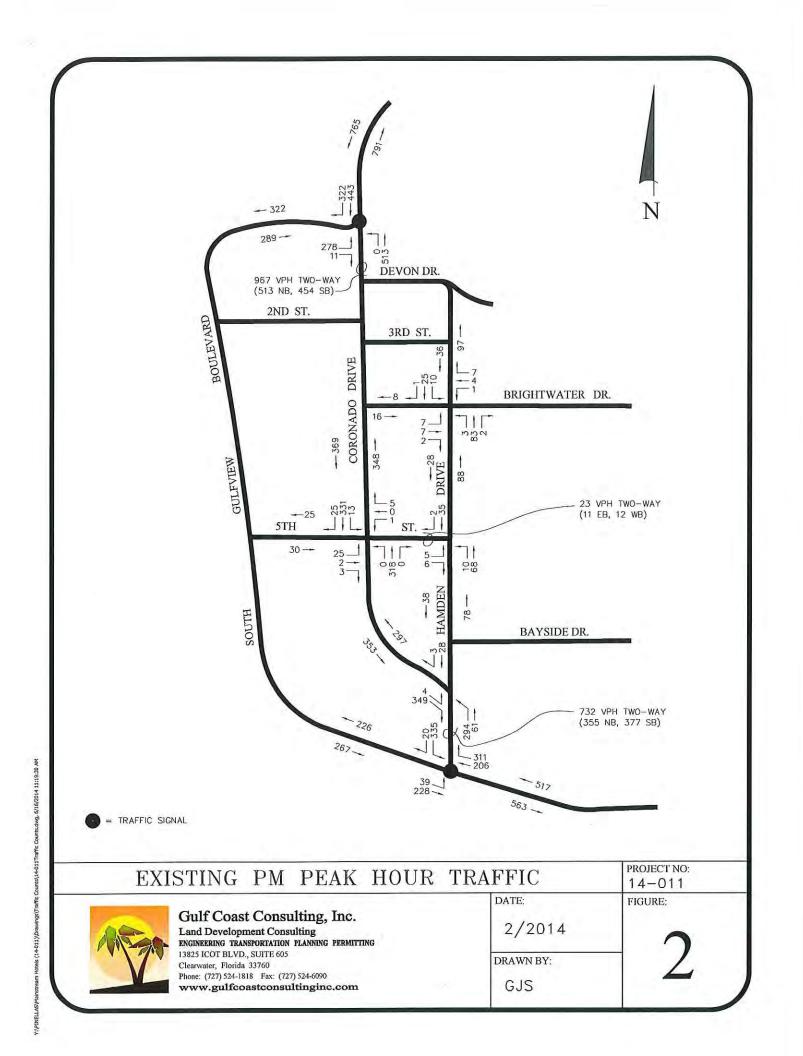
The has frontage on S. Gulvfiew Boulevard, Coronado Drive and 5th Street and vehicular access will be taken from Coronado Drive and 5th Street only. South Gulfview Boulevard is a two-lane collector roadway with on-street parking running along Clearwater Beach. Coronado Drive is a three-lane collector 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 / 5th Street Hamden Drive / 5th 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%.

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^{th} Street intersection, 5^{th} 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 / 5th Street intersection, 5th 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 <u>2009 QLOS Handbook</u> 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:

		PM Peak	LOS D	
Roadway Segment	Lanes	Volume	Capacity	LOS
S. Gulfview (E. of Bayway) 3-	-lanes	878	1520	В
S. Gulfview (Bywy-Hadn)	4-lanes	1080	2175	С
S. Gulview (Hamden -5 th)	2LU	493	1440	В
S. Gulfview (5th – Coronado)	2LU	611	1440	В
Coronado (Hamden – 5 th)	2LD	650	1520	В
Coronado (5 th – Brightwater)	2LD	717	1520	В
Coronado (Devon Dr - S. Gult	fview) 4LU	967	2175	С

EXISTING ROADWAY CONDITIONS (2014)

Coronado (Gulfview to Roundabout) 4LD	1556	2900	С
Hamden (S. Gulfview-Coronado) 2LD	732	1520	В
Hamden (Coronado -5^{th}) 2LU	116	1040	В
Hamden (5 th – Brightwater) 2LU	116	1040	В
Hamden (N. of Brightwater) 2LU	133	1040	В

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, and Mainsteam Hotel "A", Hotel "B", and Hotel "C." 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) <u>Trip Generation</u>, 9th Edition rates, the amount of new trips was calculated and estimates are shown below:

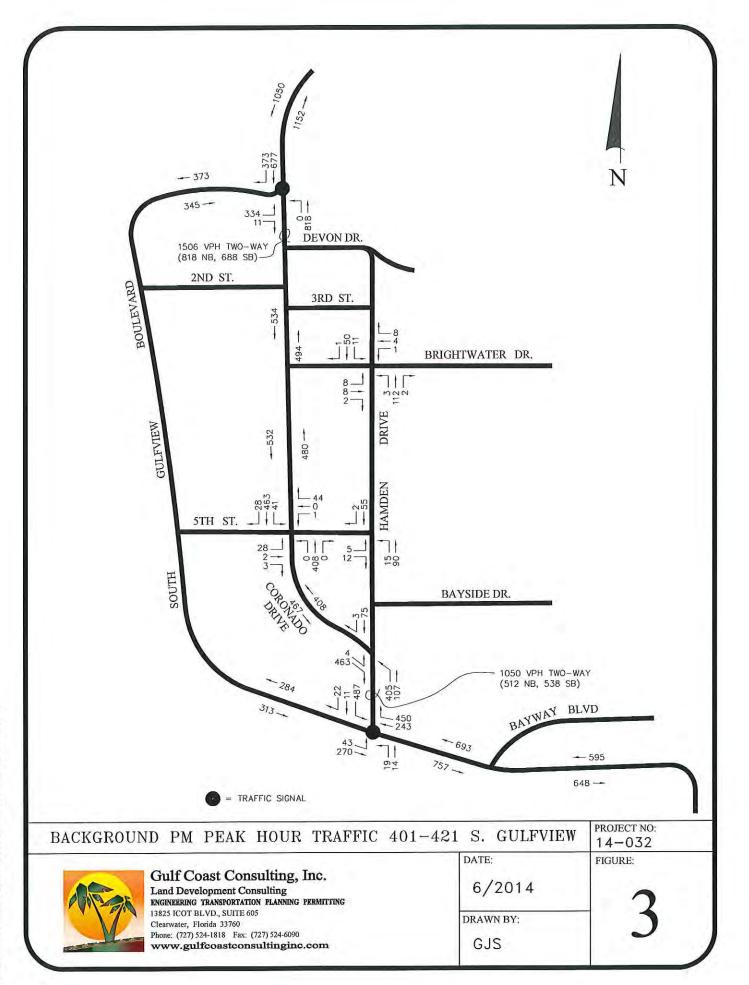
TRIP GENERATION ESTIMATES

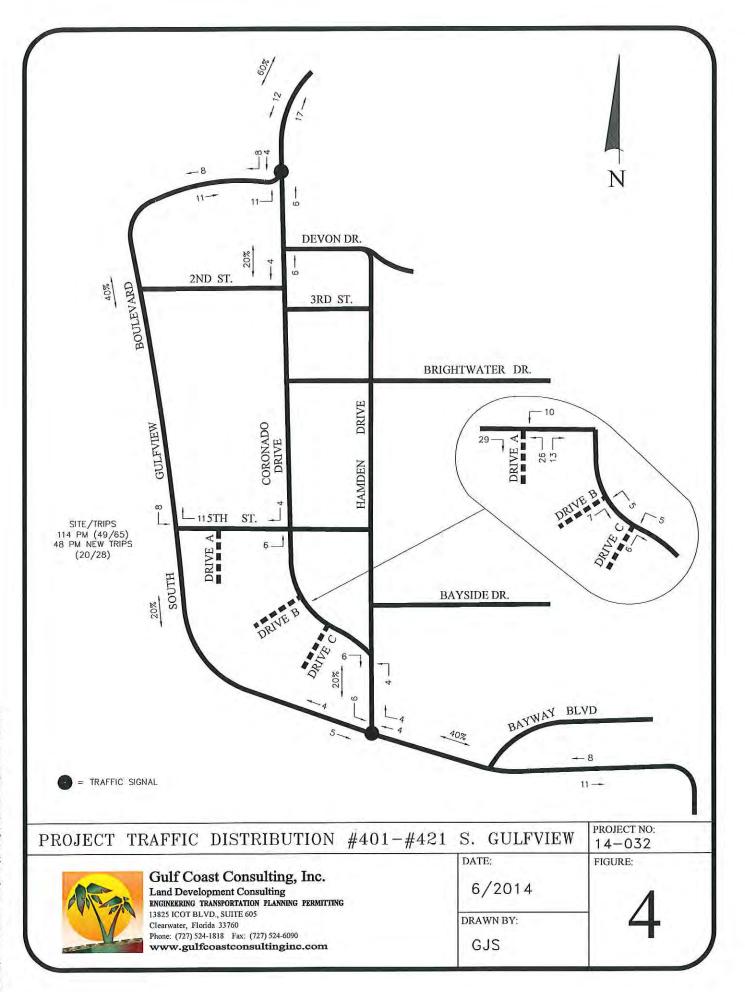
Land Use	Amount	Daily Trips	PM Peak Trip
Resort Hotel	227 Rooms	1,895	114 (49/65)
Resort Hotels (credit for demo)	127 Rooms	-1,029	-62 (27/35)
Specialty Retail Store (credit)	1,450 SF	-64	-4 (2/2)
TOTALNEW TRIPS with Demo		802	48 (20/28)

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 5th Street via two separate driveways. The expected distribution is shown in Figure 4 and is as follows:

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
Road Segment	Lanes	Project Trips	Capacity	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 th)	2LU	9	1440	0.63%
S. Gulfview (5 th -Coronado)	2LU	19	1440	1.32%
Coronado (5 th – 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	10	1520	0.66%

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 7.2 seconds per vehicle and an intersection capacity utilization (ICU) of 54.7%.

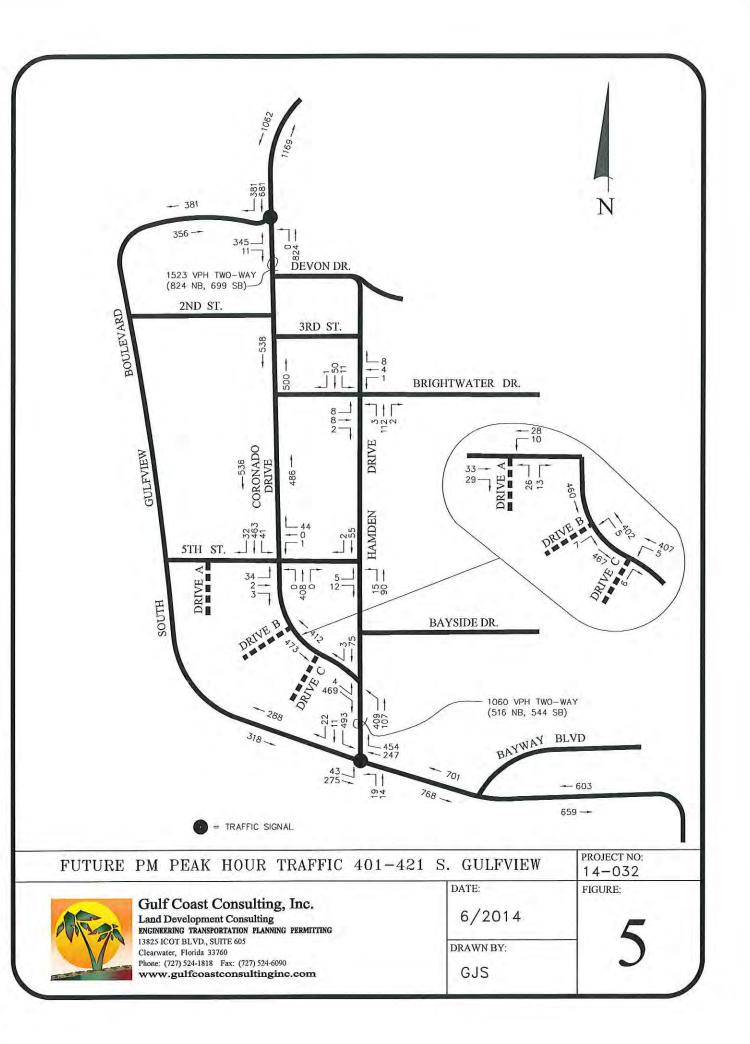
The signalized intersection at S. Gulfview Boulevard / Hamden Drive would operate at LOS B with average delay being 12.0 seconds per vehicle with ICU of 55.7%. Traffic from the Entrada Hotel at #521 S. Gulfview requires split-phase operation of this traffic signal.

At the intersection of Hamden Drive / Coronado Drive, the HCS+ analysis shows the primary movements operate at LOS A with delay of 8.7 seconds per vehicle and the southbound stop-controlled movements operate at LOS D with delay of 29.7 seconds per vehicle.

At the Coronado Drive / 5^{th} Street intersection, northbound and southbound left turns would operate at LOS A, the eastbound approach would operate at LOS D with average delay of 29.1 seconds and the westbound approach would operate at LOS B with average delay of 12.1 seconds.

At the Hamden Drive / 5th Street intersection, northbound left turns would operate at LOS A, and the eastbound approach would operate at LOS A with average delay of 9.2 seconds.

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 10.8 seconds average delay, and the westbound approach would operate at LOS A with 9.9 seconds average delay.



At the 5th 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 8.3 seconds delay, and the eastbound exiting movements would operate at LOS B with 11.3 seconds delay.

At the Coronado Drive / Drive C 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 11.3 seconds delay.

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

		PM Peak	LOS D	
Roadway Segment	Lanes	Volume	Capacity	LOS
S. Gulfview (E of Bayway)	3-lanes	1262	1520	С
S. Gulfview (Bywy-Hmdn)	4-lanes	1469	2175	С
S. Gulview (Hamden -5 th)	2LU	606	1440	В
S. Gulfview (5th – Coronado)2LU	737	1440	В
Coronado (Hamden – 5 th)	2LD	885	1520	В
Coronado (5 th – Brightwater)	2LD	1022	1520	С
Coronado (Brtwtr. – Devon)	2LD	1038	1520	С
Coronado (Devon Gulfview	w) 4LU	1523	2175	С
Coronado (Gulfview to Rour	dabout) 4LD	2231	2900	D
Hamden (S. Gulfview-Coron	ado) 2LD	1060	1520	С
Hamden (Coronado – 5 th) 2LU	189	1040	В
Hamden (5th-Brtwtr)	2LU	170	1040	В
Hamden (N. of Brightwater)	2LU	190	1040	В
Hamden (S. Gulfview-Coron Hamden (Coronado – 5 th Hamden (5th-Brtwtr)	ado) 2LD) 2LU 2LU	1060 189 170	1520 1040 1040	B B

FUTURE ROADWAY CONDITIONS WITH PROJECT (2017)

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.

APPENDIX A

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2/14/2014

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Lane Group	EBL	EBR	NBL	NBŢ	SBT	SBR	
Lane Configurations	ኘሦ			-î†	† †	ř	
Volume (vph)	278	· · · · · · ·	0	513	443	322	20月1日日1月1日日日1月1日日1月1日日1月1日日1日1日1日1日1日1日1日
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	500	500	500			0	
Storage Lanes		0	0			1	
Taper Length (ft)	25						
Lane Util. Factor	0.97	0.95	25 0.95	0.95	0.95	1.00	
Ped Bike Factor	0.97				A STATES	0.95	1. 一切的复数形式的现在分词 化化物 医胆管的 化化物
Frt	0.994					0.850	
Fit Protected	0.954	100					发展的问题中学者和我们的第三人称单数的问题中,1
Satd. Flow (prot)	3427	0	0	3539	3539	1583	n an an tha an
Flt Permitted	0.954						
Satd. Flow (perm)	3322	0	0	3539	3539	1502	
Right Turn on Red		No				Yes	
Satd, Flow (RTOR)				and a start of the second		354	 In the latter start of the start start
Link Speed (mph)	20	Addaha	de est	25	25		
Link Distance (ft)	331			260	350		n an
Travel Time (s)	11.3			7.1	9,5		
Confl. Peds. (#/hr)	17	renderværeer	33			17	 Seadles Gross (Charles and Scientific Treatments (CT)) (Seadles Science and Science (CT))
Peak Hour Factor	0.91	0.91	0.91	0.91	0,91	0.91	
Adj. Flow (vph)	305	12	0.01	564	487	354	n de la composition de la consection participante de la construction de la section de la section de la consect La construction de la consection participante de la construction de la construction de la consection de la const
Shared Lane Traffic (%)							
Lane Group Flow (vph)	317	0	0	564	487	354	i things in a set of a set of a set of the s
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	24	4.489.999.9.		<u> </u>	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16		e de la c	16	16		
Two way Left Turn Lane	2 11 11 1			1 - 11 . 1		· · · · ·	<pre></pre>
Headway Factor	1.00	1.00	1.00	1.00	1,00	1.00	
Turning Speed (mph)	15	9	15		<u>_</u> 117 012	9	
Number of Detectors	ંસંશે		ંંગ	2	2	Sec.	
Detector Template	Left		Left	Thru	Thru	Right	
Leading Detector (ft)	20		20	100	100	20	
Trailing Detector (ft)	0		0	0	0	0	an an an ann an an ann an an ann ann an
Detector 1 Position(ft)	0		0	0	Ö	Ö	
Detector 1 Size(ft)	20		20	6	6	20	
Detector 1 Type			1. A.	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel				N			
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)			e filester	6	6	이번 바람	
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel		2007 - 1994 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 - 1995 -					
Detector 2 Extend (s)				0.0	0.0		·
Turn Type	NA		Perm	NA	NA	Perm	
Protected Phases	4			2	6		

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Lane Group	<u>EBL</u> EE		NBT	SBT	SBR	
Permitted Phases	acture surprise		연관 영상품		6 6	
Detector Phase	4	2	2	6	6	
Switch Phase			역의 관습 <u>다.</u> 1997년 - 1913년		가운데라 있다. 1	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	and the second state of the se
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	the second se
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	na an a
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	1991-1993년 19	0.0	0.0	0.0	iere op en de le ferende en anteres presentation de la service de la service de la service de la service de la
Total Lost Time (s)	4.0		4.0	4.0	4.0	na manana kata kata kata kata kata kata bara kata kata kata kata kata kata kata k
Lead/Lag	는 '사고 있으라도 한 번째로 	- 2013: 1993 (Providence) 				
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Vehicle Extension (s)	3.0	3.0	3.0	3.0	3,0	
Recall Mode	None	Max	Max	Max	Max	an a
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	a na sa
Pedestrian Calls (#/hr)	0	0	Ó	0	0	
Act Effct Green (s)	9.9	1-1, 1- 2101 - 201 - 21 70	32.6	32.6	32.6	en en l'anne en
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v/c Ratio	0.47		0.25	0.21	0.32	and the second
Control Delay	20.0	A set e despô	4.4	4.3	1.5	
Queue Delay	0.0		0.0	0.0	0.0	a second construction and the second seco
Total Delay	20.0		4.4	4.3	1.5	
LOS	B	a protection and the	A	A	A	en sen une anvante contractivene en en ante en
Approach Delay	20.0		4,4	3.1	이번 동안에 	
Approach LOS	В		A	A		
Intersection Summary						
Area Type:	Other					
Cycle Length; 60		Na Sel La S		<u>na kadada</u>		
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Natural Cycle: 40		10003.00	1997 - 1997 -			
Control Type: Semi Act-	llneoord					
Maximum v/c Ratio: 0.47	The second se	elentre a te	میں میں معمود کا ا			
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Intersection Signal Delay Intersection Capacity Uli	17ation 42.5%			CU Level	of Service	
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Splits and Phases: 3:						
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Lane Group	EBL	EBŢ	WBT	WBR	SBL	SBR
Lane Configurations		-¢†	†	ř	ካነ	
Volume (vph)	39	228	206	311	335	
Ideal Flow (vphpl)	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	일이 아는 이 아이지 않는 것 같은 것 같은 것 이 아이는 것 이 가지?
Fit Protected		0.993			0.955	
Satd, Flow (prot)	0	3514	1863	1583	3415	
Fit Permitted		0.897			0.955	
Satd. Flow (perm)	0	3129	1863	1273	3415	i a la construction de la construct
Right Turn on Red				Yes		Yes
Satd, Flow (RTOR)				331	86	a contraction of the state of the
Link Speed (mph)		25	25		25	
Link Distance (ft)		300	500		300	
Travel Time (s)		8.2	13.6		8.2	an a
Confl. Peds. (#/hr)	82			82		
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 (%)						and the second
Lane Group Flow (vph)	0	284	219	331	377	where $\mathbf{\hat{0}}$, the spectrum definition of the transformation o
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right Right
Median Width(ft)		0	0	. 	24	renewers the many second and the renewers provide a second a structure of the second second second second second
Link Offset(ft)	Ne 11 Ne 11	0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane					29/14 	· 이상: 1월 1999년 1997년 1997년 1997년 1997년 1997
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	
Number of Detectors	1	2	2	1	1	
Detector Template	Left	Thru	Thru	Right	Left	(1) 전문 한 가영문을 문화되었으며 말을 받으면 문문을 못했는 것 같아.
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Trailing Detector (ft)	0	: <u>0</u>	0	0	0	
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Detector 1 Size(ft)	20	6	6	20	20	
Detector 1 Type	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	in an a sub-transfer and a sub-transfer of the sub-transfer of the sub-transfer of the sub-transfer of the sub-
Detector 1 Channel						
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Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	na anna 17 an Robert an Araban Anna Anna Anna Anna Anna Anna Anna
Detector 2 Position(ft)	· • • • • • • • • • • •	94	94			n en
Detector 2 Size(ft)		6	6			a na ann an ann ann ann ann ann ann an a
Detector 2 Type	·	CI+Ex	CI+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0	Derm	NIA	
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Permitted Phases	4		0	· · · · · · · · · · · · · · · · · · ·	e	
Detector Phase	$\mathcal{L}_{\mathcal{L}} = \mathcal{L}_{\mathcal{L}}^{\mathcal{L}}$	4	8	Ō	6	e a companya di ana ana ana ana ana ana ana ana ana an
Switch Phase						

Gulfview Hamden Existing 2014 2/14/2014 EXISTING PM PEAK HOUR RP

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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	The second s
Total Lost Time (s)		4.0	4.0	4.0	4.0	그는 문화가 전 말했는 것 같은 것 같
Lead/Lag	Lead		Lag	Lag		and a second
Lead-Lag Optimize?	Yes		Yes	Yes	가지 <u>가</u> 지 있는	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	(i) A set of the se
Recall Mode	None	Min	Min	Min	None	
Walk Time (s)		5.0	5.0	5.0	5.0	and a series where we we are not a superior of the series of
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0	0	0	0	and a second
Act Effct Green (s)		10.4	10.4	10.4	7,9	in en en der de fan in de sen de ferster ser ferster de ferster de service en en en en de service en en en en e
Actuated g/C Ratio		0.39	0.39	0.39	0.30	an an an an an an an an an Arith an ann ann ann ann an an Arith an Arith an Arith an Arith an Arith an Arith a
v/c Ratio		0.23	0,30	0.47	0.35	
Control Delay		6.0	6.9	3.4	6.8	en an
Queue Delay	2 7.	0.0	0.0	0.0	0.0	
Total Delay		6.0	6.9	3.4	6.8	an an an an ann an an an Ann an ann ann
LOS		Α	Α	A	A	
Approach Delay		6.0	4.8		6,8	(a) provide the second s second second se
Approach LOS	 	A	A		Α	ion providense providense providense providense providense providense providense providense providense providen
Intersection Summary						

Intersection Summary

Area Type: Other	
Cycle Length: 70	an a
Actuated Cycle Length: 26.4	
Natural Cycle: 50	De la companya de la
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay 5.7	Intersection LOS: A
Intersection Capacity Utilization 41.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3:

	- ∲•ø4		
	9 <u>5</u> s		
₩06	∽Å ø7	4 ² ∞ ø8	
35 s	15.5	20)s	

Owners II f ff	-		0:4-	Inf	atia				
General Information	<u>n</u>		Site	Inform	ation	laanat			
Analyst	RP		Inter	Intersection			CORONAD DR / HAMDE DR		
Agency/Co.	GCC			diction		CLEARV	VATER		
Date Performed	2/14/14		11	ysis Year		2014 EX			
Analysis Time Period	PM Peak	(<u>,</u>					
Project Description									
East/West Street: COR					treet: HAMD	EN DRIVE			
Intersection Orientation:	East-West		Study	<u>Period (</u>	hrs): 0.25				
Vehicle Volumes ar	nd Adjustme	ents							
Major Street		Eastbound				Westbo	und		
Movement	- 1	2		3	4	5		6	
	L	T	F	<u> </u>	L	Т		R	
Volume (veh/h)	4	349				294		61	
Peak-Hour Factor, PHF	0.91	0.91	0.9		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 Lef	t Turn Lane				
RT Channelized			()				0	
anes	0	2	0		0	1		0	
Configuration	LT	Т						TR	
Jpstream Signal		0				0			
Vinor Street	Northbound		· · · · · · · · · · · · · · · · · · ·	T		Southbo	und		
Movement	7	8	6)	10	11		12	
	L	Т	F	2	L	Т		R	
/olume (veh/h)						28		3	
Peak-Hour Factor, PHF	0.91	0.97	0.9	1	0.97	0.91		0.91	
Hourly Flow Rate, HFR	0	0	0		0	30		3	
Percent Heavy Vehicles	1	0	1		0	1	ĺ	1	
Percent Grade (%)		0	_			0			
lared Approach		N	1			N			
Storage		0	1			0			
RT Channelized			0	, –		-		0	
anes	0	0	0		0	1		0	
Configuration	- <u> </u>		<u> </u>		<u> </u>			TR	
Delay, Queue Length, a	nd Level of So					<u> </u>			
pproach	Eastbound	Westbound		Northbo	und	5	Southboun	d	
Aovement	1	4	7	8	9	10	11	12	
ane Configuration	LT	·		<u> </u>		+		TR	
(veh/h)	4					+		33	
	1137		, , , , , , , , , , , , , , , , , , ,					343	
; (m) (veh/h)								0,10	
/c	0.00						<u> </u>		
5% queue length	0.01			-				0.32	
Control Delay (s/veh)	8.2					and the second second		16.6	
.OS	A					(С	
pproach Delay (s/veh)							16.6 `	<u>\</u>	
pproach LOS						and the second second	<u> </u>	\ ;	

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	TWC	-WAY STOP	CONTROLS	UMMARY	n page and a second	<u></u>		
General Information		· · · · · · · · · · · · · · · · · · ·	Site Infor	nation				
Analyst	RP		Intersection		CORONADO	DR / 5TH ST		
Agency/Co.	GCC		Jurisdiction		CLEARWATE	R		
Date Performed	2/14/14		Analysis Ye	ar	2014 EXISTII	VG		
Analysis Time Period	PM PEAK							
Project Description		· · · · · · · · · · · · · · · · · · ·						
East/West Street: 5TH ST	TREET		North/South	North/South Street: CORONADO DRIVE				
Intersection Orientation:	North-South		Study Period	(hrs): 0.25				
Vehicle Volumes and	l Adjustmen	ts		*				
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	Т	R	L	Т	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	о	13	355	26		
Percent Heavy Vehicles	1			1				
Median Type			Und	ivided	· · · · · · · · · · · · · · · · · · ·			
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		

1 L	1	0					0
	1	0					
L				1	1		0
		TR		L			TR
	0				0		
	Eastbound	<u>.</u>				nd	
7	8			10			12
L				L			R
	Contraction of the local data and the local data an	and the second se					5
0.93	0.93	0.93	3	0.93	0.93		0.93
26	2	3		1	0		5
1	0	0		11			0
	0						
	N				N		
	0				0		
		0				· .	0
0	1	0		0	1		0
	LTR				LTR		
nd Level of Se	rvice						
Northbound	Southbound		Westbo	und	E	Eastbound	
1	4	7	8	9	10	11	12
L	L		LTR			LTR	
0	13		6			31	
1146	1173		541			318	
0.00	0.01		0.01			0.10	
0,00	0.03		0.03			0.32	
8.1	8.1		11.7			17.5	
A	A		<u>B</u>		1999 - San	_ C	
	·	۱. بر	11.7	No and Andrews	۰.	17.5	
			В)			
	1 0 ad Level of Se Northbound 1 L 0 1146 0.00 0.00 8.1 A 	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	7 8 9 10 11 L T R L T 25 2 3 1 0 0.93 0.93 0.93 0.93 0.93 0.93 26 2 3 1 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 1 4 7 8 9 10 11 L L LTR LTR LTR 0 13 6 31 318 318 0.00 0.01 0.01 0.01 0.10 0.32 32 8.1 8.1 11.7 17.5 A A B

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		O-WAY STOP						
General Informatio	n		Site In	format	ion		•	
Analyst	RP				Intersection			1
Agency/Co.		GCC				STREET CLEARWATER		
Date Performed		2/14/14		s Year		2014 EX	ISTING	
Analysis Time Period	PM Peak							
	AIINSTREAM H	OTEL						
East/West Street: 5TH		····			et: HAMD	ENDRIVE	<u>, </u>	
Intersection Orientation:			Study P	eriod (hr	s): 0.25			
<u>Vehicle Volumes a</u>	<u>nd Adjustme</u>						· · · .	
Major Street		Northbound				Southbo	und	
Movement	1	2	3		4 L	5 T		 R
Volume (veh/h)	L	Т 68	R		<u> </u>	35		2
Peak-Hour Factor, PHF	0.74	0.74	1.00		1.00	0.74		0.74
Hourly Flow Rate, HFR	13	91	0		0	47		2
(veh/h) Percent Heavy Vehicles	1				0			
Vercent Heavy Venicies	, ,			Undivide	_	_l	I	
RT Channelized			0				<u> </u>	0
anes	0	1	0		0	1		0
Configuration								TR
Jpstream Signal		0				0		
Winor Street		Eastbound		1		Westbou	nd	
Vovement	7	8	9		10	11	1	12
	L	Т	R		L	Τ		R
/olume (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		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0		MH ¹ IA			0
anes	0	. 0	0		0	0		0
Configuration		LR						
Delay, Queue Length, a	and Level of Se	rvice						
Approach	Northbound	Southbound	V	Vestboun	d		Eastbound	
Novement	1	4	7	8	9	10	11	12
ane Configuration	LT						LR	
v (veh/h)	13						14]
(m) (veh/h)	1530				1		887	
/c	0.01						0.02	
95% queue length (0.03				1	1	0.05	1
Control Delay (s/veh)	7.4				1	1	9.1	
LOS						(~	<u>Α</u>	1
Approach Delay (s/veh)	A				1	1	9.7	1
Approach LOS						1		
opvright © 2007 University of F				CS+ TM Ver		<u>الــــــــــــــــــــــــــــــــــــ</u>	irated: 2/20/2	<u>,</u>

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		VO-WAY STOP		~				
General Information	on		Site I	nforma	tion			
Analyst	RP	RP		Intersection		HAMDEN DR /		-
Agency/Co.	GCC			Jurisdiction		BRIGHTWATER DR CLEARWATER		
Date Performed	2/14/14			sis Year			XISTING	
Analysis Time Period	PM Peal	<u> </u>		101104		201127	<u>domito</u>	•••••
Project Description A	AINSTREAM H	OTEL	1		· · · · · ·			
East/West Street: BRI		2	North/S	South Stre	eet: HAML	DEN DRIVE		
Intersection Orientation	: North-South		Study I	Period (hi	rs): 0.25			
Vehicle Volumes a	and Adjustme	ents						
Major Street		Northbound				Southbo	ound	
Movement	1	2	3		4	5		6
	L	Т	R		<u> </u>	T		R
Volume (veh/h)	3	83	2		10	25		1
Peak-Hour Factor, PHF		0.76	0.76		0.76	0.76	í	0.76
Hourly Flow Rate, HFR (veh/h)	3	109	2		13	32		1
Percent Heavy Vehicles	s 1				1			
Median Type			······································	Undivid	ed			
RT Channelized			0				1	0
Lanes	0	1	0		0	1		0
Configuration	LTR				LTR			
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbo	und	
Viovement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)	7	7	2		1	4		7
Peak-Hour Factor, PHF	0.76	0.76	0.76		0.76	0.76		0.76
-lourly Flow Rate, HFR veh/h)	9	9	2		1	5		9
Percent Heavy Vehicles	1	1	1		1	1		1
Percent Grade (%)		0				0	*_	
lared Approach		N			· · · · · · · · · · · · · · · · · · ·	N		
Storage		0	1			0		· · · · · · · · · · · · · · · · · · ·
RT Channelized			0			1		0
anes	0	1	0		0	1		0
Configuration		LTR	1	†		LTR		
elay, Queue Length, a	and Level of Se	rvice		.				
Approach	Northbound	Southbound	v	Vestboun	ď		Eastbound	
/lovement	1	4	7	8	9	10	11	12
ane Configuration	LTR	LTR		LTR			LTR	<u> </u>
(veh/h)	3	13		15			20	<u> </u>
; (m) (veh/h)	1541	1443		793			707	1
/c	0.00	0.01		0.02		+	0.03	
5% queue length	0.01	0.03		0.02			0.09	
ontrol Delay (s/veh)	7.3	7.5		9.6	+	1	10.2	<u>.</u>
OS	A	A	L	<u>` A</u>	<u> </u>		<u>B</u>	<u> </u>
pproach Delay (s/veh)				9.6		· · ·	10.2	÷.
pproach LOS				<u> </u>	<u>.</u>	١,	В	<u>.</u>

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TABLE 4

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Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**¹

10/4/10

					Ulban	izeu Aj	663				10/4/10
	STATE S	IGNALIZ	ZED ART	'ERIALS				FREE	WAYS		
						Lanes	в	С		D	в
	Class I (>0.00		C	nons per mu D	9 E	4	4,000	5,500	l.	6,770	7,300
Lanes	Median	B	1,500	1,600	15 ***	6	6,000	8,320		0,150	11,290
2	Undivided	930			***	8	8,000	11,050		3,480	15,270
4	Divided	2,840	3,440	3,560	***	10	10,000	13,960		6,930	19,250
б	Divided	4,370	5,200	5,360	***	10	13,730	18,600		1,950	23,230
8	Divided	5,900	6,970	7,160		14	-	-		-	20,20
ZLU (Class II (2.00	82	1359	1440			F	reeway Ad	justment	S	
2.60	Class II (2.00) to 4,50 signa	lized intersect	tions per mile	a)		Auxil		Ram		
Lanes	Median	В	С	D .	Б		Lan		Meter + 59		
2	Undivided	米米	1,020	1,480	1,570		+ 1,8	900	т эл	0	
4	Divided	安津	2,420	(<u>3,22</u> 0	3,400						
6	Divided	法法	3,790	4,880	5,150	Т	JNINTERR	TPTED F	тоwн	IGHWA	YS
8	Divided .	计关	5,150	6,530	6,880						
	munedo (O.	ፍለገ	2178	<u></u> 2 9 8 0		Lanes	Median	В	C	D	E
	1988 TT/TV (m	iora fhan 4.50) sienalizēd in	tersections and	er mile)	2	Undivided	730	1,460	2,080	2,620
ALU C	lass III/IV (n Median	<u>іота пішт</u> 4,50 В	10.23	G75	Е́	4	Divided	3,220	4,660	6,040	6,840
	Undivided	** T	500	1,150	1,440	6	Divided	4,840	6,990	9,060	10,280
2	Divided	**	1,220	2,730	3,100	_		•		•	
4		. ** ·	1,910	4,240	4,680	Ι _Τ	Uninterrupt		ignway A e left lanes		us ent factors
6	Divided	**	2,620	5,770	6,280	Lanes 2	Median Divided		e leit ianes	-	5%
8	Divided	4.4.	2,020	J,110	0,200	 Multi	Undivided		es.		5%
mon n.	romodul Ha	h	m. stra	5. 15		Multi	Undivided		No.		5%
20	cucary fr(, mden	66411	Wykał Lu				-	enne conservation dispos		
	(Alter corresponding state volumes by the indicated percent.) Major City/County Roadways (10%) Counted o Other Signalized Roadways (35%) House of					road Payed Cov	y motorized vehici lway lanes to deta Shoulder/ Bicycle verage 49%	rmine two-wa			
165 . +	te & Non-Sta	COU ?	75 (04 ad Daadw	D av Adiust	mante .	50	-84%	240	360	>360	***
sta	Alter correspond	ling state volu	nes by the in	diosied perce	nt.)	1.3	100%	620	>620	***	***
	Divided/Undi	T & holight	urn Lane.	Adjustme	nts					2	
1	Diffacti onei	Exclu			Adjustment		PEI)ESTRIA	N MOD.	Ľ"	
Lanes	Mediar	Left L	anes Righ	t Lanes	Factors	(Multiply	motorized vehic	le volumes sh	own below b	y number of	directiona
2	Divided	1 Ye	s l	No	+5%	1	lway lanes to dete		-		
2	Undivide	ed No	1 (No	-20%	3	Coverage	В	C	D	E
Multi	Undivide			No	-5%	7	49%	**	玲 冰	480	1,39
' Multi	Undivide			Noʻ	-25%	50-	·84% (**	**	1,100	1,82
-				Ces	+ 5%	85-	100%	** 1	,100	1,820	>1,82
			lity Adjust	ment			BUS MOD	E (Schedu in peak hour i			3
Multiply	the correspond	ing two-direc	tional volum	ies in this tal	ole by 0.6.	Sidewalk	Coverage	В	С	D	Е
						0-8	84%	>5	<u>></u> 4	<u>></u> 3	<u>></u> 2
		•				85-1	100%	>4	≥3	≥2	≥ 1
way volume general plan should not h LOS Model, ² Level of s bioyelists or ³ Buses per h	is, they actually rep ming applications, ' is used for conidor Fedestrian LOS M ervice for the bicyo pedestrians using t our shown are only f	present peak ho The computer m or intersection odel and Transi de and pedestri- he facility. for the peak hour	mr peak directic nodels from wh design, where n t Capacity and (an modes in this in the single direct	on conditions w ich this table is more rafined to Quality of Serv s table is based	vith an applicat s derived shoul cohniques exist, ice Manual, res l on number of	ble D factor ag d be used for : . Calculations : pectively for th	/frack modes unless pplied. This table do more specific plann are based on planni he automobile/frack, ukles, not number o	bes not constitu ing applications 1g applications bicycle, pedest f Source	te a standard , The table an of the Highwa rian and bus m	and should be d deriving con ny Capacity M nodes.	used only mputer mod annal, Bicy
** Cannot b	e achieved using tal	ble input value (dafaults.						*		ронацоп
*** Not ap	nlicable for that le	yel of service l	etter grade, For a been reached.	. For the bicycle	e mode, the ley	ei of service le	n level of service I atter grade (including its.	605 St	us Planning Iwannee Sta assee, FL 3	reet, MS 19	

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APPENDIX B

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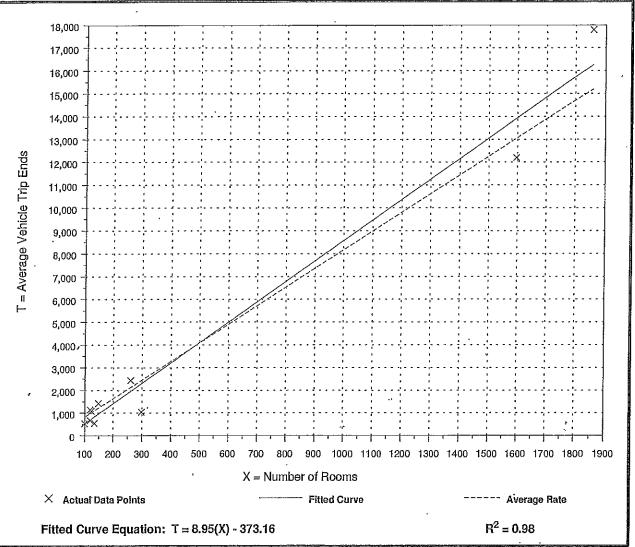
Average Vehicle Trip Ends vs: Rooms On a: Weekday

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

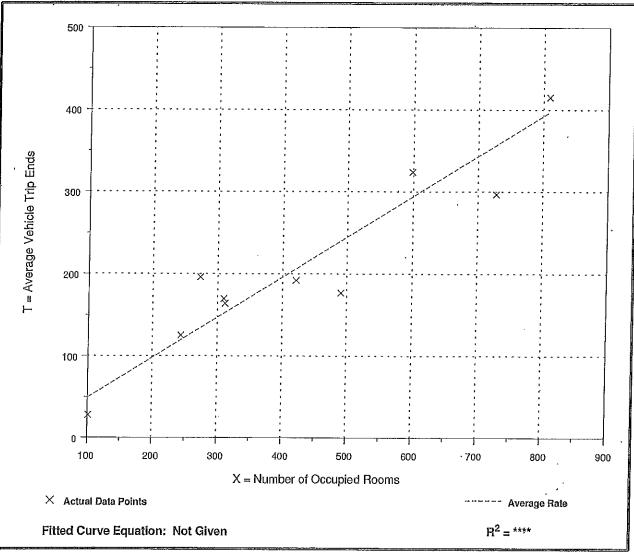




	rt Hotel 30)
Average Vehicle Trip Ends vs: On a:	Occupied Rooms Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.
, Number of Studies:	
Average Number of Occupied Rooms: Directional Distribution:	429 43% entering, 57% exiting

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

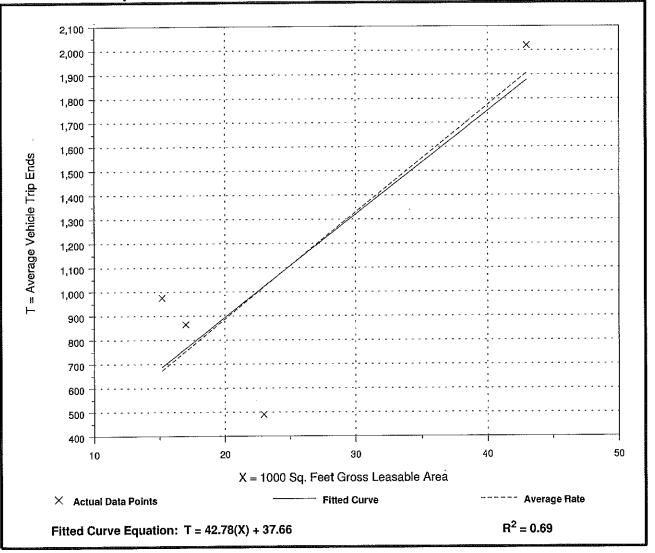
Number of Studies: 4
 Average 1000 Sq. Feet GLA: 25
 Directional Distribution: 50% entering, 50% exiting

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

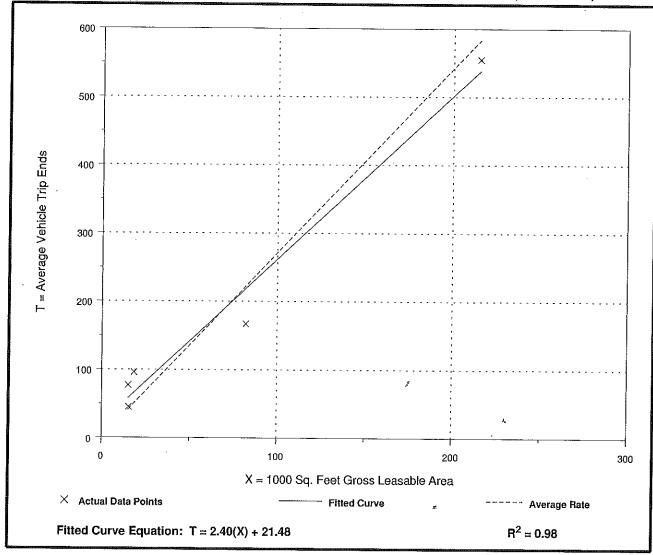


•	Specialty Retail Center (826)					
	1000 Sq. Feet Gross Leasable Area Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.					
Number of Studies:	5					
Average 1000 Sq. Feet GLA:	69					
Directional Distribution:	44% entering, 56% exiting					

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



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メット ナレイ

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ኻኯ			-41₽	††	7
Volume (vph)	345	11	0	824	681	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500	500	500			0
Storage Lanes	1	000	0			1
Taper Length (ft)	25	v	25			
Lane Util. Factor	0.97	0.95	0.95	0.95	0,95	1.00
	0.97	0.90	0.90	0.30	0,30	0.95
Ped Bike Factor						0.850
Frt	0.995					UC0.U
Fit Protected	0.954			2500	0500	4 600
Satd. Flow (prot)	3430	0	0	3539	3539	1583
Flt Permitted	0.954		8. 49. 19. <u>-</u>			, <u>, , , , , , , , , , , , , , , , , , </u>
Satd. Flow (perm)	3324	0	0	3539	3539	1502
Right Turn on Red		No				Yes
Satd. Flow (RTOR)						419
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)	379	12	0.01	905	748	419
Shared Lane Traffic (%)	013	<u>ک</u> ا	v		υ τι	VIT.
	204	0	0	905	748	419
Lane Group Flow (vph)	391				and a second standard the	and a subsection to a set
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	torio and a free of the
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	1920-000 - 600 1920-000	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	<u>20</u> 0		20 0	0	0	20
Detector 1 Position(ft)	0		0	0	0	0
		ANG PARTICIPAN SA	0 20		0 6	20
Detector 1 Size(ft)	20 CUEX			6 CUEV		
Detector 1 Type	Cl+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	a ng tang ng sa sa sa sa sa	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)	en es esperadorad		en nya nya kata	0.0	0.0	enelezentetetetetetetetetetetetetetetetetete
	NA		Perm	NA	NA	Perm
Turn Type Protoctod Phases						
Protected Phases	4			2	6	

Gulfview Coronado Future With Project 6/16/2014 FUTURE WITH PROJECT 401-421 S Gulfview RP

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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%	and the first state of the second state of the	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		
_ost Time Adjust (s)	0,0		0.0	0.0	0.0		
Fotal Lost Time (s)	4.0		4.0	4.0	4.0		
_ead/Lag							
_ead-Lag Optimize?			en de la de la compactica				
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3,0		
Recall Mode	None	Max	Max	Max	Max		dah sakala
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		server:
Pedestrian Calls (#/hr)	.0	0	0	0	0		
Act Effct Green (s)	10.9		31.6	31.6	31.6		en een
Actuated g/C Ratio	0.22		0.63	0.63	0.63		
<i>il</i> c Ratio	0.53		0.41	0.34	0.38		37938674
Control Delay	20.1		5,8	5.3	1.8		
Queue Delay	0.0		0.0	0.0	0.0		88019300
lotal Delay	20.1		5.8	5.3	1.8		998933
LOS	C		A	A	A		1999 B
Approach Delay	20.1		5.8	4.1			353339
Approach LOS	С		A	А			
ntersection Summary							
Area Type:	Other						00055340
Cycle Length: 60	-						38880
Actuated Cycle Length: 50	l.5						Seitesen
Natural Cycle: 40	_						
Control Type: Semi Act-Un	icoora	-					
Maximum v/c Ratio: 0.53-	$\overline{70}$		(arcastic	n LOS: A		1722092
ntersection Signal Delay:	1.2. 70/				of Service A	<u> </u>	<u> .</u>
ntersection Capacity Utiliz Analysis Period (min) 15	au011 04.7 10	2					96696999
analysis i strea (ininy is							
Splits and Phases: 3:					I		
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35 s	л.				25 s		326363
<u>ما</u> ہے۔							
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35 s					안안. <mark></mark> 소		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î h			ب اً	1		4		ሻ	4	
Volume (vph)	43	275	0	0	247	454	19	14	0	493	- 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		9) () - () - () - (0.80					1.00	
Frt						0.850					0.987	
Fit Protected		0.993	in front a natural second	A 90 C 90				0.972		0.950	0.958	
Satd. Flow (prot)	0	3514	0	0	1863	1583	0	1811	0	1681	1667	0
Flt Permitted	an a	0.889	aldaan seere	alaan sana marafi	0.000.000.000.000.000 0.000.000			0.972		0.950	0.958	
Satd. Flow (perm)	0	3109	0	0	1863	1273	0	1811	0	1681	1667	0
Right Turn on Red			Yes	999033999 7 03		Yes	nennen en Tien		Yes	1999,999,799,799,999,999,999,999,999,999		Yes
Satd. Flow (RTOR)			100			483					6	
Link Speed (mph)	0.0000000000000000000000000000000000000	25			25		NGRIN AND NODE UND	30		ali et sectores de la	25	ono neo fant
Link Distance (ft)		300			500	51031031031		415			300	
Travel Time (s)		8.2	84994833986		13.6			9.4		2000/1920/2020 	8.2	(1997) 1997) 1997)
Confl. Peds. (#/hr)	82	0.2			10.0	82		V .T			U.L.	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
 Construction of the construction of the statement of the statem statement of the statement of t	0.94 46	293	0.52	0.92	263	483	20	15	0.04	524	12	23
Adj. Flow (vph)	40	293	v	V	203	905	20	IJ	U	46%	14	20
Shared Lane Traffic (%)	<u>ہ</u>	990	<u>^</u>	0	263	483	0	35	0	283	276	0
Lane Group Flow (vph)	0	339	0	ACCM 200000000000000000000000000000000000		entre entre de la parte.	11111111-10057-96	> 00+ 000 0 7 + 400000 0 7 10 0	an destructions general			*1.112.01990011100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No 1 off	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	000000000
Link Offset(ft)		0		1881/881/881/8	0			0			0	
Crosswalk Width(ft)		16			16			16			16	
			561 (100 (100 (100 (100 (100 (100 (100 (1	(b):00:00:00:00:00:00:00:00:00:00:00:00:00								
Two way Left Turn Lane											4.00	
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
Headway Factor Turning Speed (mph)	1.00 15		1.00 9	1.00 15		9	15		1.00 9	15		1.00 9
Headway Factor Turning Speed (mph) Number of Detectors	15 1	2		15 1	2	9 1	1 5 1	2	C 100 The UK CTOOP (CTOOP 00 M)	15 1	2	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template	15 1 Left	2 Thru		15 1 Left	2 Thru	9 1 Right	15 1 Left	2 Thru	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left	2 Thru	
Headway Factor Turning Speed (mph) Number of Detectors	15 1 Left 20	2 Thru 100		15 1 Left 20	2 Thru 100	9 1 Right 20	15 1 Left 20	2 Thru 100	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20	2 Thru 100	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template	15 1 Left	2 Thru		15 1 Left	2 Thru	9 1 Right	15 1 Left	2 Thru	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left	2 Thru	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft)	15 1 Left 20 0 0	2 Thru 100		15 1 Left 20 0 0	2 Thru 100 0 0	9 1 Right 20 0 0	15 1 Left 20 0 0	2 Thru 100	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0	2 Thru 100 0 0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft)	15 1 Left 20 0	2 Thru 100 0		15 1 Left 20 0	2 Thru 100 0 0 6	9 1 Right 20 0	15 1 Left 20 0 0 20	2 Thru 100 0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20	2 Thru 100 0 0 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft)	15 1 Left 20 0 0	2 Thru 100 0 0		15 1 Left 20 0 0	2 Thru 100 0 0	9 1 Right 20 0 0	15 1 Left 20 0 0	2 Thru 100 0 0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0	2 Thru 100 0 0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft)	15 1 Left 20 0 0 20	2 Thru 100 0 0 6		15 1 Left 20 0 0 20	2 Thru 100 0 0 6	9 1 Right 20 0 0 20	15 1 Left 20 0 0 20	2 Thru 100 0 0 6	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20	2 Thru 100 0 0 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type	15 1 Left 20 0 0 20	2 Thru 100 0 0 6		15 1 Left 20 0 0 20	2 Thru 100 0 0 6	9 1 Right 20 0 0 20	15 1 Left 20 0 0 20	2 Thru 100 0 0 6	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0	2 Thru 100 0 0 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel	15 1 Left 20 0 0 0 20 Cl+Ex	2 Thru 100 0 0 6 CI+Ex		15 1 Left 20 0 0 20 CI+Ex	2 Thru 100 0 0 6 CI+Ex	9 1 Right 20 0 0 0 20 Cl+Ex	15 1 Left 20 0 0 20 CI+Ex	2 Thru 100 0 0 6 Cl+Ex	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex	2 Thru 100 0 0 6 CI+Ex	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s)	15 1 Left 20 0 0 20 CI+Ex 0.0	2 Thru 100 0 0 6 CI+Ex 0.0		15 1 Left 20 0 0 20 CI+Ex 0.0	2 Thru 100 0 0 6 CI+Ex 0.0	9 1 Right 20 0 0 20 Cl+Ex 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0	2 Thru 100 0 0 6 CI+Ex 0.0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0	2 Thru 100 0 0 6 CI+Ex 0.0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Extend (s) Detector 1 Queue (s) Detector 1 Delay (s)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0,0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Channel Detector 1 Extend (s) Detector 1 Delay (s) Detector 2 Position(ft)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 Cl+Ex 0.0 0.0 0.0 0.0		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 Cl+Ex 0.0 0.0 0.0 0.0	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Type Detector 1 Channel Detector 1 Channel Detector 1 Extend (s) Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 Cl+Ex 0.0 0.0 0.0 94	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 0.0 94	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Channel Detector 1 Extend (s) Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Type	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 0.0 94 6		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 Cl+Ex 0.0 0.0 0.0 0.0 94 6	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Type Detector 2 Channel	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 0.0 0.0 94 6 CI+Ex		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 Cl+Ex 0.0 0.0 0.0 0.0 94 6	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Type Detector 2 Channel Detector 2 Extend (s)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 0.0 94 6 CI+Ex 0.0		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex 0.0	9 1 Right 20 0 0 20 CI+Ex 0.0 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex 0.0	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex 0.0	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Channel Detector 2 Extend (s) Turn Type	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex	9 1 Right 20 0 0 0 20 CI+Ex 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 0.0 0.0 94 6 CI+Ex	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases	15 1 Left 20 0 20 Cl+Ex 0.0 0.0 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 0.0 94 6 CI+Ex 0.0		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex 0.0 NA	9 1 Right 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 20 Cl+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases Permitted Phases	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0 0.0	2 Thru 100 0 6 CI+Ex 0.0 0.0 94 6 CI+Ex 0.0 NA 4		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0 0.0 8	2 Thru 100 0 6 CI+Ex 0.0 0.0 94 6 CI+Ex 0.0 NA 8	9 1 Right 20 0 20 Cl+Ex 0.0 0.0 0.0 0.0 0.0 8	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA 2	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 20 CI+Ex 0.0 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA 6	
Headway Factor Turning Speed (mph) Number of Detectors Detector Template Leading Detector (ft) Trailing Detector (ft) Detector 1 Position(ft) Detector 1 Size(ft) Detector 1 Size(ft) Detector 1 Channel Detector 1 Channel Detector 1 Delay (s) Detector 2 Position(ft) Detector 2 Size(ft) Detector 2 Size(ft) Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases	15 1 Left 20 0 20 Cl+Ex 0.0 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA		15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 0 6 CI+Ex 0.0 0.0 0.0 94 6 CI+Ex 0.0 NA	9 1 Right 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	15 1 Left 20 0 0 20 CI+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA	C 100 The UK CTOOP (CTOOP 00 M)	15 1 Left 20 0 20 Cl+Ex 0.0 0.0 0.0 0.0	2 Thru 100 0 6 Cl+Ex 0.0 0.0 0.0 94 6 Cl+Ex 0.0 NA	

Gulfview Hamden Future 6/16/2014 FUTURE WITH PROJECT 401-421 S. Gulfview RP

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Lane Group.	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.5	20.0		20.0	20.0	20.0	10.0	10.0		20.0	20.0	
Total Split (s)	15.0	35.0		20.0	20.0	20.0	15.0	15.0		20.0	20.0	
Total Split (%)	21.4%	50.0%		28.6%	28.6%	28.6%	21.4%	21.4%		28.6%	28.6%	
Maximum Green (s)	10.5	31.0		16.0	16.0	16.0	11.0	11.0		16.0	16.0	
Yellow Time (s)	3.5	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0	4.0		4,0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	
Walk Time (s)		5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)		12.7			12.7	12.7		6.9		12.6	12.6	
Actuated g/C Ratio		0.34			0.34	0.34		0.18		0.34	0.34	
v/c Ratio		0,32			0.42	0.64		0.11		0.50	0.49	
Control Delay		11.9			14.0	6.6		18.5		15.7	15.3	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0,0	
Total Delay		11.9			14.0	6.6		18.5		15.7	15.3	
LOS		В			В	Α		В		В	В	
Approach Delay		11.9			9.2			18,5			15.5	
Approach LOS		В			Α			В			В	
Intersection Summary												
Area Type:	Other											
Cycle Length: 70												
Actuated Cycle Length: 37	.5											
Natural Cycle: 60												
Control Type: Semi Act-Ur	ncoord											
Maximum v/c Ratio: 0.64	Alex 2			-		and the second	and the second					
Intersection Signal Delay:	12.0				tersection		and a second	,				
Intersection Capacity Utiliz	ation 55.7%			IC	CU Level	of Service	°B*****					
Analysis Period (min) 15												
Splits and Phases: 3:												
	K				<u>é</u>							
N ø2	₽ ₩_@6			11 Martine 12 mart 1	4	ø4						
15.8	20 s		4		35 %	16	6			- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10		eleje 🚺
					∕∕∕	-7			<u>~</u> _0			
					ars	o7		् ः	<u>ø8</u>			

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Consenal lufamore for		and the set of the set	CONTR	-former	lion						
General Information	1		Site	nforma	tion	Incore					
Analyst	RP		Interse	ection		CORON. DR	AD DR / H	AMDEN			
Agency/Co.	GCC		Jurisdi	ction		CLEARWATER					
Date Performed	6/15/14			sis Year		FUTURE WITH PROJECT					
Analysis Time Period	PM Peak				-						
Project Description 40	1-421 S. Gulfvie	ЭW									
East/West Street: COR	ONADO DR		North/South Street: HAMDEN DRIVE								
Intersection Orientation:	East-West		Study I	Period (hi	s): 0.25						
Vehicle Volumes ar	nd Adjustme	nts		1.1							
Major Street		Eastbound				Westbo	und				
Movement	1	2	3		4	5		6			
	L	Т	R		L	T		R			
Volume (veh/h)	4	469	0.04		0.07	409		107			
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.91	0.91	0.91		0.97	0.91		0.91			
(veh/h)	4	515	0		0	449		117			
Percent Heavy Vehicles	1				0			e e			
Median Type			Two V	Vay Left	Turn Lane						
RT Channelized			0				0				
Lanes	0	2	0		0	1		0			
Configuration	LT	T	1			1		TR			
Upstream Signal		0	12-22			0					
Minor Street		Northbound				Southbo	und				
Movement	7	8	9		10	11		12			
	L	T	R		L	T		R			
Volume (veh/h)	110000	1	1			75		3			
Peak-Hour Factor, PHF	0.91	0.97	0.91		0.97	0.91		0.91			
Hourly Flow Rate, HFR (veh/h)	0	0	0	i i - i	0	82		3			
Percent Heavy Vehicles	1	0	1	-	0	1		1			
Percent Grade (%)		0	<u>.</u>	1	-	0					
Flared Approach	-	Ň	1			N	1				
Storage		0				0	-				
RT Channelized			0			1		0			
Lanes	0	0	0		0	1		0			
Configuration						1		TR			
Delay, Queue Length, a	nd Lovel of So	nvice									
Approach	Eastbound	Westbound		Northbou	nd		Southbound	ł			
Movement		4	7	8	9	10	11	12			
Lane Configuration	LT	-+	l.	0	3	10		TR			
				-				85			
/ (veh/h)	4				-			-			
C (m) (veh/h)	979			-			· · · · · ·	229			
//c	0.00		-	-	-	1		0.37			
95% queue length	0.01							1.62			
Control Delay (s/veh) 📏	8.7	<u>}</u>						29.7			
LOS	A							D			
Approach Delay (s/veh)					2000		29.7	_			
Approach LOS	-						D	1			

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o 11.7 H		O-WAY STOP	0000000000000	and arbeits	arren over 1					
General Information				format	lion	-				
Analyst	RP		Interse				ADO DR /	5TH ST		
Agency/Co.	GCC		Jurisdic			CLEARN		0.1507		
Date Performed	6/15/14 PM PEAI	/	Analysi	s rear		FUTURE	WITHPR	OJECI		
Analysis Time Period										
Project Description 40 East/West Street: 5TH		W	North/S	outh Stre	ot: COPO		/E			
ntersection Orientation:			North/South Street: CORONADO DRIVE Study Period (hrs): 0.25							
			olday	chod (m	5). 0.20					
Vehicle Volumes ar	id Adjustme	Northbound	_	- 1-	Southbound					
Major Street Movement	1	2	3	-	4	5		6		
viovement		T	R		1	T		R		
Volume (veh/h)	0	408	0	-	21	463		32		
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93		
Hourly Flow Rate, HFR	0	438	0		22	497		34		
Percent Heavy Vehicles	1	e de la companya de l			1			-		
Median Type				Undivid	əd					
RT Channelized	1	· · · · · · · · · · · · · · · · · · ·	0			1		0		
Lanes	1	1	0		1	1		0		
Configuration	L		TR		- L			TR		
Jpstream Signal		0				0				
Minor Street		Eastbound		· · · · · · · · · · · · · · · · · · ·		Westbou	nd			
Novement	7	8	9	10		11		12		
	L	Т	R		L	Т		R		
Volume (veh/h)	34	2	3		1	0	2.12-3	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	11	47		
Percent Heavy Vehicles	1	0	0	10.0	1	0	- 1	0		
Percent Grade (%)		0	(0	- 0			
Flared Approach		N	1200			N				
Storage		0		+ i = 1		0				
RT Channelized	4 (1 C A		0			1.200		0		
anes	0	1	0		0	1	1.57	0		
Configuration		LTR				LTR				
Delay, Queue Length, a	nd Level of Se	ervice								
Approach	Northbound	Southbound	V	Vestbour	nd		Eastbound	-		
Vovement	1	4	7	8	9	10	11	12		
ane Configuration	L	L	In the second second	LTR		1.1.1	LTR			
/ (veh/h)	0	22	1	48			41			
C (m) (veh/h)	1009	1081		557			190			
//c	0.00	0.02		0.09			0.22			
95% queue length	0.00	0.06		0.28			0.79			
Control Delay (s/veh)	8.6	8.4		12.1			29.1			
LOS	A	A	-	B	-		D			
_03 Approach Delay (s/veh)				12.1	_	F		-		
ADDIDACH Delay (S/Ven)				14.1			29.1			

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Conoral Information			1014- I-	Site Information							
General Information	n		Site II	normat	ion	l					
Analyst	RP		Interse	ction		STREET	NDR/5TH	l			
Agency/Co.	GCC		Jurisdi	ction	_	CLEARWATER					
Date Performed	6/17/14			is Year		FUTURE WITH PROJECT					
Analysis Time Period	PM Peak										
Project Description 40		9W									
East/West Street: 5TH			North/South Street: HAMDEN DRIVE								
Intersection Orientation:	North-South		Study F	Period (hrs	s): 0.25						
Vehicle Volumes ar	nd Adjustme										
Major Street		Northbound	-	1		Southbo	und				
Movement	1	2	3	-	4	5		6			
Volume (veh/h)	L 15	т 90	R	-	L	T 55		R 2			
Peak-Hour Factor, PHF	0.74	0.74	1.00		1.00	0.74		0.74			
Hourly Flow Rate, HFR		1	1		11.1.2			5.7 -			
(veh/h)	20	121	0		0	74		2			
Percent Heavy Vehicles	1	-		- 1 I-	0			3 42 -			
Median Type	-		-	Undivide	d			0			
RT Channelized	Charles -		0			10	· · · · · · · · · · · · · · · · · · ·				
Lanes	0	1	0		0	1	1				
Configuration	LT						1.1	TR			
Upstream Signal		0				0		_			
Minor Street		Eastbound			- 12	Westbou	und	12			
Movement	7	8	9		10	11		12			
7.1	<u>L</u>	т	R		L	Т		R			
Volume (veh/h) Peak-Hour Factor, PHF	5 0.74	1.00	<u>12</u> 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	1.1	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, a	nd Level of Se	rvice									
Approach	Northbound	Southbound	V	Vestboun	d		Eastbound				
Vovement	1	4	7	8	9	10	11	12			
_ane Configuration	LT					1	LR				
/ (veh/h)	20		10 B 11				22				
C (m) (veh/h)	1497						870				
//c	0.01	· · · · · · · · · · · · · · · · · · ·					0.03	-			
95% queue length	0.04					-	0.08	1			
Control Delay (s/veh)	7.4	Sec. 1					9.2				
LOS	A	7		7		1	A	1			
Approach Delay (s/veh)		2 -			J		1.0	-			
INPROUGH DOIDY (DIVEII)					9.2 A						

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General Informatio	n		Site I	nformat	ion			
			_			HAMDEN	IDR /	-
Analyst	RP		Interse	ection			NATER DI	2
Agency/Co. Date Performed	GCC 6/17/14		Jurisdi	iction		CLEARN	/ATER	
Analysis Time Period	PM Peak		Analys	sis Year		FUTURE	WITH PR	OJECT
Project Description 40								
East/West Street: BRIG					et: HAMD	ENDRIVE		
Intersection Orientation:			Study	Period (hr	s): 0.25			_
Vehicle Volumes a	nd Adjustme	the second se						
Major Street	1	Northbound	1 0	_		Southbou	Ind	0
Movement		2 T	3 R		4 L	5 T	-	6 R
Volume (veh/h)	3	112	2		11	50		1
Peak-Hour Factor, PHF	0.76	0.76	0.76		0.76	0.76	-	0.76
Hourly Flow Rate, HFR							-	
(veh/h)	3	147	2		14	65		1
Percent Heavy Vehicles	1		4.		1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	÷	
Median Type	(-	Undivide	əd	-		
RT Channelized		1 Mar 1	0				0	
Lanes	0	1	0	li .	0	1	1.1	0
Configuration	LTR				LTR			
Upstream Signal		0				-	0	
Minor Street	1	Eastbound	-			Westbou	nd	
Movement	7	8	9		10	11	12.2	12
	L	Т	R		L	T		R
Volume (veh/h)	8	8	2	-	1	4		8
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.76	0.76	0.76		0.76	0.76		0.76
(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	1	LTR	-			LTR	1.2	
Delay, Queue Length, a	nd evel of Se							
Approach	Northbound	Southbound	1	Westboun	d	F	Eastbound	7
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR		10	LTR	12
	3	14		16	-	1	22	-
v (veh/h)				745	+			-
C (m) (veh/h)	1498	1398			-		639	-
	0.00	0.01		0.02			0.03	
95% queue length	0.01	0.03		0.07			0.11	-
Control Delay (s/veh)	7.4	7.6		9.9	· · · · · ·		10.8	-
LOS	A	A	5	· A		1	В	
Approach Delay (s/veh)			1.1	9.9			10.8	

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General Information			Sito	Informa	tion					
	Inn			ection	uon	ETU OT LOD	11/F A			
Analyst	RP GCC			liction		5TH ST / DRIVE A CLEARWATER				
Agency/Co. Date Performed	6/17/2014			sis Year	-	FUTURE WITH PROJECT				
Analysis Time Period	PM PEAK		- I Mary	313 1 641		I OTONE WI	IIII NOULUI			
Project Description 401-		FW								
East/West Street: 5TH S			North/	North/South Street: DRIVE A						
Intersection Orientation:				Study Period (hrs): 0.25						
Vehicle Volumes and		ite								
Major Street	Aujustinei	Eastbound		T		Westbound				
Movement	1	2	3		4	5	6			
	Ĺ	T	R		Ĺ	T	R			
Volume (veh/h)	1	33	29		10	28				
Peak-Hour Factor, PHF	1.00	0.93	0.9	3	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			Undiv		ed					
RT Channelized			0				0			
Lanes	0	1	0	P	0	1	0			
Configuration			TR		LT					
Upstream Signal		0				0				
Minor Street		Northbound	-			Southbound				
Movement	7	8	9		10	11	12			
	L L	Т	R		L	Т	R			
Volume (veh/h)	26		13	and the second se						
Peak-Hour Factor, PHF	0.93	1.00	0.93	3	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	27	0	13	S. 21.	0	0	0			
Percent Heavy Vehicles	0	0	0		0	0	0			
Percent Grade (%)		0				0	1			
Flared Approach		N		1		N				
Storage		0				0				
RT Channelized			0				0			
Lanes	0	0	0		0	0	0			
Configuration		LR				2 m 2				
Delay, Queue Length, an	d Level of Ser	vice	1							
	Eastbound	Westbound		Northbou	nd	Sout	nbound			
Movement	1	4	7	8	9	10	11 12			
Lane Configuration		LT		LR		1				
v (veh/h)		10		40	-					
C (m) (veh/h)		1549		935						
		0.01		0.04	-					
				-						
95% queue length		0.02		0.13						
Control Delay (s/veh)		7.3	1	9.0						
LOS		A	1	A	-					
Approach Delay (s/veh)				9.0						

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Conorol Information	12		Cite Inform	motion			
General Informatio			Site Inform		1		
Analyst	RP		Intersection		CORONA		VE B
Agency/Co.	GCC		Jurisdiction		CLEARWATER FUTURE WITH PROJECT		
Date Performed	6/17/201 PM PEA		Analysis Ye	ar	FUTURE	WITHPR	OJECI
Analysis Time Period							
Project Description 40 East/West Street: DR/		VIEW	Marth /Cauth	Street: CORC		/F	
Intersection Orientation:				d (hrs): 0.25	NADO DRIV	E	
			Study Fenot	i (iiis). 0.25			_
Vehicle Volumes a	nd Adjustme			-	-		
Major Street		Northbound	-		Southbou	nd	-
Movement	1 L	2 T	3 R	4 L	5 T		6 R
Volume (veh/h)	5	402	R	L.	460	-	0
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93		0.93
Hourly Flow Rate, HFR	5	432	0	0	494		0
Percent Heavy Vehicles	0	- 44		0	-		
Median Type				ivided			
RT Channelized	-		0	1	1		0
anes	1	1	0	0	1		0
Configuration	Ĺ	T			1		TR
Jpstream Signal		0		1.	0		
Vinor Street		Eastbound			Westbour	nd	
Vovement	7	8	9	10	11		12
	L	Т	R	L	Т		R
/olume (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	1.1	
Storage		0			0		
RT Channelized			0	· · · · · · · · · · · · · · · · · · ·			0
anes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, a	and Level of Se					-	
Approach	Northbound	Southbound	Westb	ound	F	astbound	-
Vovement	1	4	7 8		10	11	12
ane Configuration	L	7	, ,				12
	5					192	
v (veh/h)						7	
C (m) (veh/h)	1080					579	-
//c	0.00					0.01	6
95% queue length	0.01	A				0.04	
Control Delay (s/veh)	8.3					11.3	
LOS	A				1	В	
Approach Delay (s/veh)						11.3	
Approach LOS		1			1	В	L

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O an anal Informer P		112 A.A. 1002 7.7 (A.	Cite Inferm	notion			
General Informatio			Site Inform	nation			_
Analyst	RP		Intersection		CORONA		VEC
Agency/Co.	GCC		Jurisdiction		CLEARW		
Date Performed	6/17/201		Analysis Ye	ar	FUTURE	WITH PR	OJECT
Analysis Time Period	PM PEAF				1		
Project Description 40		VIEW	1.				
East/West Street: DR/N			North/South	NADO DRIV	'E		
Intersection Orientation:	North-South		Study Period	(hrs): 0.25		_	
Vehicle Volumes a	nd Adjustme	ents					
Major Street	1	Northbound		1	Southbou	nd	
Movement	1	2	3	4	5		6
	R) - L	T.	R	L.	T	_	R
Volume (veh/h)	5	407			467	_	0
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93		0.93
Hourly Flow Rate, HFR (veh/h)	5	437	0	0	502		0
Percent Heavy Vehicles	0	1		0		10	
Median Type		A	Und	ivided			
RT Channelized			0				0
Lanes	1	1	0	0	1	- 1 P2	0
Configuration	L	T					TR
Upstream Signal		0			0		
Minor Street		Eastbound			Westbour	Westbound	
Vovement	7	8	9	10	11		12
	L	Т	R	L	Т		R
Volume (veh/h)	0	1.	6	14			
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00	1.1	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	6	0	0		0
Percent Heavy Vehicles	0	0	0	0	0	1.	0
Percent Grade (%)		0			0		
Flared Approach		N			N	1	
Storage	-	0			0		
RT Channelized	-		0		V.	-	0
	0	0	0	0	0	-	0
_anes	0			U	0	_	U
Configuration	1						
Delay, Queue Length, a				1	-		
Approach	Northbound	Southbound	Westb		1	astbound	1
Movement	1	4	7 8	3 9	10	11	12
Lane Configuration	L					LR	the
/ (veh/h)	5			2-1		6	
C (m) (veh/h)	1073		1		· · · · · · ·	573	
<i>ilc</i>	0.00					0.01	
95% queue length	0.01					0.03	
Control Delay (s/veh)	8.4					11.3	
		1			-		-
LOS	A	1-				В	
Approach Delay (s/veh)	H-				6	11.3	1
Approach LOS					1	В	1

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