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

PREPARED FOR: TRIPROP CLEARWATER, LLC

PREPARED BY: GULFCOAST CONSULTING, INC. JULY 2019

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

I. INTRODUCTION

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

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

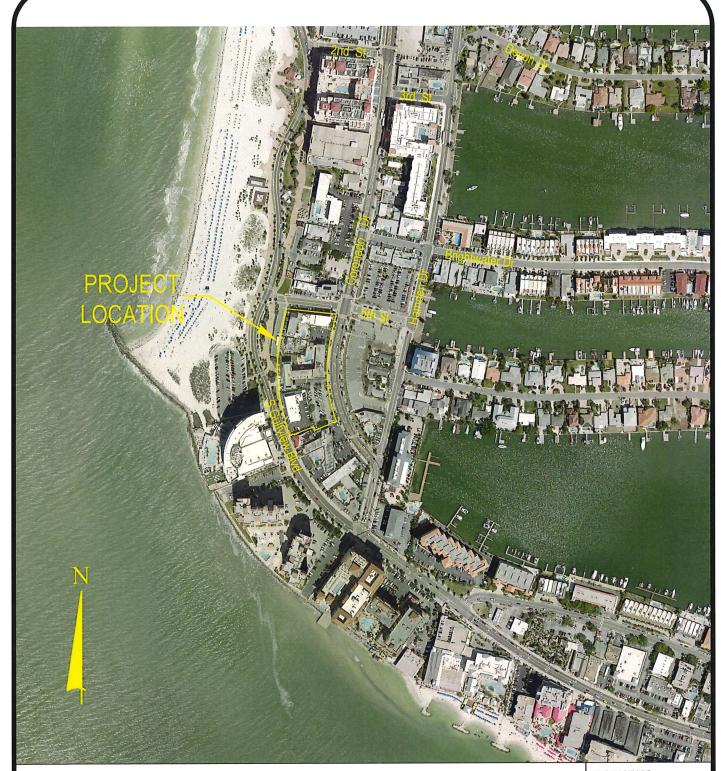
The redevelopment of the property is the subject of a Comprehensive Infill Redevelopment in the Tourist "T" zoning district. This application requires an assessment of the traffic impacts of development.

III. APPROVED FUTURE TRAFFIC CONDITIONS

Approved traffic conditions included traffic from other nearby redevelopment projects. These included the proposed Hampton Inn #655 S. Gulfview, the proposed Clearwater Beach Resort at the corner of S. Gulfview and Coronado, the Sea Captain redevelopment at #40 Devon Drive, the Gulfview Hotel at #625 S. Gulfview, the Entrada Hotel at #521 S. Gulfview, Marquesas #715 S. Gulfview, Mainsteam Hotel "A", Hotel "B", and Hotel "C", Bayway Hotel, S. Gulfview hotel, and the #300 Hamden Springhill Suites/Residence Inn. The approved traffic from the project is shown below:

APPROVED TRIP GENERATION

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



PROJECT LOCATION - ALANIK HOTEL 431 GULFVIEW BLVD

PROJECT NO: 14-032.01



Gulf Coast Consulting, Inc.
Land Development Consulting

DATE:

7/2019

DRAWN BY:

GJS

FIGURE:

1

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

ROADWAY CONDITIONS WITH APPROVED PROJECT

		PM Peak	LOS D	
Roadway Segment	Lanes	Volume	Capacity	LOS
S. Gulfview (Bywy-Hmdn)	4-lanes	1572	2175	C
S. Gulview (Hamden -5 th)	2LU	633	1440	В
S. Gulfview (5th – Coronado)2	2LU	762	1440	В
Coronado (Hamden – 5 th)	2LD	950	1520	В
Coronado (5 th – Brightwater)	2LD	1089	1520	C
Coronado (Brtwtr. – Devon)	2LD	1100	1520	C
Coronado (Devon Gulfview)) 4LU	1615	2175	C
Coronado (Gulfview to Round	labout) 4LD	2355	2900	D
Hamden (S. Gulfview-Corona	do) 2LD	1136	1520	C
Hamden (Coronado -5^{th})	2LU	200	1040	В
	2LU	176	1040	В

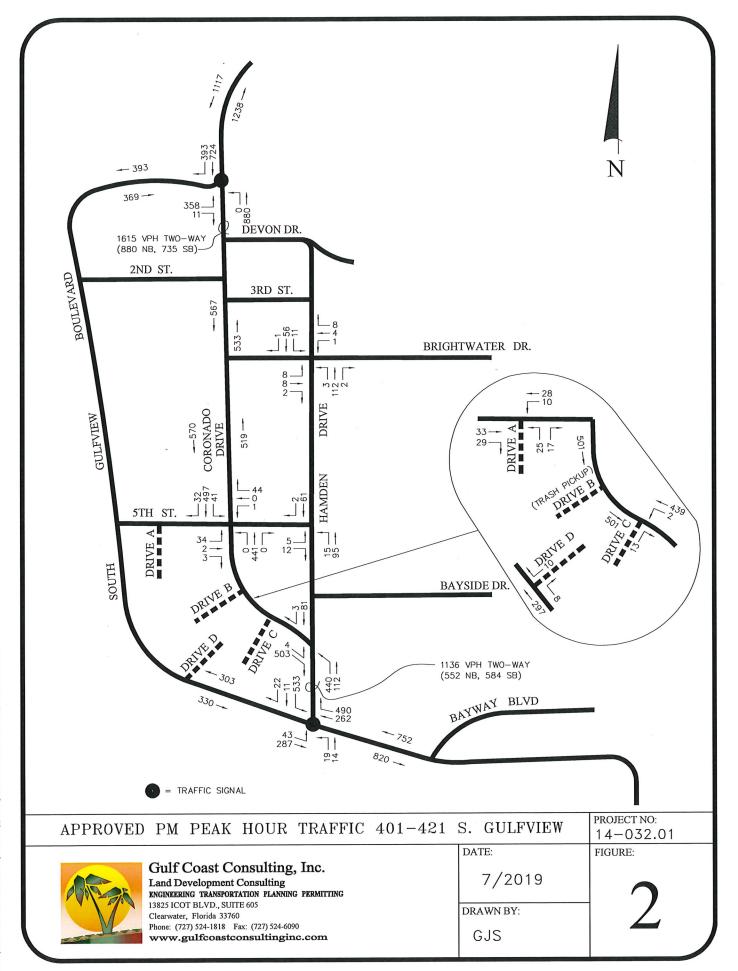
All roadway segments were shown to operate at LOS D or better.

IV. AFFECT OF MODIFIED ALANIK HOTEL

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

TRIP GENERATION ESTIMATES

Land Use	Amount	Daily Trips	PM Peak Trips (in/out)
Hotel	21 Rooms	176	13 (7/6)
Retail Space	9,800 SF	370	37 (18/19)
TOTAL New Trips not previously	approved 546	50 (2	5/25)
Post Corner Pizza (credit)	6,945 SF	-779	-68 (42/26)
TOTAL New Trips with Demo		-233	-18 (-17/-1)



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

V. CONCLUSION

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

APPENDIX A

Hotel

(310)

Vehicle Trip Ends vs: Rooms

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies:

146

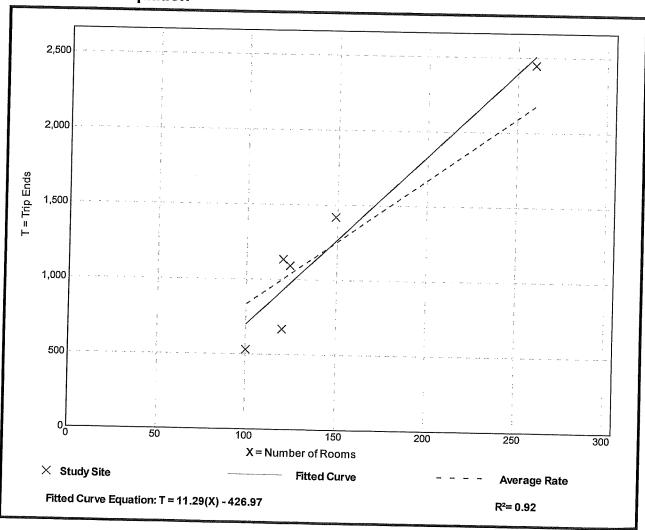
Avg. Num. of Rooms:

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

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

21 = 8.36 = 176



Hotel

(310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 28

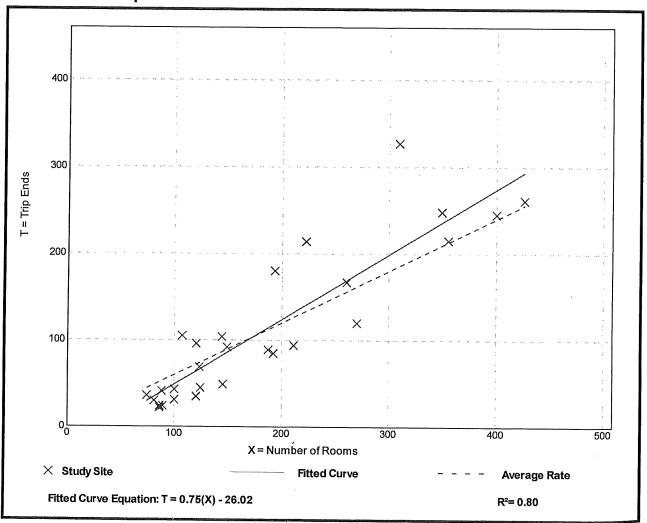
Avg. Num. of Rooms: 183

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

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

21 x .60 = 13 (7/6)



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

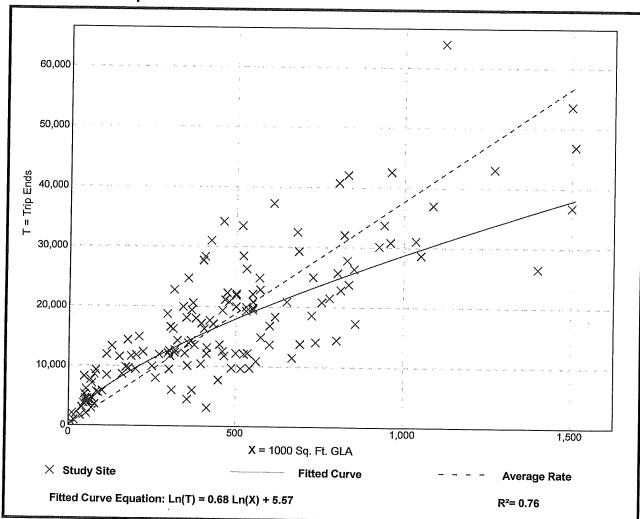
Setting/Location: General Urban/Suburban

Number of Studies: 147 1000 Sq. Ft. GLA: 453

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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



Shopping Center (820)

1000 Sq. Ft. GLA Vehicle Trip Ends vs:

> Weekday, On a:

> > Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

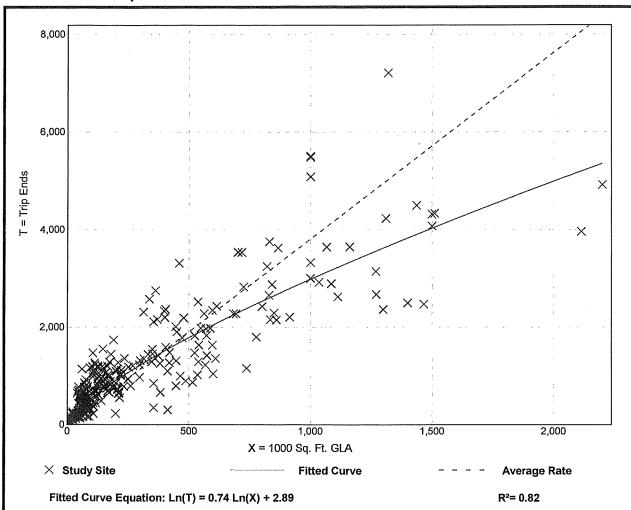
Number of Studies: 261 1000 Sq. Ft. GLA: 327

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sg. Ft. GLA

Average Rate	Range of Rates	Standard Deviation	1
3.81	0.74 - 18.69	2.04	

9,800 SF & 3,81 = 37 (18/19)



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

POST CURNER PIZZA REMOVEL

Setting/Location: General Urban/Suburban

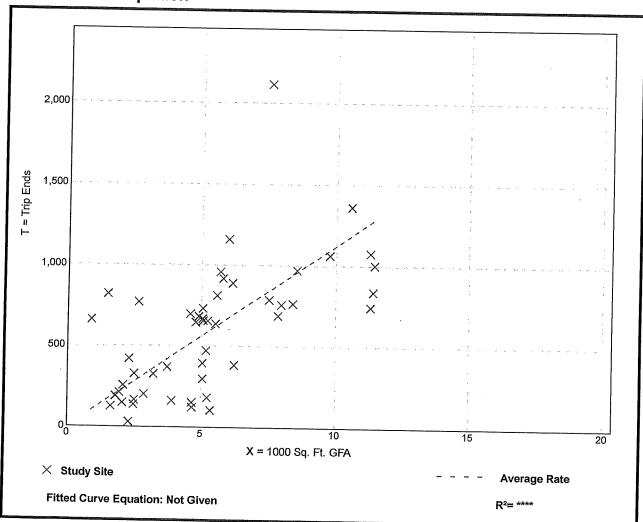
Number of Studies: 50 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

6,945 SF \$ 112.18 = 779



High-Turnover (Sit-Down) Restaurant

(932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

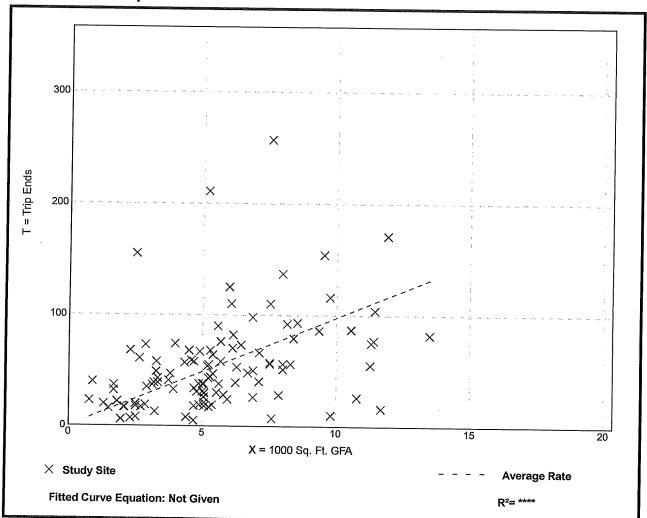
Number of Studies: 107 1000 Sq. Ft. GFA: 6

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

4,945 SF * 977 = 68 - (42/26)



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

10/4/10

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2	Divided	2,840	3,440	3,560	非异体	8	8,000	11,050		13,480	15,270
4	Divided .	4,370	5,200	5,360	## #	10	10,000	13,960		16,930	19,250
6	Divided	5,900·	6,970	7,160	中非市	12	13,730	18,600	0 :	21,950	23,230
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Lanes	Median	В	C	D .	E	- Carrie	La		Mete		
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4	Divided	**	1,220	2,730	3,100		Uninterrupt	ed Flow B	lighway A	djustmen	.ts
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Lane 2 2 Mul	Non-State Si (Alter correspond The Si (Alter correspond (Alter correspond Divided/Und s Median Divide Undivid Undivid Undivid	ignalized I. ding state vol y/County F ignalized F C 0 0 the Signali ding state vol ivided & T beth d Y ided N ided N ided N ided N ided N	Roadways Aumes by the in Coadways Coadw	djustment dicated perce 35% ay Adjust dicated perce Adjustment thans No No No Yes	s nt.) Cruffier Criender = ments nt.) nts Adjustment Factors -20% -5% -25% +5%	Multip roi Pavec Cc 0 51 85 (Multip roi Sidewa 0 50 85	ly motorized vehicledway lanes to det (Shoulder/ Bicycloverage)-49% 0-84% (-100% PE/ly motorized vehicledway lanes to det (Ik Coverage)-49% 0-84% (-100% BUS MOD (Buses	BICYCI cle volumes si termine two-ve e Lane B ## 240 620 DESTRIA cle volumes si termine two-ve B ** ** ** E (Sched in peak hour	LE MOD hown below way maximum C 310 360 >620 AN MOD hown below way maximum C ** ** 1,100 uled Fixe in peak direct	E ² by number of a service volume of the se	f directional times.) E >1,180 *** *** f directional times.) E 1,390 1,820 >1,820

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

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

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

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

^{**} Cannot be achieved using table input value defaults.

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

	٠	*	4	†	Ţ	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ካነሃ		p=1(d=1)=1	41	ተ ተ	7	
Volume (vph)	358	11/1/11	0	880	724	393	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	500	500	500			0	
Storage Lanes	1	0	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	1.00	
Ped Bike Factor	0.97					0.95	
Frt	0.996	a a sur susuemente	rockrower on a rest	an ar e na ann an an Aras	erre va ramazioa.	0.850	San an an an an an an an an an
Flt Protected	0.954						
Satd. Flow (prot)	3434	0	0	3539	3539	1583	SONADHNA MENT
FIt Permitted	0,954						
Satd. Flow (perm)	3327	0	0	3539	3539	1502	-2.CATHEMONEH-ASW
Right Turn on Red		No				Yes	
Satd, Flow (RTOR)	and agreed to the control of the con	anderstation	rado dos rener	enceresa and	2011 - 1	432	SEEDONOMA SA
Link Speed (mph)	20			25	25		
Link Distance (ft)	331	Neda stalicitation (ees co	Sina da Diversa	260	350	ana Natarana	en salan da kilanga
Travel Time (s)	11.3			7.1	9,5	14	
Confl. Peds. (#/hr)	17 Annalista lai anta-	onestrarion	33	Arandana kan	onearain	17	erendestreefiki
Peak Hour Factor	0,91	0,91	0,91	0.91	0.91	0.91	
Adj. Flow (vph)	393	12	0	967	796	432	WAR CARRAGES
Shared Lane Traffic (%)				007	700	400	
Lane Group Flow (vph)	405	0	0	967	796	432	prinipinos
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	imaraksuan
Median Width(ft)	24			0	0		
Link Offset(ft)	0 november 200	Mada Mada Maran	and Halled A	0	0 **********		kontraktisti
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane	and and a Market	NAMES AND SECTION OF THE SECTION OF	0004 6 77 9	energias o	:::0% 3 675	9-9-2006	NAFAFIA
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9 444444	15 	aradada <mark>a</mark> 35	ana ana ana an	9 Sassanský se	www.
Number of Detectors				2	2	March Company	44535500
Detector Template	Left	Kirin (Kirin) ka	Left	Thru	Thru	Right	
Leading Detector (ft)	20		20	100	100	20	
Trailing Detector (ft)	0 ::::::::::::::::::::::::::::::::::::	ingi pagangan ing	0 0	0 *******	0 ቀነላይቀነት ነ	0 Mindeland	Santara ka
Detector 1 Position(ft)	0		1,20,1 1,20,120,100,000	0	0	0.	
Detector 1 Size(ft)	20	eservalistrativ	20	6 ∷ంట≔ా	6 യമാലട്ടാ	20 ്വെട്ട്	eine Gräder
Detector 1 Type	CI+Ex	manifelia (UITEX.	CITEX	Cl+Ex	UITEX	(ARTESPARIS)
Detector 1 Channel	5166655 X 7 X 16	unigenatur Van gebruik	assana 4	-0.55(X-X- 75)	88888AA	Mark Ar Ar M	en a receive
Detector 1 Extend (s)	0.0		0.0	0.0	0,0	0,0	
Detector 1 Queue (s)	0.0	anenere e	0.0	0.0	0.0	0.0	agaguga Agagaga
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	eregin.
Detector 2 Position(ft)	ang ngangan Arist		i. Geografiek	94	94	ana ana ana	SASSESSES
Detector 2 Size(ft)		REVENIER		6	6		સમાસ
Detector 2 Type	valata kahili di Bas			CI+Ex	Cl+Ex		rkridding)
Detector 2 Channel						SENTANDAS (upreside.
Detector 2 Extend (s)			Separation V	0.0	0.0	White W	
Turn Type	NA.		Perm		NA .	Perm	pengalibil
Protected Phases	4			2	6		

	٨	`*	*	1	Į.	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Permitted Phases			2			6	
Detector Phase	4		2	2	6	6	
Switch Phase							
vlinimum Initial (s)	4.0	artetakteak	4.0	4.0	4.0	4.0	Dodniki i primje se koje se predimini odiologiji i podeno odijima ilika polije i predimentali.
Minimum Split (s)	20.0		20.0	20.0	20.0	20.0	
Fotal Split (s)	25.0	der de Valende	35.0	35.0 58.3%	35.0 58.3%	35.0 58,3%	
Total Split (%) Maximum Green (s)	41.7% 21.0		58.3% 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	nings same palon	1.0	1.0	1.0	1.0	ta eta eta eta 1868 eta
.ost Time Adjust (s)	0.0			0.0	0,0	0.0	
Total Lost Time (s)	4.0		****	4.0	4.0	4.0	,
.ead/Lag							
.ead-Lag Optimize?							en andre en
/ehicle Extension (s)	3.0		3.0	3.0	3.0	3,0	
Recall Mode	None	unun takkista	Max	Max	Max	Max	
Valk Time (s)	5.0		5.0	5.0	5.0	5.0	
lash Dont Walk (s)	11.0	940 (SXX	11.0	11.0 0	11.0 0	11.0 0	
Pedestrian Calls (#/hr)	11.1		0	31.5	31.5	31.5	
Act Effct Green (s) Actualed g/C Ratio	0.22			0.62	0.62	0,62	
/c Ratio	0.54	unergroupe.so	Arthur standards	0.44	0.36	0.39	
Control Delay	20.1			6.1	5.6	1.8	
Queue Delay	0,0			0.0	0.0	0.0	
otal Delay	20.1			6.1	5.6	1.8	
.OS	С			Α	À	A	
Approach Delay	20.1			6.1	4.3		
Approach LOS	С			Α	Α		
ntersection Summary							
rea Type:	Other				Selekta (Mar		
Cycle Length: 60 Actuated Cycle Length: 50.	energial de la company de La company de la c	HANNAR BER					er film film film film film film film film
latural Cycle: 40		\$\$\$\$\$\$\$\$\$		4848848			
Control Type: Semi Act-Un	coord	nego bis nego biga ban	er en	tulian garantua tura tu	a y beznanî refin	n daga salah san san san san s	en periode periode de la propezione de la p En periode periode de la propezione de la p
Aaximum v/c Ratio: 0.54							
ntersection Signal Delay: 7	1.4			Int	ersectio	n LOS: A	
ntersection Capacity Utiliza	ation 57.0%		ASARTA	ic.	U Level	of-Service	B
Analysis Period (min) 15	The same of the sa)					
Splits and Phases: 3:							
ø2						<i>•</i>	м4
1 bc						258	1.4.5
4							
V φ6 4Fe							

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Lane Group	EBL	EBT	EBR	WBL	WBT:	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			ની	ř.		₩		ኻ	4	
Volume (vph)	43	287	0	0	262	490	19	14	0	533	11	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util, Factor	0.95	0.95	0,95	1.00	1,00	1.00	1.00	1.00	1,00	0.95	0.95	1.00
Ped Bike Factor		0.99	etaja taja jaj taj aras	december of the second	asaniya tereda.	0.80	elka arka alika ina matuma er	os desenta de la	ari-baanaanis	dherista astrok	1.00	estacionale
Frt						0.850				0.050	0.989	VIII VIII VIII
FIt Protected		0.993	nantatina N	visioninės ir	Sana Y	maya = a a'	osatiAttiviA L T	0.972	anaanaa u	0.950	0.958	inneriteis a
Satd, Flow (prot)	0	3514	0	0.	1863	1583	0		0		1671	0
FIt Permitted	nachtaan a 9	0.889	ማር የሚያው አ ስ	assassas No	\$ \$ \$ 6 6 6 5 E	×070	0	0.972	0	0.950 1681	0.958	and a second
Satd Flow (perm)	0	3112	V-0	0	1863	1273	Bridge D. W.	1811	Yes	::::100TS	1671	0 Yes
Right Turn on Red		(Statistical)	Yes	SASSE BANKSAN		Yes 521		San Sanan	168		6	
Satd Flow (RTOR)		25			25	2005(04 1.)		30		persystems:	25	
Link Speed (mph)		300			500	990188099999		415			300	
Link Distance (ft) Travel Time (s)		8.2	क्षांत्रमम् स्टिक्स		13.6		en or more	9.4			8.2	atelitation, celd
Confl. Peds. (#/hr)	82	0.2			10.0	82						11
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94
Adj. Flow (vph)	46	305	0.02	0	279	521	20	15	0	567	12	23
Shared Lane Traffic (%)	aragaran e t era	min asa si	and the second	ingalis sandrin et sa.	d professional of	en en fortet parlamen <u>e</u> t e e	eri meningan pangangan	tera desarrativas estaria	and the medical stration	47%	en inne et inne et de debite	recorded to provide any
Lane Group Flow (vph)	0	351	0	0	279	521	0	35	0	301	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	.,,0		0	.• .		12	. •		12	
Link Offset(ft)		0			0			0			Ò	
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	Otos esta asta ta	2	nicantenancia		2	Sasani Arabi	1	2	nderstande Author	1 	2 ***********	Usudanaka
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	AMERICA:	Left	Thru	aceteristi.
Leading Detector (ft)	20	100	rava avvačia.	20	100	20	20	100	eracelonologica	20	100 0	dan Maraki
Trailing Detector (ft)	0	0.		0	0	0	0	0		0		
Detector 1 Position(ft)	0 33.53.53.60			0 20	0 6	0 20	0 20	0 6	4010334334	0 20	0 6	90000000
Detector 1 Size(ft)	20	6 Cl+Ex	Markardi	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex		CI+Ex	Cl+Ex	SHAMMAR
Detector 1 Type Detector 1 Channel	CI+Ex	CITEX		OITEX	OITEX	CITEX	OFFX	OIILX		OI'LX	OI'LX	W45845
Detector 1 Extend (s)	0,0	0.0		0.0	0.0	0.0	0.0	0.0	ng ngamengana	0,0	0.0	nere de rest
Detector 1 Queue (s)	0.0	0,0		0.0	0.0	0,0	0.0	0.0		0,0	0.0	
Detector 1 Delay (s)	0.0	0.0	-1-131-155-2-156-5	0,0	0.0	0.0	0.0	0.0	on and the section of	0.0	0.0	1,7070.4079.4070.4447
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)	now the tent of his and	6	1.71 of parameter		6			6			6	,,,,,
Detector 2 Type		CI+Ex			CI+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Split	NA		Split	NA	. and an annual res
Protected Phases	7	4			8		2	2		6	6	
Permitted Phases	4			8		8	eachdeachaidh S	sagan, raka ar		onto a trata la	pilaniki mina mi	an expension
Detector Phase	7	4		8	8 998.	8	2	2		6	6.	
Switch Phase												

	٠	-	*	*	←	4	*	†	<i>></i>	*	Ţ	4
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	William .	11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)		13.1			13.1	13.1		6.8		13.5	13,5	
Actuated g/C Ratio		0.34			0.34	0.34		0.18		0.35	0.35	
v/c Ratio		0.33			0.44	0.67		0.11		0.51	0.51	
Control Delay		12.3			14.6	7.1		18.8		15.9	15.6	a a Salara da Lag
Queue Delay		0.0			0.0	0.0		0.0		0.0	0,0	
Total Delay		12.3			14.6	7.1		18.8		15.9	15.6	
LOS		B			В	Α		В.		В	В	
Approach Delay		12.3			9.7	** *******	er er er er ter teke	18.8		* * * * * * * * * * * * * * * * * * * *	15.7	war warana ka nan
Approach LOS		В		ofice of the following states of the first o	Α			В			В	
Intersection Summary								and the second second				
Area Type;	Other											
Cycle Length: 70			-1771,181		Automatica e des	a cas sees o case o	tres transcent teac	vector three Apple 50 ch	rainestre sirca	retellmetas	datad ervelusir	ende des referèncid
Actuated Cycle Length: 38.	J_{i}											
Natural Cycle: 60	Market Automore	ntra a sector a fait a	t. 1505 105	ana a anasara.	urusaansi haraysaa	angang tapa terapa	ana sana	ang again sa sanahang di	anny district o	, est jed tojtojstva	s - 1,535 s 1 + 2 350 s	NO NAME OF STREET
Control Type: Semi Act-Un												
Maximum v/c Ratio: 0.67		a Deliver Server than	Zarzania ka	o e este est terro	daharakii. Ne		Same	non na statue sant	in ing pagagan	odrka nazavna	vinado alima	gginsaniana y
Intersection Signal Delay:					tersection)==					
Intersection Capacity Utiliz	ation 58.3%	ANNASIANS	sodosumi An	IC Nationalis	U Level o	f Service	省 vanalumi	deren Helter.	ng Palakanan	ALGARITHADA (ekirigas gari	
Analysis Period (min) 15		(Venetic State		orderen er		des (1966) (de			erenene.		THE WATER	
Splits and Phases: 3:												·····
★ ø2	Ar _{ø6}											
158	20.5				365							32.5
					_ ≯ ø7	ı		*	3 8			
					155		1	20.5	43 114 2			

	TW	O-WAY STOP	CONTR	OL SI	UMM.	ARY				
General Informatio	n		Site I	nform	ıatioı	1				
Analyst	RP		Interse	ection				DO DR /	HAMDEN	
Agency/Co.	GCC		Jurisdi		···		DR CLEARWATER			
Date Performed	5/6/15		11	is Yea	r		FUTURE WITH PROJECT			
Analysis Time Period	PM Peak		Allalys	15 1 64	<u> </u>		TOTONE WITH NEGLET			
Project Description 40	11-421 S. Gulfvie	N/A	!							
East/West Street: COR			North/S	South S	Street:	HAMDE	N DRIVE			
Intersection Orientation:			Study F							
Vehicle Volumes a	nd Adiustme	nts		***************************************						
Major Street		Eastbound					Westbou	nd		
Movement	1	2	3			4	5		6	
	L	T	R			L	Т		R	
Volume (veh/h)	4	503					440		112	
Peak-Hour Factor, PHF	0.91	0.91	0.91		0	.97	0.91		0.91	
Hourly Flow Rate, HFR (veh/h)	4	552	0	l		0	483		123	
Percent Heavy Vehicles	1				· · · · · · · · · · · · · · · · · · ·	0				
Median Type			Two V	Vay Let	ft Turr	Lane		· •		
RT Channelized			0						0	
Lanes	0	2	0			0	1		0	
Configuration	LT	7							TR	
Upstream Signal		0					0			
Minor Street		Northbound				***************************************	Southbou	nd		
Movement	7	8	9			10	11		12	
	L	Т	R			L	Т		R	
Volume (veh/h)							81		3	
Peak-Hour Factor, PHF	0.91	0.97	0.91		0	.97	0.91		0.91	
Hourly Flow Rate, HFR (veh/h)	0	0	0			0	89		3	
Percent Heavy Vehicles	1	0	1			0	1		1	
Percent Grade (%)		0					0			
Flared Approach		N	<u> </u>				N			
Storage		0					0			
RT Channelized			0						0	
Lanes	0	0	0			0	1		0	
Configuration									TR	
Delay, Queue Length, a	and Level of Se						_			
Approach	Eastbound	Westbound	1	orthbo	ound	·	S	outhbound	1	
Movement	1	4	7	8		9	10	11	12	
Lane Configuration	LT								TR	
v (veh/h)	4								92	
C (m) (veh/h)	946								206	
v/c	0.00				T				0.45	
95% queue length	0.01				T	***************************************			2.11	
Control Delay (s/veh)	8.8						1	The state of the s	35.9	
LOS	I A I					1		1	E	
Approach Delay (s/veh)		Pe 14						35.9		
Approach LOS	- Ann	PPR					/	E		
Copyright © 2007 University of Fl				ICS+TM			' 	rated: 5/6/20	15 10:06 Ai	

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General Informatio	<u>n</u>		Site I	nformat	ion			
Analyst	RP		Interse	ction		CORON	ADO DR /	5TH ST
Agency/Co,	GCC		Jurisdi	ction		CLEARWATER		
Date Performed	5/6/15		Analys	is Year		FUTURE WITH PROJEC		OJECT
Analysis Time Period	PM PEAR	(
Project Description 40	11-421 S Gulfvie	W						
East/West Street: 5TH			North/S	South Stre	et: CORC	NADO DRI	VE	
ntersection Orientation:	North-South		Study F	Period (hrs	s): 0.25			
Vehicle Volumes a	nd Adiustme	nts						:
Major Street	1	Northbound				Southbo	und	
Vovement	1	2	3		4	5		6
*******	L.	T	R		L	T		R
/olume (veh/h)	0	441	0		41	497		32
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93
Hourly Flow Rate, HFR veh/h)	О	474	О		44	534		34
Percent Heavy Vehicles	1				1			
Median Type				Undivide	d			
RT Channelized			0					0
anes	1	1	0		1	1		0
Configuration	L	*****	TR		L			TR
Jpstream Signal		0				0		
//////////////////////////////////////		Eastbound				Westbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)	34	2	3		1	0		44
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93		0.93
lourly Flow Rate, HFR veh/h)	36	2	3		1	0		47
Percent Heavy Vehicles	1	0	0		1	0		0
Percent Grade (%)		0				0		
Flared Approach		N N				N N		
Storage		0	1			0		
RT Channelized		<u> </u>	1 0		WINES TO STREET, 17,411	 		0
· · · · · · · · · · · · · · · · · · ·	0	1	1 0		0	1		0
anes Configuration	· ·	LTR	 		· ·	LTR		
			<u> </u>			.1	<u></u>	
Delay, Queue Length, a	Northbound		1	Vestbound	4	1	Eastbound	M.C.A.M
Approach		Southbound						
/lovement	11	4	7	8	9	10	11	12
ane Configuration	L	L		LTR	<u> </u>		LTR	-
(veh/h)	0	44		48			41	
C (m) (veh/h)	977	1048		526			156	
/c	0.00	0.04		0.09			0.26	
5% queue length	0.00	0.13		0.30			1.00	
Control Delay (s/veh)	8.7	8.6		12.5		1	36.1	
OS	A	A A		B	†	7	E	
	<u> </u>		<i>f</i>	12,5	4	 	36.1	
Approach Delay (s/veh)	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				-\		50.1 \ E	\
Approach LOS				В	}	1	_ E	1

General Informatio	n		Site Inforr	nation	77 - 1 - 2 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	· · · · · · · · · · · · · · · · · · ·	
General Informatio				ilation	HAMDEN	I DR / 5TH	·
Analyst	RP		Intersection		STREET		
Agency/Co.	GCC		- Jurisdiction	· · · · · · · · · · · · · · · · · · ·	CLEARW	ATER	
Date Performed	5/6/15		Analysis Yea	ar	FUTURE	WITH PR	OJEC7
Analysis Time Period	PM Peak						
Project Description 40)1-421 S. Gulfvie	ew					
East/West Street: 5TH	STREET		North/South	Street: HAME	DEN DRIVE		
ntersection Orientation:	North-South		Study Period	(hrs): 0.25			
/ehicle Volumes a	nd Adjustme	nts					
Vajor Street	1	Northbound			Southbou	ınd	
Vovement	1	2	3	4	5		6
	L	Т	R	L	T		R
/olume (veh/ḥ)	15	95			61		2
Peak-Hour Factor, PHF	0.74	0.74	1.00	1.00	0.74		0.74
lourly Flow Rate, HFR veh/h)	20	128	0	0	82		2
Percent Heavy Vehicles	1			0			
/ledian Type			Undi	vided			
RT Channelized			0				0
anes	0	1	0	0	1		0
Configuration	LT						TR
Jpstream Signal		0			0		
Minor Street		Eastbound			Westbou	nd	
Movement	7	8	9	10	11		12
	L	Т	R	<u>L</u>	T		R
/olume (veh/h)	5		12				
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00		1.00
Hourly Flow Rate, HFR veh/h)	6	0	16	0	0		0
Percent Heavy Vehicles	1	0	1	0	0		0
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0				0
anes	0	0	0	0	0		0
Configuration		LR					
Delay, Queue Length, a	and Level of Se	rvice			11/1 // // // // // // // // // // // //		
Approach	Northbound	Southbound	Westb	ound	E	astbound	
/Jovement	1	4	7 8		10	11	12
ane Configuration	LT				1	LR	
	20					22	
(veh/h)	1487					859	
(m) (veh/h)	·						
/IC	0.01					0.03	
15% queue length	0.04				 	0.08	-
Control Delay (s/veh)	7.5					9.3	
.O\$	A				__\	A	<u> </u>
Approach Delay (s/veh)						9.3	\
Approach LOS	MM.	pred			15	Α	\

General Informatio	n		Site Information							
General informatio	11		Site	monnac	1011	TUANTO	M DD /			
Analyst	RP		Inters	section		HAMDE	N DR7 WATER DI	7		
Agency/Co.	GCC		Juriso	diction		CLEARWATER				
Date Performed	5/6/15		115	sis Year		FUTURE WITH PROJE				
Analysis Time Period	PM Peak						TOTORE WITH ROSEOT			
Project Description 40	01-421 S. Gulfvie	ew	. 1							
East/West Street: BRIG	SHTWATER DR		North	South Stre	et: HAMD	EN DRIVE				
Intersection Orientation:			Study	Period (hr:	s): 0.25					
Vehicle Volumes a	nd Adjustme	nts								
Vajor Street		Northbound		·····	·····	Southbo	und			
Movement	1	2	3		4	5		6		
	L	Т	R		L	Т		Ŕ		
Volume (veh/h)	3	117	2		11	56		1		
Peak-Hour Factor, PHF	0.76	0.76	0.7	6	0.76	0.76		0.76		
Hourly Flow Rate, HFR (veh/h)	3	153	2		14	73		1		
Percent Heavy Vehicles	1				1					
Median Type				Undivide	ed			·····		
RT Channelized			0				L	0		
_anes	0	1	0		0	1		0		
Configuration	LTR				LTR					
Jpstream Signal		0				0				
Vlinor Street		Eastbound				Westbo	und			
Vlovement	7	8	9		10	11		12		
	L	Т	R		L.	_		R		
/olume (veh/h)	8	8	2		1	4		8		
Peak-Hour Factor, PHF	0.76	0.76	0.70	6	0.76	0.76		0.76		
lourly Flow Rate, HFR veh/h)	10	10	2		1	5		10		
Percent Heavy Vehicles	1	1	1		1	1		1		
Percent Grade (%)		0				0		· · · · · · · · · · · · · · · · · · ·		
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration		LTR				LTR				
Delay, Queue Length, a	nd Level of Sei	vice								
Approach	Northbound	Southbound		Westboun	d		Eastbound			
Movement	1	4	7	8	9	10	11	12		
ane Configuration	LTR	LTR		LTR	1		LTR	T		
/ (veh/h)	3	14		16	1		22	†		
C (m) (veh/h)	1489	1391		735	†		627	1		
/c	0.00	0.01		0.02	1	1	0.04	 		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.01	0.07		0.02	-		0.11	 		
95% queue length					 					
Control Delay (s/veh)	7.4	7.6		10.0			11.0	<u> </u>		
.OS	A	A		B	<u> </u>	+ (В	<u></u>		
Approach Delay (s/veh)				10.0	,	1	11.0	- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1- 1-		
Approach LOS				B	14	1 5	. <i>B</i>	Α,		

		O-WAY STOP						
<u>General Informatio</u>	n		Site I	nforma	tion			
Analyst	RP		Interse	ection			DRIVE A	
Agency/Co.	GCC		Jurisdi			CLEARWATER		
Date Performed	5/6/15		Analys	is Year		FUTURE WITH PROJEC		
Analysis Time Period	PM PEAR							
Project Description 40		/IEW						
East/West Street: 5TH					eet: DRIVI	E A		
ntersection Orientation:	East-West		Study F	Period (h	rs): 0.25			
/ehicle Volumes a	nd Adjustme	nts						
Major Street		Eastbound				Westbou	nd	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
/olume (veh/h)		33	29		10	28		
Peak-Hour Factor, PHF	1.00	0.93	0.93		0.93	0.93		1.00
lourly Flow Rate, HFR veh/h)	0	35	31		10	30		0
ercent Heavy Vehicles	0				0			
/ledian Type			,	Undivid	ed			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR		LT			
Jpstream Signal		0				0		
linor Street	1	Northbound				Southbou	ınd	,
/lovement	7	8	9		10	11		12
	L	т	R		L	Т	**********	R
/olume (veh/h)	25		17					
eak-Hour Factor, PHF	0.93	1.00	0.93		1.00	1.00		1.00
lourly Flow Rate, HFR veh/h)	26	0	18		0	0		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
lared Approach		N	T			N		
Storage		0				0		
RT Channelized	· 		0			 		0
	 	0	0		0	0		0
anes Configuration		LR	 			+ -		
			<u> </u>				L	·····
Delay, Queue Length, a				la daba u			outhboun	4
pproach	Eastbound	Westbound		lorthbou				
Novement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR				
(veh/h)		10		44				
C (m) (veh/h)		1549		946				1
/c		0.01		0.05				
5% queue length		0.02		0.15				
Control Delay (s/veh)	7	7.3		9.0				1
.OS		A		—			<u> </u>	1
		Jan	· (-	9.0				
pproach Delay (s/veh)		7,00						
pproach LOS		N-14		. <i>A</i>	\	1		

	TW		014- 1	. £ · ·				
General Informatio	·			nformat	ion			
Analyst	RP		Interse				ADO / DRI	VE C
Agency/Co.	GCC		Jurisdi			CLEARWATER		
Date Performed	11/9/15		Analys	is Year	·····	FUTURE WITH PROJECT		
Analysis Time Period	PM PEAI							
Project Description 40	11-421 S. GULF	VIEW	b				1./	
East/West Street: DR/\						NADO DRI	VE	
Intersection Orientation:			Study I	Period (hr	s): 0.25			
Vehicle Volumes a	nd Adjustme							
Major Street		Northbound				Southbo	The second secon	
Movement	1	2	3		4	5		6
	L	Т	R		<u>L</u>	T		R
Volume (veh/h)	2	439	4.00		4.00	501		0
Peak-Hour Factor, PHF	0.93	0.93	1.00		1.00	0.93		0.93
Hourly Flow Rate, HFR (veh/h)	2	472	0		0	538		0
Percent Heavy Vehicles	0				0 .			
Median Type				Undivide	ed			
RT Channelized			0					0
anes	1	1	0		0	1		0
Configuration	L	T						TR
Jpstream Signal		0			Linguis	0		
Vinor Street		Eastbound		T I		Westbou	ınd	
Vovement	7	8	9		10	11		12
	L	Т	R		L	T		R
Volume (veh/h)	0		13					
Peak-Hour Factor, PHF	0.93	1.00	0.93		1.00	1.00		1.00
Hourly Flow Rate, HFR (veh/h)	0	0	13		0	О		0
Percent Heavy Vehicles	0	0	0	<u> </u>	0	0		0
Percent Grade (%)		0				0		
Flared Approach		T N	T			T N		
		0				1 0		
Storage RT Channelized			0			 		0
	+ 0	+ 0	0		0	1 0		0
Lanes		LR	 		<u> </u>	1 -		·
Configuration	<u> </u>							
Delay, Queue Length, a			1	No otlo - : :-	ام		Eanth arrest	
Approach	Northbound	Southbound		Vestboun			Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	<u> </u>
v (veh/h)	2						13	
C (m) (veh/h)	1040			***			547	
//c	0.00						0.02	
95% queue length	0.01						0.07	
Control Delay (s/veh)	8.5						11.7	1
LOS	A					1	B	t
						+(11.7	J
Approach Delay (s/veh)	Vo 44					- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		\
Approach LOS						1 30	B	

					MARY		***************************************	
General Informatio				nformati	on			
Analyst	RP		Interse			S. GULFVIEW / DRIVE D		
Agency/Co.	GCC		Jurisdi		····	CLEAR		
Date Performed	5/6/2015		Analys	is Year		FUTURE WITH PROJECT		
Analysis Time Period	PM PEAI							
Project Description 40		VIEW ALANIK H				F1 (15) 4 (
East/West Street: DR/\					et: S GUL	FVIEW		
ntersection Orientation:			Study F	Period (hrs): 0.25			
/ehicle Volumes a	nd Adjustme			····				
Vlajor Street		Northbound				Southbo	und	
Movement	11	2	3		4	5 T		6
(=1,, (, Ba)	L	297	R 8	,	L	330		R
/olume (veh/h) Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00
Hourly Flow Rate, HFR						1		
veh/h)	0	297	8		0	330	[0
Percent Heavy Vehicles	0				0		1	
/ledian Type				Undivided	1			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR			7		
Jpstream Signal		0				0		
linor Street		Eastbound				Westboo	und	
/lovement	7	8	9		10	11		12
	L	Т	R		L.	Т		R
/olume (veh/h)			<u> </u>					10
eak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00
lourly Flow Rate, HFR	0	0	0		0	0		10
veh/h)	0	0	0		0	0		0
Percent Heavy Vehicles	0		1 0		U	0		
ercent Grade (%)		0						
lared Approach		N				N	 	······································
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		1
Configuration								R
elay, Queue Length, a								
pproach	Northbound	Southbound	V	Vestbound			Eastbound	
Novement	1	. 4	7	8	9	10	11	12
ane Configuration					R			
(veh/h)					10			
(m) (veh/h)		. , , , ,			743			
/c					0.01		<u> </u>	†
5% queue length		×			0.04		1	1
			· · · · · · · · · · · · · · · · · · ·		9.9	1	 	
Control Delay (s/veh)						 		
.os			- (-		Α			<u></u>
pproach Delay (s/veh)		ми		9.9	\	 		
pproach LOS		3414		A	<i>)</i> .	<u> </u>		

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

PREPARED FOR: ALANIK PROPERTIES

PREPARED BY: GULFCOAST CONSULTING, INC. REVISED MAY 2015

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

I. INTRODUCTION

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

II. EXISTING TRAFFIC CONDITIONS

The has frontage on S. 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%.



PROJECT LOCATION - #401-#421 S GULFVIEW BLVD

PROJECT NO: 14-032

FIGURE:



Gulf Coast Consulting, Inc.
Land Development Consulting

6/2014

DRAWN BY:

MKC

DATE:

EXISTING PM PEAK HOUR TRAFFIC

PROJECT NO: 14-011 FIGURE:

Gulf Coast Consulting, Inc.
Land Development Consulting
ENGINEERING TRANSPORTATION PLANNING PERMITTING

13825 ICOT BLVD., SUITE 605 Clearwater, Florida 33760

Phone: (727) 524-1818 Fax: (727) 524-6090 www.gulfcoastconsultinginc.com 2/2014

DRAWN BY:
GJS

2

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

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

At the Coronado Drive / 5th Street intersection, 5th 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 2009 QLOS Handbook capacity tables has a LOS D capacity of 1,440 vehicles per hour on the undivided segment. The segment of Gulfview Boulevard east of Hamden Drive and Coronado Drive are both three-lane collector roads with a LOS D capacity of 1,520 vehicles per hour and 2,175 vehicles per hour on the 4-lane portions. Hamden Drive north of the Y-intersection with Coronado Drive is a two-lane city roadway with an estimated LOS D capacity of 1,040 vehicles per hour. The existing PM peak hour LOS for areas roadway segments is shown below:

EXISTING ROADWAY CONDITIONS (2014)

		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	C
S. Gulview (Hamden -5 th)	2LU	493	1440	В

611	1440	В
650	1520	В
717	1520	В
967	2175	C
1556	2900	\mathbf{C}
732	1520	В
116	1040	В
116	1040	\mathbf{B}
133	1040	В
	650 717 967 1556 732 116 116	650 1520 717 1520 967 2175 1556 2900 732 1520 116 1040 116 1040

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

III. FUTURE TRAFFIC CONDITIONS

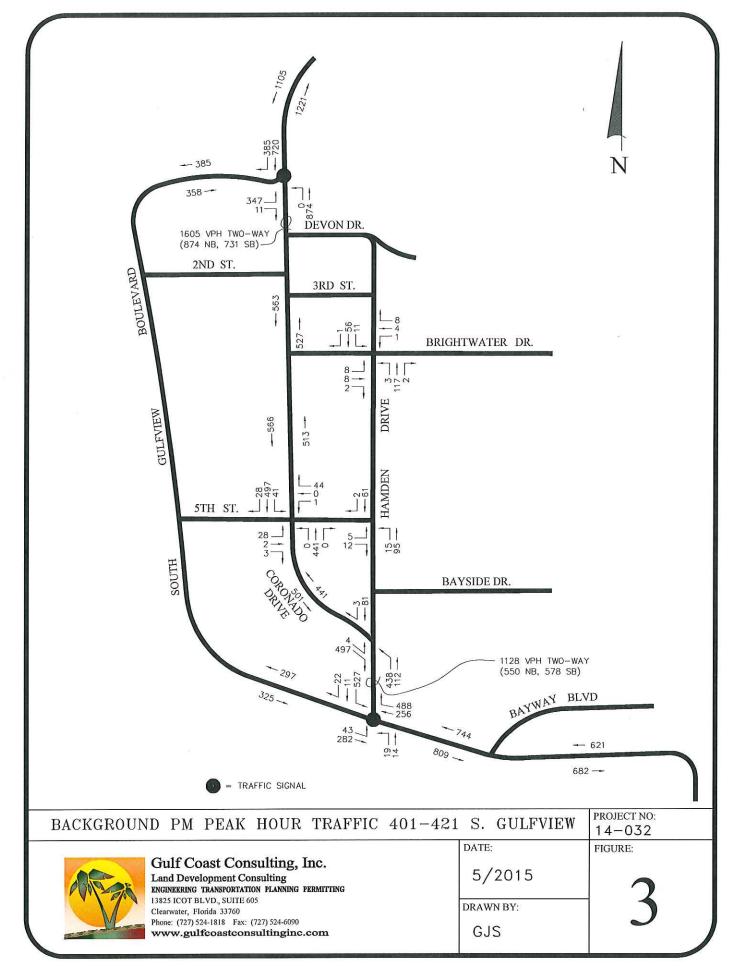
Existing traffic was adjusted by a 2% annual growth rate to the expected build-out year of 2017 to account for background traffic from other nearby redevelopment projects. In addition, traffic from several approved developments was added as background traffic; these include the proposed Hampton Inn #655 S. Gulfview, the proposed Clearwater Beach Resort at the corner of S. Gulfview and Coronado, the Sea Captain redevelopment at #40 Devon Drive, the Gulfview Hotel at #625 S. Gulfview, the Entrada Hotel at #521 S. Gulfview ,Marquesas at #715 S. Gulfview, Mainsteam Hotel "A", Hotel "B", and Hotel "C", Bayway Hotel, the #630 S. Gulfview hotel, and the #300 Hamden Springhill Suites/Residnece Inn. Background traffic volumes are shown in Figure 3.

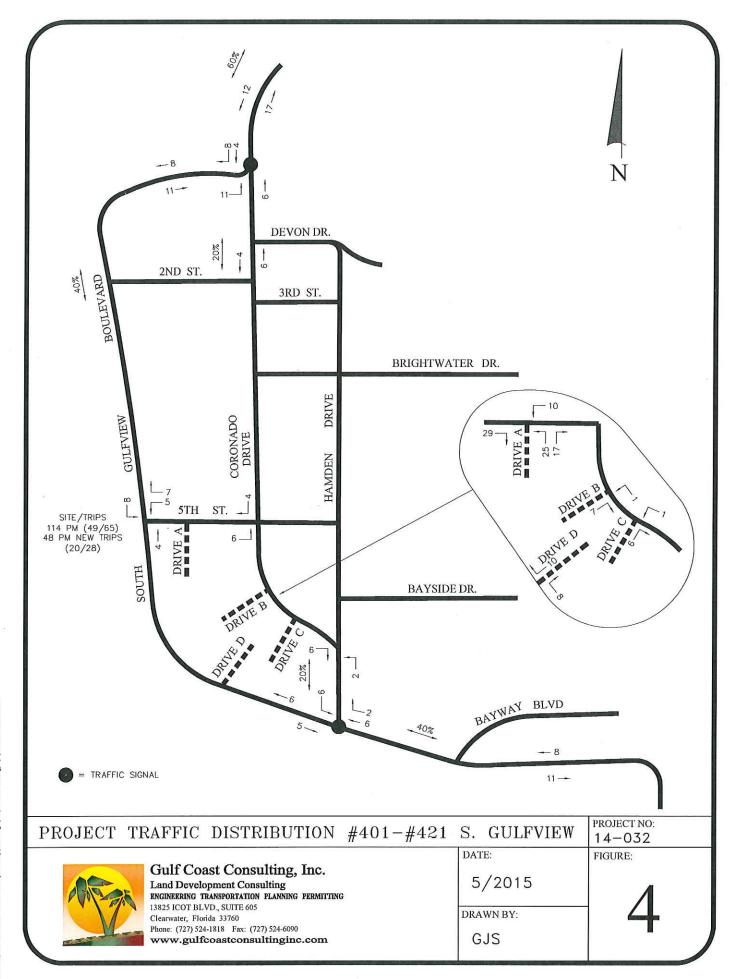
The site will be developed as a 227 room resort hotel. Credit for the demolition of the existing hotels (127 rooms) and the T-shirt shop is included. Using Institute of Transportation Engineers (ITE) <u>Trip Generation</u>, 9th <u>Edition</u> rates, the amount of new trips was calculated and estimates 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, in addition a right-in/right-out driveway to S. Gulfview Boulevard is proposed as discussed with City of Clearwater staff. The expected distribution is shown in Figure 4 and is as follows:





60% to / from the north (28 PM peak hour trips) 40% to / from the south (20 PM peak hour trips)

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

PROJECT IMPACT CALCULATIONS

·				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	11	1440	0.76%
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	8	1520	0.53%

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

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

The signalized intersection at S. Gulfview Boulevard / Hamden Drive would operate at LOS B with average delay being 12.4 seconds per vehicle with ICU of 58.3%. Traffic from the Entrada Hotel at #521 S. Gulfview requires split-phase operation of this traffic signal.

At the intersection of Hamden Drive / Coronado Drive, the HCS+ analysis shows the primary movements operate at LOS A with delay of 8.8 seconds per vehicle and the southbound stop-controlled movements operate at LOS E with delay of 35.9 seconds per vehicle.

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

At the Hamden Drive / 5th Street intersection, northbound left turns would operate at LOS A, and the eastbound approach would operate at LOS A with average delay of 9.3 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 10.0 seconds average delay, and the westbound approach would operate at LOS A with 11.0 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 8.4 seconds delay, and the eastbound exiting movements would operate at LOS B with 11.6 seconds delay.

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

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

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

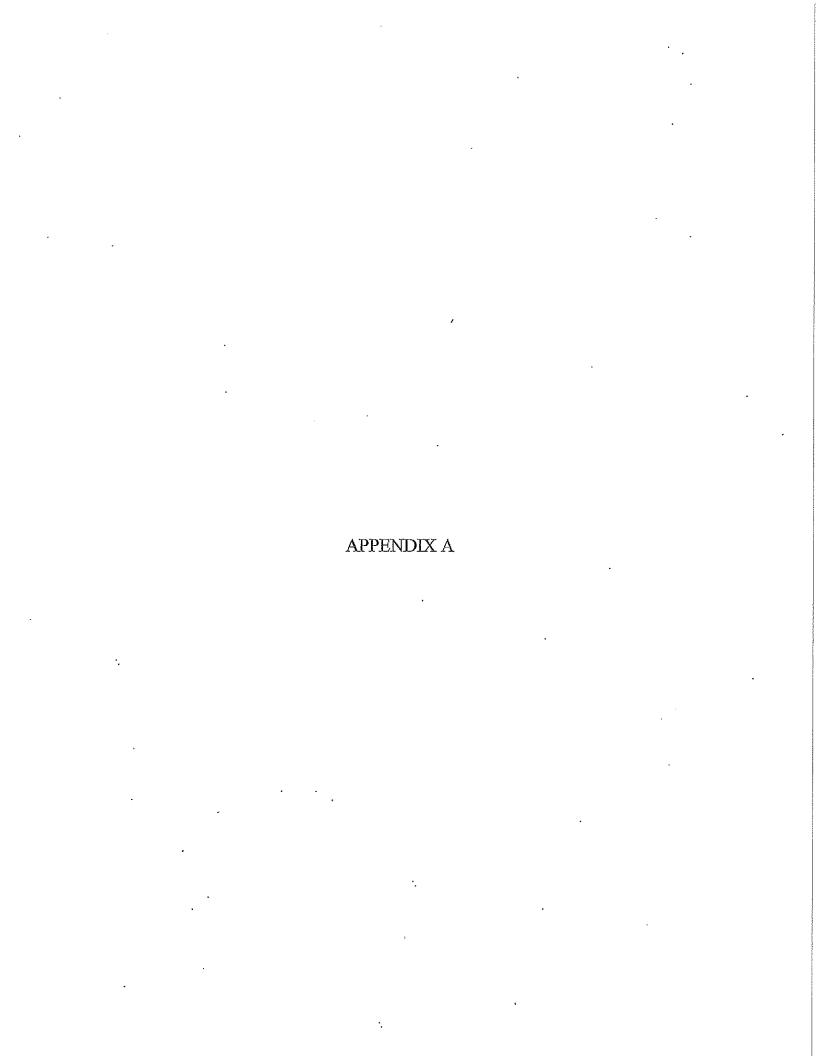
FUTURE ROADWAY CONDITIONS WITH PROJECT (2017)

		PM Peak	LOS D	
Roadway Segment	Lanes	Volume	Capacity	<u>LOS</u>
S. Gulfview (E of Bayway)	3-lanes	1322	1520	\mathbf{C}
S. Gulfview (Bywy-Hmdn)	4-lanes	1572	2175	C
S. Gulview (Hamden -5 th)	2LU	633	1440	В
S. Gulfview (5th – Coronado)2LU	762	1440	В
Coronado (Hamden – 5 th)	2LD	950	1520	В
Coronado (5 th – Brightwater)	2LD	1089	1520	C
Coronado (Brtwtr. – Devon)	2LD	1100	1520	C
Coronado (Devon Gulfview	v) 4LU	1615	2175	\mathbf{C}
Coronado (Gulfview to Roun	dabout) 4LD	2355	2900	D
Hamden (S. Gulfview-Coron	ado) 2LD	1136	1520	\mathbf{C}
Hamden (Coronado – 5 th) 2LU	200	1040	В
Hamden (5th-Brtwtr)	2LU	176	1040	В
Hamden (N. of Brightwater)	2LU	196	1040	В

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

IV. CONCLUSION

This analysis was conducted in accordance with a methodology established with City of Clearwater staff. The proposed hotel would generate 1,895 daily trips of which 114 would occur during the PM peak hour. Considering the demolition of existing uses (hotels and retail) the net new trips would be 802 daily trips and 48 PM peak hour trips being added to the roadway system. This analysis demonstrates traffic operations at nearby intersections and on adjacent roadways would continue at acceptable levels of service with or without the project impacts. The proposed right-in/right-out driveway to S. Gulfview Boulevard would have very low delays for exiting right turn movements.



	<i>,</i> *	*	*	†	‡	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/N/A	200		€ ↑↑	^ ^	7
Volume (vph)	278	4 (11)	0	513	443	322
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		25	waga i		
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor	0.97				valid.	0.95
Frt	0.994					0.850
Fit Protected	0.954					
Satd. Flow (prot)	3427	0	0	3539	3539	1583
Flt Permitted	0.954		a aparti	- V. (1885)		
Satd. Flow (perm)	3322	0	0	3539	3539	1502
Right Turn on Red		No	guyili	3000		Yes
Satd. Flow (RTOR)	a productions	140	and the second	er resultat filli	, compare	354
Link Speed (mph)	20	Avgistalas	usiavi se	25	25	
	331	. (15 b) (15 b)		260	350	
Link Distance (ft)	11.3		WHISH'S	7.1	9.5	
Travel Time (s)	17	ere he Aut.	33	e se gyffillig	2.0	17
Confl. Peds. (#/hr)	17 0.91	0.91	აა 0.91	0.91	0,91	0.91
Peak Hour Factor	305	12	0.81	564	487	354
Adj. Flow (vph)	300	12	U	504	401	JU4
Shared Lane Traffic (%)	247	^	0	564	487	354
Lane Group Flow (vph)	317	0				304 No
Enter Blocked Intersection	No	No Dight	No Loft	No.	No	and the state of a first
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24		esteingi jard 10	0	0	
Link Offset(ft)	0	4 - 15 - 14 - 14 - 14 - 14 - 14 - 14 - 1	un de Sales de la composition de la co	0 46	0	atija, jaka -
Crosswalk Width(ft)	16	Wedterfill	e contract	16	16	
Two way Left Turn Lane		nerg www.	1144756	**************************************	3.00	3 00
Headway Factor	1.00	1.00	1,00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	or the see A in	10. NO. 115A	9
Number of Detectors	(* 44.6. <u>1</u> 8)		1	2	2	
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0	s sintin kena.	0	0	0	0 1000 ASS
Detector 1 Position(ft)	0.		0		0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	CI+Ex	refreshire.	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel			an generale			1911
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)		-	100	6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel				11 A 521 A 5		
Detector 2 Extend (s)				0.0	0.0	
Turn Type	NA		Perm	NA	NA	Perm
Protected Phases	4			2	6	

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J.	۶	* *	†	Į	4	and the state of t
Lane Group	EBL	EBR NB	_ NBT	SBT	SBR	
Permitted Phases		and the second s	PRINCIPAL CONTRACTORS	versilus versila	6	
Detector Phase	4		2 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	
Total Split (s)	25.0	35.0		35.0	35.0	
Total Split (%)	41.7%	58.3%		58.3%	58.3%	
Maximum Green (s)	21.0	31.0		31.0	31.0	On the recommendation in the state of the state
Yellow Time (s)	3.0	3,0			3.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	The state of the s
Lost Time Adjust (s)	0.0		0.0	0.0	0,0	
Total Lost Time (s)	4.0	s element e Alb Zilland	4.0	4.0	4.0	erusta anto se efferenciale della competatione dell
Lead/Lag						
Lead-Lag Optimize?		nosti, morazmos i	a nassa awa		10000000	Rode kontroletja i egika setekara et et et et et ettektik et ettek et
Vehicle Extension (s)	3.0	3,(3.0	3.0	
Recall Mode	None	Max		Max	Max	Na sa Green latin Alain sa la
Walk Time (s)	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0) ((() () () () () ()		11.0 0	11.0 0	e konda tuga pikon sakua kila aliku alika kila kila kunpektua lankaki, kila a kil
Pedestrian Calls (#/hr)		erije sam na se sa sje 🕻) 0 32,6	32.6	32.6	The second of the second s
Act Effet Green (s)	9.9		32.0 0.65	0.65	0.65	
Actuated g/C Ratio	0.20 0.47		0.05	0.03	0.32	and the contract and and the contract of the c
v/c Ratio	20.0		4.4	4.3	1.5	eur Barrella (MARCHAR) kerkeling brits Andrew (MARCHAR) bers 🗐
Control Delay Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	20.0	Valoria la ciencia	4.4	4.3	1.5	
LOS	20.0 B		A	Α	Α	
Approach Delay	20.0	NE KENNE K	4.4	3.1		
Approach LOS	до <u></u> В	** - *	A	Α		and the second of the second o
						35
Intersection Summary Area Type:	Other	<u> </u>				
Cycle Length: 60	Ottici					
Actuated Cycle Length: 50.	Ę			4 - 10 - 11 - 17 - 17 - 17		proprior contraction tables for all models and a second contraction of the angle of all and a contraction of t
Natural Cycle: 40			THEFT:			
Control Type: Semi Act-Un	coord					
Maximum v/c Ratio: 0.47	34.5	A the taken by	-		A. Company of the Confession o	grant the artificial representation of the
Intersection Signal Delay: 6	3.6.2			ntersectio	n LOS: A	
Intersection Capacity Utiliz		*			of Service	A Service The Country Service
Analysis Period (min) 15	The state of the s	in the second second	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		A	The state of the s
Splits and Phases: 3:						
ø2					1	ø4
™ ø2 96 s			100		25 s	
				Sec. 6.40.2.3.		
4 ø6						
(15)S						

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Lane Group	EBL	EBT	WBT	WBR	SBL	L SBR
Lane Configurations		4↑	†	7	ነኝነላ	7
Volume (vph)	39	228	206	311	335	
ldeal Flow (vphpl)	1900	1900	1900	1900	1900	0 1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.97	
Ped Bike Factor	******	0.99		0.80	1.00	
Frt			MANAGE STATE	0.850	0.992	
Flt Protected		0.993			0.955	5
Satd. Flow (prot)	0	3514	1863	1583	3415	
Flt Permitted		0.897			0.955	5
Satd. Flow (perm)	0	3129	1863	1273	3415	
Right Turn on Red				Yes		Yes
Satd, Flow (RTOR)				331	86	
Link Speed (mph)		25	25		25	
Link Distance (ft)		300	500		300	
Travel Time (s)		8.2	13.6		8.2	2
Confl. Peds. (#/hr)	82			82		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	41	243	219	331	356	6 21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	284	219	331	377	
Enter Blocked Intersection	No	No	No	No	No	en la compania de la
Lane Alignment	Left	Left	Left	Right	Left	a movembra Miller over the first term of the contract of the c
Median Width(ft)		0	0	a a na a sea	24	
Link Offset(ft)	in the second se	0	0		Ö	and the control of th
Crosswalk Width(ft)	:	16	16		16) Standard Martin Cartes Constant of the Wigner and Stanting Constant on the Constant of the Constant of the Cons
Two way Left Turn Lane	4.00			• • •		
Headway Factor	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	
Number of Detectors	1	2	2	7] 1 - 4	
Detector Template	Left	Thru	Thru 100	Right	Left 20	
Leading Detector (ft)	20 0	100 0	100	20 0	20 0	
Trailing Detector (ft)			0	0	0	
Detector 1 Position(ft) Detector 1 Size(ft)	0 20	0 6	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	erione i comunicación de como processor e continua em inferiorial en concorrer se secuciones selec-
Detector 1 Channel	GITLA	Oliry	OITLA	OLITA	OILX	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	in la martina de la compania de la c Notación de la compania de la compa
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		4.70	
Detector 2 Size(ft)		6	6	• •		ann ann an ann an Aireann an Aireann an Aireann ann ann an Aireann an Aireann an Aireann an Aireann ann an Air Ann ann an Aireann an A
Detector 2 Type		and the great arrange are	CI+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			三 10 mm (1) 1
Turn Type	pm+pt	NA	NA	Perm	NA	· · · · · · · · · · · · · · · · · · ·
Protected Phases	7	4	8	484	6	
Permitted Phases	4			8		
Detector Phase	7	4	8	8	6	
Switch Phase						

7	4
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Service And Advances of the Control	٨	— þ	*	K	\	4
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	en de la companya de la Maria de la companya de la Maria de la companya
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	en demonstrates not de la la lacción, especial, o proven descriptors de la política de la companya de la compa
Total Lost Time (s)		4.0	4,0	4.0	4.0	
Lead/Lag	Lead	e i sala inte	Lag	Lag	errangstyr.	and a second residence of the
Lead-Lag Optimize?	Yes		Yes	Yes	0.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	eran kalandar dan kalandar kerangan berangan kerangan dan kerangan di salah salah salah salah salah salah salah
Recall Mode	None	Min	Min 5.0	Min 5.0	None 5.0	
Walk Time (s)		5.0 11.0	5.0 11.0	5.0 11.0	11.0	
Flash Dont Walk (s)		0	0	0	0	and the state of the
Pedestrian Calls (#/hr)	4 pt .	10.4	10,4	10.4	7.9	Na prajecto de lo destino e como estas de la delegio de la compansión de la destino de la colonia de la coloni
Act Effct Green (s) Actuated g/C Ratio		0.39	0.39	0.39	0.30	
v/c Ratio		0.33	0.30	0.47	0.35	eran erin kolandin varia eran eran kalandak kalandak kalandak kalandak kalandak kalandak kalandak kalandak kal
Control Delay		6.0	6.9	3.4	6.8	
Queue Delay	. j. 1	0.0	0.0	0.0	0.0	
Total Delay		6.0	6.9	3.4	6.8	
LOS	1 -	Ä	Ä	À	A	a ingsirin ilika ng sagilin ng aggangang ng ng naggarani. 🕟 🖠
Approach Delay		6.0	4.8		6.8	
Approach LOS		Α	Α		Α	hat nyaganaka dan kadapatah kilantaga dan bahara da d
Intersection Summary			No. of the second	Salara de Caración de Cara		
 — Consideration Consideration Consideration (Consideration) — Consideration Consideration (Consideration) 	ther					
Cycle Length: 70		in the grant	. See a jest	. se Alest A. L.	uru dažila vitik	Od oprolji obstytije koji era iz preservatno la objekte koje rogalizativnja i operije i st
Actuated Cycle Length: 26.4	4.50	11 12 12 17 17		eki Erijere e	in neijingada g	er i bereitstatet i gange gemen in en er er frette frette fan er en er er i 1
Natural Cycle: 50		Jan Balan	Alte jue seat se	La de la lacación de la composición de	la les outrost	displate massification of Armine Mannes metabolished extensions of the A
Control Type: Semi Act-Unco	ora					
Maximum v/c Ratio: 0.47			1470.A545	(torgootion	LOS:A
Intersection Signal Delay: 5.7	n 44 007	• .				of Service A
Intersection Capacity Utilization Analysis Period (min) 15	11 4 1.0 19			, iC	O LEVEL	n del vice A Striction of the contract of the Heritage of the contract of the
Analysis Periou (min) 15						
Splits and Phases: 3:						
		•			_A _g ,	4
					85 s	
№ 06					. ≉ ø:	7 ø8
შნ:					15.s	γ μο 20's

General Information	n		Site Information							
Analyst	RP			section	· · · · · · · · · · · · · · · · · · ·	CORON DR	IAD DR / F	IAMDEN		
Agency/Co.	GCC		Juriso	diction		CLEAR	NATER			
Date Performed	2/14/14		1	Analysis Year			2014 EXISTING			
Analysis Time Period	PM Peak									
Project Description										
East/West Street: COF					reet: HAME	EN DRIVE				
Intersection Orientation:	East-West		Study	Period (i	hrs): 0.25					
Vehicle Volumes a	nd Adjustme	nts								
Major Street		Eastbound	.,			Westbo	und			
Movement	1	2	3		4	5		6		
	Ļ	T	R		<u> </u>	T		R		
Volume (veh/h)	4	349		4	0.97	294		61		
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.91	0.91	0.9	<u>'</u>		0.91		0.91		
veh/h)	4	383	0		0	323		67		
Percent Heavy Vehicles	1				0					
Median Type			Two	Way Left	Turn Lane					
RT Channelized			0					0		
_anes	0	2	0		0	1		0		
Configuration	LT	Т						TR		
Jpstream Signal		0				0				
Ainor Street		Northbound				Southbo	und			
Movement	7	8	9		10	11		12		
	L	T	R		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		
lourly Flow Rate, HFR veh/h)	0	О	0		0	30		3		
Percent Heavy Vehicles	1	0	1		0	1		1		
Percent Grade (%)		0				0	0			
lared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
anes	0	0	0		0	1		0		
Configuration								TR		
elay, Queue Length, a	nd Level of Se	rvice								
pproach	Eastbound	Westbound		Northbou	ınd		Southbound	d		
lovement	1	4	7	8	9	10	11	12		
ane Configuration	LT			T		·		TR		
(veh/h)	4			 		1		33		
(m) (veh/h)	1137			<u> </u>				343		
(iii) (veimi)	0.00			†				0.10		
5% queue length	0.01	····						0.32		
	8.2					 		16.6		
ontrol Delay (s/veh)	<u> </u>									
os	A					1	40.0	С		
pproach Delay (s/veh)						100	16.6	<u>, </u>		
pproach LOS						The same	C	__		

Canaval Informaci'-	ъ		Cito I	nformat	ion					
General Informatio				Site Information CORONADO DR / 5TH ST						
Analyst	RP				 	CORONADO DR / 5TH S' CLEARWATER				
Agency/Co.	GCC			Jurisdiction Analysis Year						
Date Performed	2/14/14 DM DE A	×	- Artaly	- Irvialysis i cal			2014 EXISTING			
Analysis Time Period	PM PEA									
Project Description East/West Street: 5TH	CTDEET		North/South Street: CORONADO DRIVE							
ntersection Orientation:				Period (hr:		NADO DAI	V L.			
			Joiddy	enou (ni	3). <u>0.2.0</u>					
Vehicle Volumes a	na Aajustme					Southbo	und			
Major Street	1	Northbound 2	3		4	5000100	una	6		
Movement	L	T	R		L	T		R		
Volume (veh/h)	0	318	0		13	331		25		
Peak-Hour Factor, PHF	0.93	0.93	0.93	, -	0.93	0.93		0.93		
lourly Flow Rate, HFR			· · · · · · · · · · · · · · · · · · ·			<u> </u>				
(veh/h)	0	341	0		13	355		26		
Percent Heavy Vehicles	1				1	7-				
Median Type				Undivide	ed					
RT Channelized			0					0		
anes	1	1	0		1	1		0		
Configuration	L		TR		L			TR		
Jpstream Signal		0				0				
Vinor Street		Eastbound	· · · · · · · · · · · · · · · · · · ·			Westboo	ınd			
Movement	7	8	9		10	11		12		
	L	Т	R		L.	T		R		
/olume (veh/h)	25	2	3		1	0		5		
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.93	0.93	.,	0.93		
Hourly Flow Rate, HFR veh/h)	26	2	3			0		5		
Percent Heavy Vehicles	1	0	0		1	0		0		
Percent Grade (%)		0				0				
lared Approach		N				N				
Storage		0			,	0				
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration		LTR				LTR				
Delay, Queue Length, a	nd Level of So				****		***************************************			
Approach	Northbound	Southbound	1	Vestboun	d		Eastbound			
Movement	1	4	7	8	9	10	11	12		
	L	4 		LTR	1	1 10	LTR	 '^		
ane Configuration					-		31	 		
(veh/h)	0	13		6	 	<u> </u>		├─		
(m) (veh/h)	1146	1173		541		ļ	318			
/c	0.00	0.01		0.01	_		0.10			
5% queue length	0.00	0.03		0.03			0.32	<u> </u>		
Control Delay (s/veh)	: 8.1	8.1		11.7			17.5	<u> </u>		
.os	Α	Α		~B		pr 500	_ C			
Approach Delay (s/veh)			\\	11.7		٧,	17.5			
pproach LOS			B		, e'	C		\.		

General Informatio	n		Site Infor	Site Information							
					HAMDEN	J DR / 5TH	1				
Analyst	RP GCC		Intersection		STREET						
Agency/Co. Date Performed	2/14/14		— Jurisdiction		CLEARWATER						
Analysis Time Period	PM Peak	······································	Analysis Ye	ar	2014 EXI	STING					
Project Description Ma		OTEL.	Morth/Courth	Ctroot: UAME	EN DOME						
East/West Street: 5TH ntersection Orientation:			North/South Street: HAMDEN DRIVE Study Period (hrs): 0.25								
			jotady i choc	1 (1113). 0.20							
Vehicle Volumes ar Vajor Street	na Aajusune	Northbound			Southbou	ınd					
Movement	1	2	3	4	5	1	6				
610 A OH LOTT	L	Ť	R	L	Ť		R				
Volume (veh/h)	10	68			35		2				
Peak-Hour Factor, PHF	0.74	0.74	1.00	1.00	0.74		0.74				
Hourly Flow Rate, HFR veh/h)	13	91	0	0	47		2				
Percent Heavy Vehicles	1			0							
Median Type				ivided							
RT Channelized			0				0				
anes	0	1	0	0	1	0					
Configuration	LT						TR				
Jpstream Signal		0		***************************************	0						
Ninor Street		Eastbound			Westbou	nd					
/lovement	7	88	9	10	11		12				
	L	Т	R	L L	T		R				
/olume (veh/h)	5		6	100	4.00		4.00				
Peak-Hour Factor, PHF	0.74	1.00	0.74	1.00	1.00		1.00				
lourly 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				0				
anes	0	. 0	0	0	0		0				
Configuration		LR									
elay, Queue Length, a	nd Level of Se	rvice									
pproach	Northbound	Southbound	West	oound	E	astbound					
/lovement	1	4	7 8	3 9	10	11	12				
ane Configuration	LT					LR					
(veh/h)	13					14	1				
(m) (veh/h)	1530			<u> </u>		887					
/c	0.01					0.02					
5% gueue length (0:03					0.05					
Control Delay (s/veh)	7.4					9.1	1				
OS	7.4 A					~A	 				
	A I			<u></u>	 	9.7	<u> </u>				
pproach Delay (s/veh) pproach LOS					1	9.1 A					

General Information	on	3000-0	Site	Site Information							
						HAMDE	NDR/				
Analyst	RP			section			TWATER L	DR .			
Agency/Co. Date Performed	GCC 2/14/14		Juris	diction		CLEARWATER					
Analysis Time Period	2/14/14 PM Pea	le.	Anal	ysis Year		2014 EX	(ISTING				
	IAINSTREAM H										
East/West Street: BRI					reet: HAML	DEN DRIVE					
ntersection Orientation			Study	/ Period (h	rs): <i>0.25</i>						
/ehicle Volumes a	nd Adjustm										
lajor Street		Northbound				Southbo	ound				
Vlovement	1	2	3		4	5		6			
(along a foral da)	L	T	F		<u> L </u>			R			
/olume (veh/h) Peak-Hour Factor, PHF	0.76	. 83 . 0.76	0.7		10 0.76	25		1			
Hourly Flow Rate, HFR						0.76		0.76			
veh/h)	3	109	2		13	32		1			
Percent Heavy Vehicles	1				1						
/ledian Type				Undivid	ded			• • • • • • • • • • • • • • • • • • • •			
RT Channelized			()				0			
.anes	0	1	0		0	1		0			
Configuration	LTR				LTR						
Jpstream Signal		0				0					
linor Street		Eastbound				Westbo	und				
/lovement	7	8	9		10	11		12			
, , , , , , , , , , , , , , , , , , , ,	L	Т	R	:	L	T	******	R			
olume (veh/h)	7	7	2		1	4		7			
eak-Hour Factor, PHF	0.76	0.76	0.7	6	0.76	0.76		0.76			
lourly Flow Rate, HFR	9	9	2		1	5		9			
/eh/h) ercent Heavy Vehicles		1	1		1						
	- - '		7			1		1			
ercent Grade (%)		0	<u> </u>			0					
lared Approach		N .				N					
Storage		0				0					
T Channelized			0		· · · · · · · · · · · · · · · · · · ·			0			
anes	0	1	0		0	1		0			
onfiguration		LTR	1			LTR					
elay, Queue Length, a					<u></u>						
pproach	Northbound	Southbound		Westbour			Eastbound				
lovement	1	4	7	8	9	10	11	12			
ane Configuration	LTR	LTR		LTR			LTR				
(veh/h)	3	13		15			20				
(m) (veh/h)	1541	1443		793			707				
C	0.00	0.01	,,.,.	0.02			0.03	†			
5% queue length	0.01	0.03		0.06			0.09				
ontrol Delay (s/veh)	7.3	7.5		9.6		,,,,,,,,	10.2				
DS	A	A	,	` A			B	+-			
oproach Delay (s/veh)	Λ			9.6		<u> </u>	10.2	1			
			7	<u>-</u>				:			
proach LOS	***	<u> </u>		. A		`. В		<u> </u>			

15		Transfer of the Contract of th		THE THE PERSON	MD7		13					
Ĭ		STATE S	TCNATI	ZED ART	ERIALS		The state of the s		FREI	EWAYS		
		Class I (>0.0					Lanes	В	C		D	${f E}$
J	Lanes		1918 EE,1 03 D B	C	D	E	4	4,000	5,500		6,770	7,300
Ĭ	2	Undivided	930	1,500	1,600	张本宁	6	6,000	8,320		0,150	11,290
A74111	4	Divided .	2,840	3,440	3,560	非水子	8	8,000	11,050		3,480	15,270
	б	Divided .	4,370	5,200	5,360	***	10	10,000	13,960		6,930	19,250
į	8	Divided	5,900·	6,970	7,160	非常中	12	13,730	18,600	2	21,950	23,230
୩୭ '	2LU	£ 18	837	1350	1440			T	reeway Ad	linstment	S	
95	2.60,	Class II (2.00) to 4.50 sign	alized intersec	tions per mile	s)	A64		iliary	Ran		
,-	Lanes	Median	В	C	$\hat{ ext{D}}$.	E	and the same		nes	Meter		
Ĭ	2	Undivided	华 井 :	1,020	1,480	1,570	namina.	· + 1	,800	+ 59	%	
8	4	Divided	**	2,420	(3,220)	3,400	ļ					
	6	Divided	井井	3,790	4,880	5,150	1	UNINTERR	UPTED I	LOW B	IGHWA	.YS
and the	8	Divided .	**	5,150	6,530	6,880	Lanes	Median	В	С	D	E
1.	4LD G	Corenado (o.	90)	2178	2950	-	Lanes 2	Undivided	730	1,460	2,080	2,620
	liv	Class III/IV (1 Median	nore than 4.5	0 sipaalizen ir	itersections po	er mile)	4	Divided	3,220	4,660	6,040	6,840
	Lanes	Median					4		-	•		•
[2	Undivided	井井	500	1,150	1,440	6	Divided	4,840	6,990	9,060	10,280
	4	Divided	岸 净	1,220	2,730	3,100	MINNE	Uninterrup				
} [6	Divided	, ## ***	1,910	4,240	4,680	Lane			e left lanes		ent factors
11	8	Divided	井井	2,620	5 , 770	6,280	2 Mult	Divided i Undivideo		Zes Zes		5% 5%
4	- Coronoda/Handen 2LO/TWETL						Mult			No.		5%
-		NO OLG GER ST	CM den	SHAL 1	AA PAID						r. - 1 (0, 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	- xc
1	Non-State Signalized Roadway Adjustments								BICYCL	E MOD	\mathbb{E}^2	
ı		(Alter correspond	ding state vol	umes by the in	idicated perce	nt.) `		ly motorized yehi	cle volumes sh	own below 1	y number of	
- 1					- C.	GUNAW		adway lanes to de I Shoulder/ Bicycl		ay maximun	i service voli	ames.)
l	•	Major Cit	y/County I	Roadways (- 10%0 E		3	oaetage L'auquiñer, vicàci	B	С	D	Е
1		Other S:	ignalized E	Roadways	- 33%	Hamder 3	4)-49%	华华	310	1,180	>1,180
d.	65 a	tlemate ate & Non-Sta	600	775 104	O Adirest	monts .	ī	0-84%	240	360	>360	非非非
1	St	ate & Non-Sta Alter correspon	ire Signan	mes by the in	dicated nerce	nt)	4	5-100%	620	>620	非共兆	非书字
		Divided/Und	mig siato voi 1.% behivi	Turn Lane	Adiustme	nts	- Office State of the State of			******	2	
		Dividua ond				Adjustment		PE	DESTRIA	TA WIOD	E-	2.35
	Lan	es Media:			t Lanes	Factors		ly motorized vehi adway lanes to de				
	2	Divide	-		Йo	+5%	1	•		•	D	E
1	.2	Undivid		•	No	-20%	3	lk Coverage	B **	C **	480	1,390
ļ	Mu				No	-5%	3	-49% 0-84%	**	**	1,100	1,820
ľ	• Mul	lti Undivid			No.	-25%	-	J-84% -100%		,100	1,820	>1,820
		_	-	→ "	Yes	+5%	0.2			•		
l		_	wet 30	172. 174				BUS MOD	E (Schedi	rled Fixe	d Route)	3
				ility Adjus		1-1-00		•••	in peak hour i	-		
	Multir	oly the correspond	ting two-dire	ecnonal volum	ies in this tat	ט,ט עם טגנ.	i e	lk Coverage	В	C	D	E
					•		"	-84%	>5	<u>></u> 4	<u>≥</u> 3	≥2
			•				85	-100%	>4	≥3	≥2	≥1
-	1		1	week wallsman for	· lovels of repri	ce and are for t	ha automobi	le/track modes unles	e specifically st	ted Although	presented as a	neak hour two-

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

Source:

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

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

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

^{**} Cannot be achieved using table input value defaults.

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

APPENDIX B

Hotel (310)

Average Vehicle Trip Ends vs: Rooms

On a: Weekday

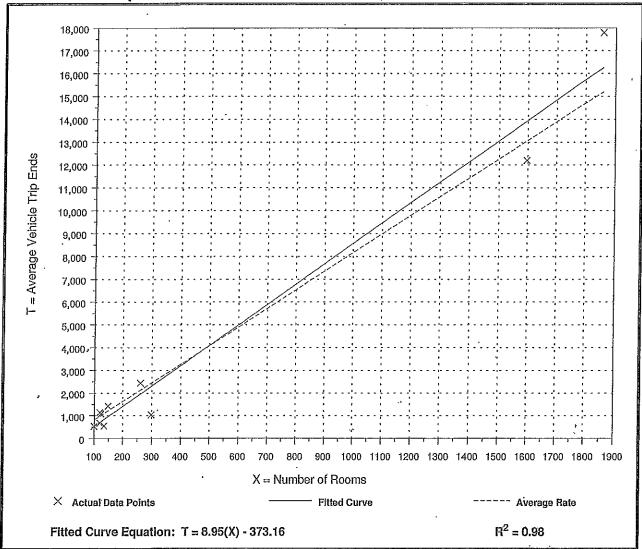
Number of Studies: 10
Average Number of Rooms: 476

Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

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

Data Plot and Equation



Resort Hotel

(330)

Average Vehicle Trip Ends vs: Occupied Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Number of Studies:

10

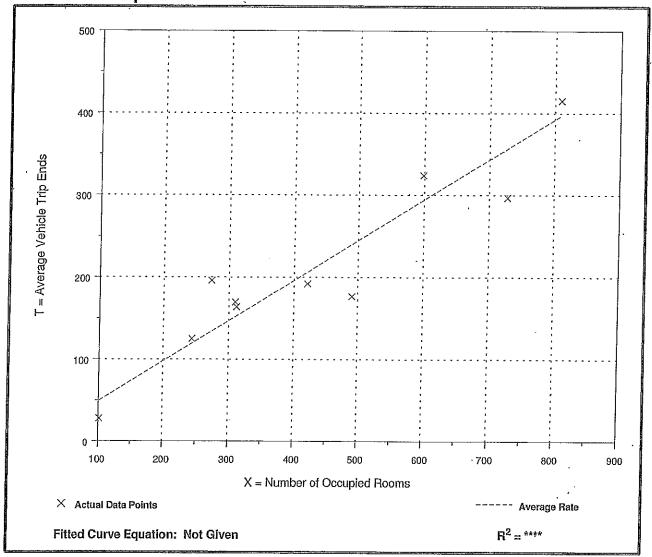
Average Number of Occupied Rooms: 429

Directional Distribution: 43% entering, 57% exiting

Trip Generation per Occupied Room

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

Data Plot and Equation



Specialty Retail Center

(826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area

On a: Weekday

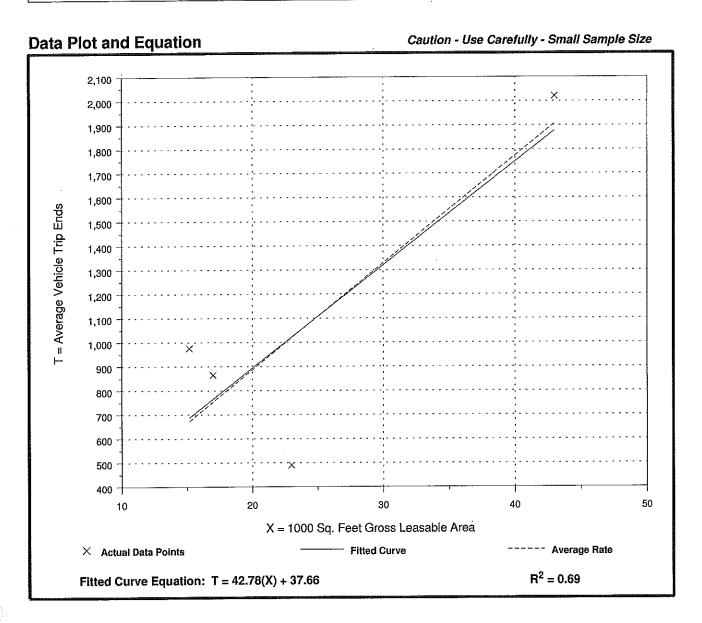
Number of Studies: 4
Average 1000 Sq. Feet GLA: 25

ť.

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



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area

> On a: Weekday,

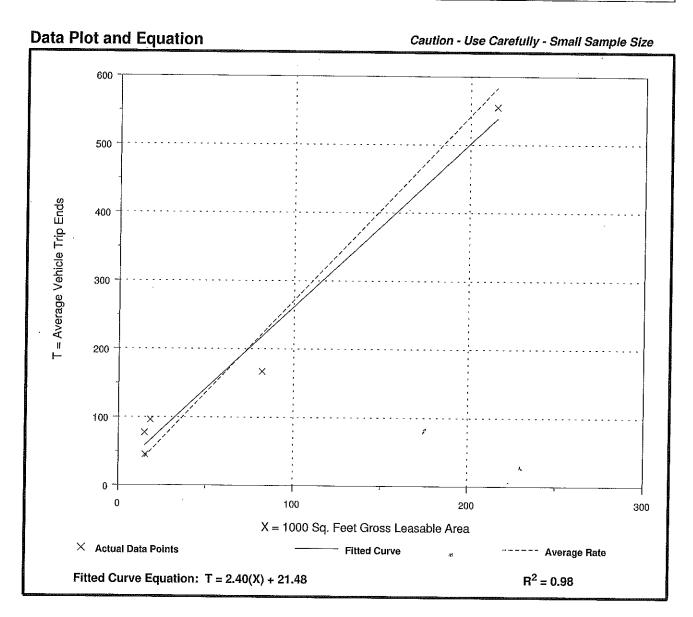
Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Number of Studies: 5 Average 1000 Sq. Feet GLA: 69

Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

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



· ·	٨	•	4	1	↓	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻዣ			4ት	ተተ	7
Volume (vph)	358	11	0	880	724	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500	500	500			0
Storage Lanes	1	0	0	· ·:'5 :: " : " : " : " : " : " : " : " : " :		1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor	0.97					0.95
Frt	0.996					0.850
Flt Protected	0.954					
Satd. Flow (prot)	3434	0	0	3539	3539	1583
Flt Permitted	0.954					
Satd. Flow (perm)	3327	0	0	3539	3539	1502
Right Turn on Red	JJ41	No		JJJ3	JJJ3	Yes
		in a trio			argeritation.	432
Satd. Flow (RTOR)	ഹ			or .	חב	43∠
Link Speed (mph)	20		stopenski kili	25	25	
Link Distance (ft)	331	5803 <i>8</i> 9503344	300000000000000	260	350	Dagadyy Gober
Travel Time (s)	11.3			7,1	9.5	
Confl. Peds. (#/hr)	17	Single to be	33	interna k (kalenda	inisaln a ista siiss	17
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	393	12	0	967	796	432
Shared Lane Traffic (%)						
Lane Group Flow (vph)	405	0	0	967	796	432
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	er e		epipelp collection in	and the second second	energy at the	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	an and Add the		9
	10		13 31 - 13	2	2	
Number of Detectors	l off	Najirina karansa	Left	Thru	Thru	Diaht
Detector Template	Left		Len 20	100	the state of the state of the	Right
Leading Detector (ft)	20				100	20
Trailing Detector (ft)	0	nistra de estabel	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20	ant to to the foreign of	20	6	6	20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex
Detector 1 Channel		.,				
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0,0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	rore unswire ent NST reads	en envisen ing Endig i	56551865488	0.0	0.0	
Turn Type	NA		Perm	NA	NA	Perm
Protected Phases	4	and the first of the second	ser wijn s	2	6	. I OIII
I IVICUICU FIIASCS	4				Ų	

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-3	
J	

Lane Group EBIC EBR NBIC SBT SBR		<u> </u>	· •	Ť	Ţ	4	
Permitted Phases Detector Phase 4 2 2 6 6 Switch Phase Minimum Initial (s) Minimum Spitt (s) 20.0 20.0 20.0 20.0 20.0 Total Spitt (s) Social Spitt (s) 40 41.7% 58.3% 58.3% 58.3% 58.3% 58.3% Maximum Green (s) 21.0 31.0 31.0 31.0 31.0 Fellow Time (s) 3.0 3.0 3.0 3.0 3.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Fellow Time (s) 3.0 3.0 3.0 3.0 3.0 Read-Lag Optimize? Fellow Time (s) 4.0 4.0 4.0 4.0 Fellow Time (s) 4.0 1.0 1.0 1.0 1.0 Fellow Time (s) 5.0 5.0 5.0 5.0 5.0 For Initial Maximum Green (s) 1.0 1.0 1.0 1.0 1.0 Fellow Time (s) 4.0 4.0 4.0 4.0 Fellow Time (s) 4.0 4.0 4.0 4.0 Fellow Time (s) 5.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lana Graun	EBI	Y N	NRT	Y CRT		
Delector Phase Witch Phase Minimum Initial (s) 4,0 4,0 4,0 4,0 4,0 4,0 4,0 4,					001		
Switch Phase Minimum Initial (s)		4			6		
Minimum Initial (s)							
Minimum Split (s) 20.0 20.0 20.0 20.0 20.0 10tal Split (s) 25.0 35.0 35.0 35.0 35.0 35.0 35.0 35.0 3		4.0	4.0	4.0	4.0	4.0	
Total Split (s) 25.0 35.0 35.0 35.0 35.0 35.0 Total Split (%) 41.7% 58.3% 58.							
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 31.0 31.0 31.0 3							
Maximur Green (s) 21.0 31.0 31.0 31.0 31.0 31.0 (*ellow Time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0							
Vellow Time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 4							
All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0			and the second second	the state of the state of			
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0							
Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0							
Lead/Lag Optimize? Vehicle Extension (s)			The section of the se				
Lead-Lag Optimize? Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 Recall Mode None Max Max Max Max Walk Time (s) 5.0 5.0 5.0 5.0 5.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 Act Effct Green (s) 11.1 31.5 31.5 31.5 Actuated g/C Ratio 0.22 0.62 0.62 V/C Ratio 0.54 0.44 0.36 0.39 Control Delay 20.1 6.1 5.6 1.8 Queue Delay 0.0 0.0 0.0 0.0 Approach Delay 20.1 6.1 5.6 1.8 Approach LOS C A A A A A Approach LOS C A A A A A Approach LOS C A A A A N Intersection Summary Area Type: Other Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Analysis Period (min) 15 Splits and Phases: 3:							
Vehicle Extension (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0			na i programa i transcrittetti enaste etalenti				
Recall Mode		3.0	3.0	3.0	3.0	3.0	
Walk Time (s) 5.0 5.0 5.0 5.0 5.0 Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#hrit) 0 0 0 0 0 Act Effct Green (s) 11.1 31.5 31.5 31.5 Actuated g/C Ratio 0.22 0.62 0.62 0.62 V/C Ratio 0.54 0.44 0.36 0.39 Control Delay 20.1 6.1 5.6 1.8 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 20.1 6.1 5.6 1.8 OS C A A A Approach Delay 20.1 6.1 4.3 Approach LOS C A A Actuated Cycle Length: 50.6 A A Natural Cycle: 40 Analysis Period (min) 15 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Intersection Capacity Utilization 57.0% Intersection Capacity Utilization 57.0% Approach LOS A A Intersection Capacity Capaci							
Flash Dont Walk (s) 11.0 11.0 11.0 11.0 11.0 11.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	and the second of the second o						
Pedestrian Calls (#/hr) 0 0 0 0 0 0 Act Effct Green (s) 11.1 31.5 31.5 31.5 Actuated g/C Ratio 0.22 0.62 0.62 0.62 //c Ratio 0.54 0.44 0.36 0.39 Control Delay 20.1 6.1 5.6 1.8 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 20.1 6.1 5.6 1.8 Approach Delay 20.1 6.1 5.6 1.8 Approach Delay 20.1 6.1 4.3 Approach LOS C A A A A Antersection Summary Area Type: Other Cycle Length: 50.6 Vatural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Analysis Period (min) 15 Splits and Phases: 3: #### #### #######################							
Act Effet Green (s) 11.1 31.5 31.5 31.5 Actuated g/C Ratio 0.22 0.62 0.62 0.62 0.62 0.62 0.62 0.62			and a second second second second	ARREST AREA OF THE PARTY OF THE		Annual Control of the	
Actuated g/C Ratio 0.22 0.62 0.62 0.62 //c Ratio 0.54 0.44 0.36 0.39 Control Delay 20.1 6.1 5.6 1.8 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 20.1 6.1 5.6 1.8							
## Ratio	The state of the s			and the second second			
Control Delay 20.1 6.1 5.6 1.8 Queue Delay 0.0 0.0 0.0 0.0 Total Delay 20.1 6.1 5.6 1.8 OS C A A A A Approach Delay 20.1 6.1 4.3 Approach LOS C A A A And Approach LOS C A A A Intersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Vatural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: Approach LOS				0.44	0.36	0.39	
Queue Delay 0.0 0.0 0.0 0.0 Total Delay 20.1 6.1 5.6 1.8 LOS C A A A A Approach Delay 20.1 6.1 4.3 Approach LOS C A A A Antersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3:						1.8	
Total Delay 20.1 6.1 5.6 1.8 LOS C A A A A Approach Delay 20.1 6.1 4.3 Approach LOS C A A A Intersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3:				0.0	0.0	0.0	•
C A A A A Approach Delay 20.1 6.1 4.3 Approach LOS C A A A A Intersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Vatural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: ##################################				6.1	5.6	1.8	
Approach LOS C A A Intersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: ### ### ### ### ### ### ### ### ### #				Α	Α		
Approach LOS C A A Intersection Summary Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: Applies Approach LOS A A A ICU Level of Service B Applies A	and the second s	20.1		6.1			
Area Type: Other Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: ### ### ### ### ### ### ### ### ### #	Approach LOS			Α			
Cycle Length: 60 Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3:	ntersection Summary		9.00				
Actuated Cycle Length: 50.6 Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: ### ### ### ### ### ### ### ### ### #	Area Type:	Other	deposits position of contration of excite		\$1,5545.545.545	ega gipa a saka salah saka	Havada eri adatek 1900-a a a teksa kada a tanan 1900-a a a a a a a a a a a a a a a a a a a
Natural Cycle: 40 Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3:							
Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: ### ### ### ### ### ### ### ### ### #		. 6	nga Turkasa A Qoy Ni Jacqid Tigʻira na Voy	yan kenganalahan	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
Maximum v/c Ratio: 0.54 Intersection Signal Delay: 7.4 Intersection LOS: A Intersection Capacity Utilization 57.0% ICU Level of Service B Splits and Phases: 3: pg2 pg4 pg6							
Intersection Signal Delay: 7.4 Intersection LOS: A Intersection Capacity Utilization 57.0% ICU Level of Service B Analysis Period (min) 15 Splits and Phases: 3: 25 s	Control Type: Semi Act-Un	goord	Design of water to the test of the ex-	su terberak terbisan sa	er e	* Section of the sect	Objekt 1984 og 18. 1985 Million, 15. Nobelski skatter og til storet er skatte skatter og storet er fleste tre
ntersection Capacity Utilization 57.0% Analysis Period (min) 15 Splits and Phases: 3: 29 35 s 40 40 40 40 40 40 40 40 40 4		~ \			endatas est	∕ ○``	
Analysis Period (min) 15 Splits and Phases: 3:			managa paga arawa sasa				La compression de la compression della compressi
Splits and Phases: 3:		ation 57.0%			JU Level	of Service E	
d2	Analysis Period (min) 15		ļ				
35 s 25 s 4 € 25 s 4							
35 s 25 s ↓	of a2					→ ₀	
∜ ø6						25.9	
					mountaine se de la communication de la communi		
	ა დნ 35-s	*	16, 27, 180				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4 }			4	آخ		4		77	₯	
Volume (vph)	43	287	0	0	262	490	19	14	0	533	11	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.99				0.80					1.00	
Frt						0.850					0.989	
Flt Protected		0.993						0.972		0.950	0.958	
Satd. Flow (prot)	0	3514	0	0	1863	1583	0	1811	0	1681	1671	0
Flt Permitted		0.889						0.972		0.950	0.958	
Satd. Flow (perm)	0	3112	0	0	1863	1273	0	1811	0	1681	1671	0
Right Turn on Red	a in fata a ata a filin in		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						521					6	
Link Speed (mph)		25			25			30			25	
Link Distance (ft)		300			500			415			300	
Travel Time (s)		8.2			13.6			9.4			8.2	
Confl. Peds. (#/hr)	82					82						11
Peak Hour Factor	0.94	0.94	0.92	0.92	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94
Adj. Flow (vph)	46	305	0	0	279	521	20	15	0	567	12	23
Shared Lane Traffic (%)	ring to desire the training of		s Muruler earle X stee	entre Til	ere ere e re e re ere er	n and a part of the	en jaragen er en dan står sed	in prince or only a fight of the	orania and a T erra	47%	and and the second	Section Section 5.
Lane Group Flow (vph)	0	351	0	0	279	521	0	35	0	301	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	8000-00 	0	1,1911		0		and a second	12	1.19.12		12	9
Link Offset(ft)		ŏ			Ŏ			0			0	
Crosswalk Width(ft)	yeveljelisten tim tim distillere	16			16	ele i Meritare e e e e e e	remoterative tanks	16	e, integral environment	mana, Nagalayalara	16	reneral espondium es
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)	1.00		9	15		9	15			15		. 9
Number of Detectors	1	2	garanagg w ayg	1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	***************	20	100	Ser Server and an extensive to
Trailing Detector (ft)		.00		_0	.00	ĺο̈́	- 0	0				
Detector 1 Position(ft)	0	0		0	0	0	0	0	na ná arona síbura no robon.	0	0	induse some med a
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	-Higherman	CI+Ex	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex	012000000000000000000000000000000000000
Detector 1 Channel		OI'LA		OI LA	OI LA	OI LX	OI'LX	OI.LX		OILX	OI.LA	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
and the second of the second o	0,0	0.0	Yan di Kabalan	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	elekteleteke et l	0.0	0.0	0.0	0.0	0.0	Andra George (1969)	0.0	0.0	\$6418651650404E
Detector 1 Delay (s)	0.0	0.0 94		U.U	94	0.0	0.0	94			94	
Detector 2 Position(ft)							Harring	5 4 6			5 4 6	
Detector 2 Size(ft)		6 CUE	siring single		6 CLEV						Transport Tra	
Detector 2 Type		Cl+Ex	AS AT LANGE		CI+Ex	Savinasi Si	ectivitates (d)	Cl+Ex	하는 사람이 아니다.		CI+Ex	National Action
Detector 2 Channel		ስለ			0.0	ojekivajace		0.0	POPA POR LOS PO		0.0	
Detector 2 Extend (s)		0.0		aggestani.		Darm	Cwitt			enticipità Cella		
Turn Type	pm+pt	NA A	94: 94:94:544:	Perm	NA o	Perm	Split	NA 2		Split	NA 6	VOSSESSES
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4	engeneraliya d		8	i i i i i i i i i i i i i i i i i i i	8	in de la company			6	c	
Detector Phase	7	4		8	8	8	2	2		6	6	anga badak
Switch Phase												

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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)		13.1			13.1	13,1		6.8		13.5	13.5	
Actuated g/C Ratio		0.34			0.34	0.34		0.18		0.35	0.35	
v/c Ratio		0.33			0.44	0.67		0,11		0.51	0.51	
Control Delay		12.3			14.6	7.1	erserses and	18.8	er om er om er	15.9	15.6	
Queue Delay		0.0			0,0	0.0		0.0		0.0	0.0	
Total Delay		12.3		ta a ta li a a li a tito a li a	14.6	7.1	Arten Sare	18.8	era a a a a glare	15.9	15.6	
LOS		В			В	Α		В		В	В	Manari
Approach Delay		12.3			9.7		era e nasalez e se	18.8	era escue a como e	anado so de elemento	15.7	01.0011.011
Approach LOS		В			Α			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 38.7

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.67 555

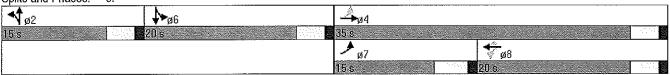
Intersection Signal Delay: 12.4

Intersection Capacity Utilization 58.3%

Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B





	TW	O-WAY STOP	CONTROL	SUMMARY					
General Informatio	n		Site Info	rmation					
Analyst	RP		Intersection	on		ADO DR /	HAMDEN		
Agency/Co.	GCC		Jurisdiction		DR CLEADIA	ATED			
Date Performed	5/6/15		Analysis		CLEARWATER FUTURE WITH PROJECT				
Analysis Time Period	PM Peak		Allalysis	i cai	FOTORE	FOTORE WITH PROJECT			
Project Description 40	01-421 S. Gulfvie	•W							
East/West Street: COR			North/Sou	th Street: HAML	DEN DRIVE				
Intersection Orientation:	East-West		Study Peri	iod (hrs): 0.25					
Vehicle Volumes a	nd Adjustme	nts							
Major Street		Eastbound			Westbou	nd			
Movement	.1	2	3	4	5		6		
	L	Т	R	L	T		R		
Volume (veh/h)	4	503			440		112		
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.91		0.91		
Hourly Flow Rate, HFR (veh/h)	4	552	0	0	483		123		
Percent Heavy Vehicles	1			0					
Median Type			Two Way	'ay Left Turn Lane					
RT Channelized			0				0		
Lanes	0	2	0	0	1		0		
Configuration	LT	T					TR		
Upstream Signal		0			0				
Minor Street		Northbound			Southbou	ınd			
Movement	7	8	9	10	11		12		
	L	T	R	L	T		R		
Volume (veh/h)					81		3		
Peak-Hour Factor, PHF	0.91	0.97	0.91	0.97	0.91		0.91		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	89		3		
Percent Heavy Vehicles	1	0	1	0	1		1		
Percent Grade (%)		0			0				
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0				0		
Lanes	0	0	0	0	1		0		
Configuration							TR		
Delay, Queue Length, a	and Level of Se	rvice							
Approach	Eastbound	Westbound	Nort	thbound	S	outhbound	d		
Movement	1	4	7	8 9	10	11	12		
Lane Configuration	LT						TR		
v (veh/h)	4						92		
C (m) (veh/h)	946						206		
v/c	0.00						0.45		
95% queue length	0.01	·					2.11		
Control Delay (s/veh)	√ 8.8√					The state of the s	35.9		
LOS	0.0					1	E.		
Approach Delay (s/veh)	A (I		35.9	_L		
						E			
Approach LOS		<u></u>				F) 15 10:06 A		

General Informatio	n		Site I	nformati	on					
Analyst	RP		Intersection CORONADO DR / 5TH ST							
Agency/Co.	GCC					CLEARWATER				
Date Performed	5/6/15						WITHPR	OJEC7		
Analysis Time Period	PM PEAR	〈								
Project Description 40		·W	•				· · · · · · · · · · · · · · · · · · ·			
East/West Street: 5TH	STREET	••				NADO DRI	VE			
ntersection Orientation:	North-South		Study F	Period (hrs): 0.25					
Vehicle Volumes ai	nd Adjustme	nts								
Vlajor Street		Northbound				Southbo	und			
Movement	1	2	3		4	5		6		
/.t /t # \	L	T	R		L	T 407		R		
/olume (veh/h)	0	441	0		41	497		32		
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.93	0.93	0.93		0.93	0.93		0.93		
veh/h)	0	474	0		44	534		34		
Percent Heavy Vehicles	1				1					
Vledian Type				Undivide	d					
RT Channelized			0					0		
anes	1	1	0		1	1		0		
Configuration	L		TR		L					
Upstream Signal		0				0				
Minor Street		Eastbound				Westbou	Westbound			
Vlovement	7	8	9		10	11		12		
	L	Т	R		L	Т		R		
/olume (veh/h)	34	2	3		1	0		44		
Peak-Hour Factor, PHF	0.93	0.93	0.93 0.93 0.93			0.93				
lourly Flow Rate, HFR veh/h)	36	2	3		1	0		47		
Percent Heavy Vehicles	1	0	0		1	0		0		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0				<u> </u>	0		
₋anes	0	1	0		0	1		0		
Configuration	<u></u>	LTR	<u> </u>			LTR				
Delay, Queue Length, a										
Approach	Northbound	Southbound		Vestbound			Eastbound			
/lovement	11	4	7	8	9	10	11	12		
ane Configuration	L	L,		LTR			LTR			
(veh/h)	0	44		48			41			
C (m) (veh/h)	977	1048		526			156			
/c	0.00	0.04		0.09			0.26			
5% queue length	0.00	0.13		0.30			1.00	ĺ		
Control Delay (s/veh)	8.7	8.6		12.5			36.1			
.OS	A.	A A		B		7	E	 		
Approach Delay (s/veh)	71			12.5	<u> </u>		36.1			
Approach LOS	<u></u>		<u>, , , , , , , , , , , , , , , , , , , </u>	B	<u>, , </u>	+ \	E 50.7	\ 		

A 11. 5			CONTRO					••,	
General Informatio	n		Site In	ıformati	on				
Analyst	RP		Intersed	ction		HAMDEN DR / 5TH STREET			
Agency/Co.	GCC		Jurisdic	ction		CLEARWATER			
Date Performed	5/6/15		— Analysi				WITH PR	OJEC1	
Analysis Time Period	PM Peak								
Project Description 40		ew							
East/West Street: 5TH						EN DRIVE			
Intersection Orientation:	North-South		Study P	eriod (hrs): <i>0.25</i>				
Vehicle Volumes a	nd Adjustme								
Major Street		Northbound				Southbo	und		
Movement	11	2	3		4	5		6	
Valuma (uoh //s)	15	95	R	-	L	T 61		R 2	
Volume (veh/h) Peak-Hour Factor, PHF	0.74	0.74	1.00		1.00	0.74		2 0.74	
Hourly Flow Rate, HFR									
(veh/h)	20	128	0		0	82		2	
Percent Heavy Vehicles	1				0				
Median Type			· · · · · · · · · · · · · · · · · · ·	Undivide	d				
RT Channelized			0					0	
Lanes	0	1	0		0	1		0	
Configuration	LT						TR		
Jpstream Signal		0					0		
Minor Street		Eastbound	1 .				Westbound		
Movement	7	8	9		10	11		12	
(-1 (c.a.b. lb)	L	т	R 12		<u> L </u>	Т		R	
Volume (veh/h) Peak-Hour Factor, PHF	5 0.74	1.00	0.74		1.00	1.00		1.00	
Hourly Flow Rate, HFR			1						
(veh/h)	6	0	16		0	0		0	
Percent Heavy Vehicles	1	0	1		0	0		0	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0					0	
_anes	0	0	0		0	0		0	
Configuration		LR							
Delay, Queue Length, a	and Level of Se	rvice							
Approach	Northbound	Southbound	N	Vestbound			Eastbound		
Movement	1	4	7	8	9	10	11	12	
_ane Configuration	LT						L.R		
/ (veh/h)	20						22		
C (m) (veh/h)	1487						859		
//c	0.01						0.03		
95% queue length	0.04						0.08		
Control Delay (s/veh)	7.5				l	1	9.3	1	
OS	A	·				-	A		
Approach Delay (s/veh)							9.3	<u> </u>	
Approach LOS	- Comments		<u> </u>			The same	, A	\	
THE THE PERSON AND TH	orida, All Rights Rese			CS+ TM Vers		1	A erated: 5/6/20	15 10:1	

General Information				Site Information						
				LIAA						
Analyst	RP			Intersection			HAMDEN DR / BRIGHTWATER DR			
Agency/Co.	GCC 5/6/15	Jurisdiction			CLEARV	VATER				
Date Performed Analysis Time Period	PM Peak		— Analysis Year			FUTURE	WITH PR	ROJECT		
	· · · · · · · · · · · · · · · · · · ·									
Project Description 40										
East/West Street: BRIGHTWATER DR				North/South Street: HAMDEN DRIVE Study Period (hrs): 0.25						
Intersection Orientation:			Study	Perioa (n	rs): 0.25		······			
Vehicle Volumes a	nd Adjustme						····			
Major Street	1	Northbound	,			Southbo	und	_		
Movement	1 1	2 T	3 R		4 L	5 T		6 R		
Volume (veh/h)	3	117	2		11	56		1		
Peak-Hour Factor, PHF	0.76	0.76	0.76	;	0.76	0.76		0.76		
Hourly Flow Rate, HFR	3	153	2							
(veh/h)		103			14	73		1		
Percent Heavy Vehicles	1			<u> </u>	1		L			
Median Type			I	Undivia	led		ı			
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration	LTR				LTR					
Jpstream Signal		0	<u> </u>			0				
Minor Street		Eastbound			40	Westbou	ınd T	40		
Movement	7	8 T	9		10	11 T		12 R		
/aluma (uah/h)	L 8	8	R 2		L 1	4		8		
Volume (veh/h) Peak-Hour Factor, PHF	0.76	0.76	0.76	}	0.76	0.76		0.76		
Hourly Flow Rate, HFR										
veh/h)	10	10	2		1	5		10		
Percent Heavy Vehicles	1	1	1		1	1		1		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
anes	0	1	0		0	1		0		
Configuration		LTR				LTR				
Delay, Queue Length, a	and Level of Se	rvice								
Approach	Northbound	Southbound	1	Westbou	nd		Eastbound			
Movement	1	4	7	8	9	10	11	12		
_ane Configuration	LTR	LTR		LTR			LTR			
/ (veh/h)	3	14		16			22			
C (m) (veh/h)	1489	1391		735			627			
//c	0.00	0.01		0.02			0.04			
5% queue length	0.01	0.03		0.07			0.11	1		
Control Delay (s/veh)	7.4	7.6		10.0			11.0	†		
.OS	A	A	1	- B	1	pote to the same of the same o	B	+		
Approach Delay (s/veh)		7		10.0		<u> </u>	11.0			
Approach LOS		1.5	10.0 B		*	. B	1			

General Information	n		Site I	nforma	tion			
Analyst	RP	Interse	ection	•	5TH ST / DRIVE A			
Agency/Co.	GCC	Jurisdiction			CLEARWATER			
Date Performed	5/6/15	Analysis Year			FUTURE		ROJEC	
Analysis Time Period	PM PEAI	PM PEAK						
Project Description 40	1-421 S GULF	VIEW						
East/West Street: 5TH	STREET		North/9	South Stre	eet: <i>DRIV</i>	EΑ		
ntersection Orientation:	East-West		Study	Period (hr	rs): 0.25			
Vehicle Volumes ar	nd Adjustme	ents						
Vlajor Street	_	Eastbound				Westbou	nd	
Vovement	1	2	3		4	5		6
	L	Т	R		L	T		R
/olume (veh/h)		33	29		10	28		
Peak-Hour Factor, PHF	1.00	0.93	0.93	<u> </u>	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				Undivide	ed			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration			TR		LT			
Jpstream Signal		0				0		
Minor Street		Northbound			Southbound			
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)	25		17					
Peak-Hour Factor, PHF	0.93	1.00	0.93 1.00		1.00	1.00		1.00
Hourly Flow Rate, HFR veh/h)	26	0	18		0	О		0
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		0
Configuration		LR						
Delay, Queue Length, a	nd Level of Se	rvice		•			***************************************	
Approach	Eastbound	Westbound		Vorthbour	nd	S	outhboun	d
// Novement	1	4	7	8	9	10	11	12
ane Configuration		LT		LR	<u> </u>		-	
(veh/h)		10	•	44			•	1
(ver//r) C (m) (veh/h)		1549		946				1
/c		0.01		0.05				+
		0.02		0.05				+
95% queue length								+
Control Delay (s/veh)	N.	7.3	ميسير	9.0				-
OS		A	· (A				
Approach Delay (s/veh)		A STATE OF THE PARTY OF THE PAR	/	9.0	1	1		

^	TW		Cita Inf	armatics	··· ··· · · · · · · · · · · · · · · ·			
General Information			Site Information					
Analyst	RP		Intersecti Jurisdicti		CORONADO / DRIVE B			
Agency/Co.		GCC			CLEARWATER FUTURE WITH PROJECT			
Date Performed	5/6/15			Year	FUTURE	WITHPRO	JJEC I	
Analysis Time Period	PM PEAR							
Project Description 40		VIEW			A. (A. D. A. D. D. II. (A. D. D. II. (A. D. D. D. D. II. (A. D. D. D. II. (A. D. D. D. D. II. (A. D. D. D. D. D. D. II. (A. D. D. D. D. II. (A. D. D. D. D. D. II. (A. D. D. D. II. (A. D. D. D. D. II. (A. D. D. D. II. (A. D. D. D. D. II. (A. D. D. D. D. D. II. (A. D. D. D. D. D. D. II. (A. D. D. D. D. D. D. D. II. (A. D.			
East/West Street: DR/				uth Street: COR	ONADO DRIV	<u>E</u>		
ntersection Orientation:			Study Per	riod (hrs): 0.25				
<u>Vehicle Volumes a</u>	<u>nd Adjustme</u>							
Major Street		Northbound	_			Southbound		
Movement	1	2	3	4	5		6	
	L	T	R	<u> </u>	T		R	
Volume (veh/h)	1	439			496		0	
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93		0.93	
Hourly Flow Rate, HFR (veh/h)	1	472	0	0	533		0	
Percent Heavy Vehicles	0			0			~~	
Median Type			-	Individed				
RT Channelized			0				0	
_anes	1	1	0	0	1		0	
Configuration	L	T					TR	
Jpstream Signal		0			0			
Vinor Street		Eastbound			Westbound			
Movement	7	8	9	10	11	·	12	
	L	Τ	R	L	Т		R	
Volume (veh/h)	0		7					
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00		1.00	
lourly Flow Rate, HFR (veh/h)	0	0	7	0	0		0	
Percent Heavy Vehicles	0	0	0	0	0		0	
Percent Grade (%)		0			0			
lared Approach		1 N			N			
Storage		0			0			
RT Channelized		<u> </u>	0	<u> </u>	 	\dashv	0	
	0	 	0	0	0		0	
_anes Configuration		LR	1		+	+	-	
			I					
Delay, Queue Length, a			141	måla marare -1	T -	4l · · · · · ·		
Approach	Northbound	Southbound	Westbound		Eastbound			
Movement	1	4	7	8 9	10	11	12	
_ane Configuration	L				\bot	LR		
/ (veh/h)	1					7		
C (m) (veh/h)	1045					551		
<i>I</i> /c	0.00					0.01		
95% queue length	0.00				1 1	0.04		
Control Delay (s/veh)	8.4					11.6	 	
***************************************					+ - +			
_OS	A	<i>)</i>		l l	1 (1	B 44.6	Щ	
Approach Delay (s/veh)	22	<u> </u>			The second	11.6		
Approach LOS					17.	В	/	

		O-WAY STOP							
General Informatio	n		Site In	formation					
Analyst RP			Intersec			CORONADO / DRIVE C			
Agency/Co.	GCC		Jurisdict		CLEARV				
Date Performed	5/6/15		Analysis	Year Year	FUTURE	WITH PR	OJECT		
Analysis Time Period									
Project Description 40		VIEW							
East/West Street: DR/\			North/South Street: CORONADO DRIVE						
Intersection Orientation:	North-South		Study Pe	eriod (hrs): 0.2	5				
Vehicle Volumes a	nd Adjustme								
Major Street		Northbound			Southbo	und			
Movement	11	2	3	4	5		6		
	<u> </u>	T	R	<u>L</u>	T		R		
Volume (veh/h)	1	440	4.00	1.00	501		0		
Peak-Hour Factor, PHF	0.93	0.93	1.00	1.00	0.93		0.93		
Hourly Flow Rate, HFR (veh/h)	1	473	0	0	538		0		
Percent Heavy Vehicles	0			0					
Median Type		4		Undivided					
RT Channelized			0						
Lanes	1	1	0	0	1		0		
Configuration	L	T					TR		
Upstream Signal		0			0				
Winor Street		Eastbound			Westbou	ınd			
Movement	7	8			11		12		
	L	Т	R	L	Т		R		
Volume (veh/h)	0		6						
Peak-Hour Factor, PHF	0.93	1.00	0.93	1.00	1.00		1.00		
lourly Flow Rate, HFR (veh/h)	0	0	6	0	0		0		
Percent Heavy Vehicles	0	0	0	0	0		0		
⊃ercent Grade (%)		0			0				
Flared Approach		N			N				
Storage		0			0				
RT Channelized			0		-		0		
anes	0	1 0	1 0	0	0		0		
Configuration	<u> </u>	LR	† 				-		
Delay, Queue Length, a	and Level of Se		<u> </u>		<u> </u>	I			
Approach	Northbound	Southbound	\Λ/	estbound		Eastbound	,		
Movement	1	4	7	8 9		11	12		
Lane Configuration	L	া	,	J 9	10	-	'2		
						LR			
/ (veh/h)	1 1010					6	 		
C (m) (veh/h)	1040					547			
r/c	0.00					0.01			
95% queue length	0:00					0.03			
Control Delay (s/veh)	8.5					11.7			
_OS	A					В			
Approach Delay (s/veh)						11.7	,		

General Information			Site Information						
Analyst RP			Intersection S. GULFVIEW / DR					RIVE D	
Agency/Co.	GCC		Jurisdiction			CLEARWATER			
Date Performed	5/6/2015			Analysis Year			WITH PE	ROJECT	
Analysis Time Period		PM PEAK			,				
Project Description 40	1-421 S. GULF	VIEW ALANIK H	OTEL						
East/West Street: DR/N				South Str	eet: S GUL	FVIEW			
ntersection Orientation:			Study	eriod (h	rs): <i>0</i> .25				
Vehicle Volumes a	nd Adjustme	ents							
Wajor Street		Northbound					und		
Movement	1	2	3	3		5		6	
	L	Т	R		L	Т		R	
/olume (veh/h)		297	8			330			
Peak-Hour Factor, PHF	1.00	1.00	1.00		1.00	1.00		1.00	
lourly Flow Rate, HFR veh/h)	0	297	8		0	330		0	
Percent Heavy Vehicles	0				0				
/ledian Type				Undivid	ed				
RT Channelized			0					0	
anes	0	1	0		0	1		0	
Configuration			TR			Т			
Jpstream Signal		0				0			
Ainor Street					Westbound				
/lovement	7	Eastbound 8	9 10		10	11		12	
	L	Т	R		L	Т		R	
/olume (veh/h)								10	
Peak-Hour Factor, PHF	1.00	1.00	1.00 1.0		1.00	1.00		1.00	
lourly Flow Rate, HFR veh/h)	0	0	0		0	О		10	
Percent Heavy Vehicles	0	0	0		0	0		0	
Percent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
RT Channelized			0			1		0	
_anes	0	0	0		0	0		1	
Configuration	- ` ` 					l		R	
Delay, Queue Length, a	and Loyal of Sa	nvice				7			
Approach	Northbound	Southbound	,	Nestbour			Eastbound	······································	
Approach Movement	1	4	7			10 11		12	
	I .	. 4	1	O		10	11	12	
ane Configuration					R	1	-		
(veh/h)					10			-	
C (m) (veh/h)					743			_	
/c					0.01			ļ	
5% queue length					0.04	<u> </u>			
Control Delay (s/veh)					9.9				
.os					А				
Approach Delay (s/veh)				9.9	1		-	•	
Approach LOS		7.5	A			 			