DAIS LOG

MARCH 16, 2016 BOC MEETINGS

AGENDAS – SPECIAL WORKSHOP, AGENDA SETTING, AND REGULAR MEETING

THE FIRST THREE ITEMS IN THIS DAIS LOG PACKET ARE THE THREE AGENDAS THAT WILL BE USED TONIGHT

- BOC SPECIAL WORKSHOP – 5:30 P.M.
- BOC AGENDA SETTING MEETING – 5:45 P.M.
- BOC REGULAR MEETING – 6:00 P.M.

SPECIAL WORKSHOP ITEM C-1.

PROJECT STATUS REPORT FOR THE WEEK ENDING ON MARCH 11, 2016

THIS ITEM INCLUDES A SUMMARY OF ITEMS COMPETED DURING THIS PERIOD, ANTICIPATED ACTIVITY NEXT PERIOD, PROJECT ISSUES, PROJECT SCHEDULE MILESTONES, AND INTERNAL RESOURCE CONCERNS.

REGULAR MEETING ITEM J-2.

HOLTON MADEIRA BEACH SITE – REVISED FDOT PERMIT TRAFFIC STUDY

THIS ITEM INCLUDES A SUMMARY OF EXISTING CONDITIONS, FUTURE CONDITIONS WITH DEVELOPMENT, AND CONCLUSIONS AND RECOMMENDATIONS IN REGARDS TO THE HOLTON PROJECT.

THE CITY OF MADEIRA BEACH, FLORIDA
PUBLIC NOTICE

BOARD OF COMMISSIONERS
SPECIAL WORKSHOP MEETING

The Board of Commissioners of the City of Madeira Beach, Florida will meet at City Hall, located at 300 Municipal Drive, Madeira Beach, Florida to discuss the agenda items of City Business listed at the time indicated below.

5:30 PM | **WEDNESDAY, MARCH 16, 2016** | **COMMISSION CHAMBERS**

A. CALL TO ORDER

B. ROLL CALL

C. TOPICS

1. DISCUSSION ON CHANGE ORDER INCREASES TO UNDERGROUNDING UTILITY PROJECT
   Shane B. Crawford, City Manager
   Vincent M. Tenaglia, Assistant City Manager

D. ADJOURNMENT

Any person who decides to appeal any decision of the City Commission with respect to any matter considered at this meeting will need a record of the proceedings and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. The law does not require the City Clerk to transcribe verbatim minutes; therefore, the applicant must make the necessary arrangements with a private reporter or private reporting firm and bear the resulting expense. In accordance with the Americans with Disability Act and F.S. 286.26; any person with a disability requiring reasonable accommodation in order to participate in this meeting should call 727-391-9951 or fax a written request to 727-399-1131.

Posted March 11, 2016

THE CITY OF MADEIRA BEACH, FLORIDA
PUBLIC NOTICE

BOARD OF COMMISSIONERS
AGENDA SETTING MEETING

The Board of Commissioners of the City of Madeira Beach, Florida will meet at City Hall, located at 300 Municipal Drive, Madeira Beach, Florida to discuss the agenda items of City Business listed at the time indicated below.

5:45 P.M.	WEDNESDAY MARCH 16, 2016	COMMISSION CHAMBERS

AGENDA SETTING FOR BOC WORKSHOP ON MARCH 29, 2016

A. CALL TO ORDER

B. ROLL CALL

C. TOPICS

1. FUND BALANCE POLICY STATUS UPDATE
   Vincent M. Tenaglia, Assistant City Manager
2. INTRODUCTION OF NEW BUDGET AND FINANCE POLICIES
   Vincent M. Tenaglia, Assistant City Manager
3. FISCAL YEAR 2017 BUDGET DISCUSSION
   Vincent M. Tenaglia, Assistant City Manager
   Shane B. Crawford, City Manager

D. ADJOURNMENT

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Posted March 11, 2016

THE CITY OF MADEIRA BEACH, FLORIDA
PUBLIC NOTICE

BOARD OF COMMISSIONERS
REGULAR MEETING

The Board of Commissioners of the City of Madeira Beach, Florida will meet at City Hall, located at 300 Municipal Drive, Madeira Beach, Florida to discuss the agenda items of City Business listed at the time indicated below.

6:00 P.M. | **WEDNESDAY, MARCH 16, 2016** | **COMMISSION CHAMBERS**

A. CALL TO ORDER

B. INVOCATION AND PLEDGE OF ALLEGIANCE – COMMISSIONER TERRY LISTER

C. ROLL CALL

D. APPROVAL OF THE MINUTES

1. **BOC WORKSHOP MINUTES** **JANUARY 26, 2016**
2. **BOC AGENDA SETTING MEETING** **FEBRUARY 9, 2016**
3. **BOC REGULAR MEETING** **FEBRUARY 9, 2016**

E. APPROVAL OF THE AGENDA

PRESENTATIONS/PROCLAMATIONS

1. PROCLAMATION DECLARING APRIL 2016 AS "DONATE LIFE MONTH"
   Mayor Travis Palladeno and Jennifer Krouse, LifeLink Foundation, Inc.
2. INDEPENDENT AUDITOR'S REPORT – FISCAL YEAR ENDED SEPTEMBER 30, 2015
   John Houser, Wells, Houser & Schatzel, P.A.

F. PUBLIC COMMENT – LIMITED TO THREE (3) MINUTES

G. CONSENT AGENDA

1. AUTHORIZATION OF EXPENDITURES TO FIREWORKS DISPLAY UNLIMITED, LLC IN THE AMOUNT OF $26,000 FOR FOURTH OF JULY FIREWORKS SHOW.
2. AUTHORIZATION OF EXPENDITURES TO CLARK SALES DISPLAY, INC. IN THE AMOUNT OF $30,670 FOR HOLIDAY DECORATIONS.

H. CONTRACTS/AGREEMENTS – NONE

I. UNFINISHED BUSINESS – NONE

J. NEW BUSINESS

1. AUTHORIZATION OF GOVERNMENTAL MONEY PURCHASE PLAN AND TRUST ADOPTION AGREEMENT WITH ICMA RETIREMENT CORPORATION
   Vincent M. Tenaglia, Assistant City Manager
2. **ORDINANCE 2015-18**
   A FIRST READING OF AN ORDINANCE OF THE CITY OF MADEIRA BEACH, FLORIDA, REZONING CERTAIN REAL PROPERTY GENERALLY DESCRIBED AS 555 150th AVENUE AND 565 150TH AVENUE FROM, MARINE COMMERCIAL (C-4) TO PLANNED DEVELOPMENT (PD) DISTRICT; PROVIDING FOR READING BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE THEREOF.
3. **ORDINANCE 2016-02**
   A FIRST READING OF AN ORDINANCE OF THE CITY OF MADEIRA BEACH, FLORIDA, AMENDING SECTION 82-2 OF THE CODE OF ORDINANCES TO CREATE A DEFINITION FOR "RESIDENTIAL PROPERTY"; AND PROVIDING FOR AN EFFECTIVE DATE.
4. **ORDINANCE 2016-03**
   A FIRST READING OF AN ORDINANCE OF THE CITY OF MADEIRA BEACH, FLORIDA, AMENDING CHAPTER 42 OF THE CODE OF ORDINANCES TO CREATE AN ARTICLE PROHIBITING AND REGULATING THE OVERNIGHT ABANDONMENT OF PERSONAL

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Posted March 11, 2016

PROPERTY ON THE PUBLIC BEACHES OF THE CITY AND TO BE COMMONLY REFERRED TO AS "MADEIRA BEACH LEAVE NO TRACE ORDINANCE"; AND PROVIDING FOR AN EFFECTIVE DATE.

5. **ORDINANCE 2016-04**
   A FIRST READING OF AN ORDINANCE OF THE CITY OF MADEIRA BEACH, FLORIDA, AMENDING CHAPTER 78 OF THE CODE OF ORDINANCES TO CREATE A SECTION PROVIDING FOR UNOBSTRUCTED USE OF PUBLIC DOCKS AND BOAT LAUNCHING RAMPS AND RESTRICTIONS TO THE SECURING OR TYING OF VESSELS TO PUBLIC PROPERTY; AND PROVIDING FOR AN EFFECTIVE DATE.

6. **RESOLUTION 2016-12**
   AMENDING THE FISCAL YEAR 2016 BUDGET BY INCREASING LOCAL OPTION SALES TAX FUND EXPENDITURES IN THE AMOUNT OF $110,000; AND PROVIDING FOR AN EFFECTIVE DATE.

   a. **AUTHORIZATION OF EXPENDITURES**
      AUTHORIZATION OF EXPENDITURES TO SPEELER FOUNDATIONS, INC., IN THE AMOUNT OF $110,000, FOR FISHING PIER CONSTRUCTION.

7. **RESOLUTION 2016-13**
   A RESOLUTION OF THE CITY OF MADEIRA BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER TO APPLY FOR FLORIDA BOATING IMPROVEMENT PROGRAM FUNDS ADMINISTERED BY THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION, TO ASSIST WITH THE CREATION OF NEW PUBLIC TRANSIENT BOATING FACILITIES AT THE CITY CENTRE; AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

8. **RESOLUTION 2016-14**
   A RESOLUTION OF THE CITY OF MADEIRA BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER TO APPLY FOR FLORIDA BOATING IMPROVEMENT PROGRAM FUNDS ADMINISTERED BY THE FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION, TO ASSIST WITH THE CREATION OF NEW PUBLIC TRANSIENT BOATING FACILITIES AT JOHN'S PASS VILLAGE; AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

9. **AUTHORIZATION OF EXPENDITURES**
   AN AUTHORIZATION OF CHANGE ORDER TO INCREASE CPWG PURCHASE AGREEMENT NO. 15000232 IN THE AMOUNT OF $110,434 FOR GULF BOULEVARD IMPROVEMENT PROJECT ADDITIONS.

K. REPORTS/CORRESPONDENCE

- **CITY COMMISSION**
- **CITY ATTORNEY**
- **CITY MANAGER**
- **CITY CLERK**

L. ADJOURNMENT

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Posted March 11, 2016

Project Status Report

City of Madeira Beach / Underground north

Week Ending March 11, 2016

I. Items Completed This Period

a. Installed flush mounted pedestal light pole boxes on the West side of Gulf Blvd. for Duke.
b. Bored and installed 4" and 7" conduits on the West side of Gulf Blvd from 150th to the south end of Archibald Park.
c. Bored and installed 2" conduits for Brighthouse and Duke on the West side of Gulf Blvd from north end of Archibald Park to 153rd.

II. Anticipated Activity Next Period

a. Boring and installing 4" and 7" conduits for Duke on the West side of Gulf Blvd and 4" and 7" conduits for Duke crossing Gulf Blvd. at 153rd.

III. Project Issues

a. Nothing at this time.

IV. Needed From Client

a. Nothing at this time.

V. Project Schedule Milestones Completed and Anticipated

a. Continuing work on the west side of Gulf Blvd.

VI. Internal Resource Concerns / Project Problems

a. Availability of Duke's material
    i. Deliver the remaining flush pedestal boxes for the LED light poles
    ii. LED light poles
    iii. Concrete vaults

3918 W. Highland Ave
Tampa FL 33603

FDOT PERMIT TRAFFIC ANALYSIS
FOR
HOLTON MADEIRA BEACH SITE
TOM STUART CAUSEWAY (S.R. 666)

PREPARED FOR:
HOLTON COMPANIES

PREPARED BY:
GULF COAST CONSULTING, INC.
REVISED FEBRUARY 2016
PROJECT # 14-048

TABLE OF CONTENTS

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

Octavio Cabrera, P.E.
FL. Reg. #14663

Octavio Cabrera
FEB 0 3 2016
FL P.E. No. 14663

I. INTRODUCTION

The applicant proposes to improve its property located on the southeast side of Tom Stuart Causeway (SR 666) in the City of Madeira Beach (See Figure 1) The property is adjacent to the Madeira Beach Municipal Marina and access is via an existing right-in/right-out driveway and via the full median opening that serves the city property. Subsequent to the January 11, 2016 Madeira Beach Planning Board meeting, the applicant revised the plan and application to reduce the height and intensity of the development to address neighbor concerns. The applicant now intends to develop a 150 room hotel, a 68 unit condominium, a 122 unit condo/hotel, and a 17,000 square foot restaurant and associated parking. In addition, there will be a small marina with 100 slips that will be limited to use by condominium owners, hotel guests, and restaurant patrons that wish to arrive by boat. The potential site improvements include relocating the frontage road and extending the left turn lane at the project west entrance. This traffic analysis was prepared to evaluate the traffic impacts at the driveways and to aid in driveway design.

II. EXISTING CONDITIONS

The Tom Stuart Causeway (SR 666) is a four-lane divided arterial roadway with a posted speed of 40 MPH and is controlled by a traffic signal at Duhme Road east of the drawbridge and Madeira Way to the west. SR 666 is an Access Class 7 roadway per FDOT Rule 14-97, with a minimum driveway spacing requirement of 125 feet, and a full median opening spacing of 660 feet.

Existing conditions were established by obtaining PM peak period (4-6 PM) intersection turning movement counts at the SR 666/Full Median Opening intersection and the existing right-in/right-out driveway intersection with SR 666 in September 2015. These counts were seasonally adjusted to peak season equivalents using FDOT seasonal adjustment factors. Intersection analysis was performed using the HCS software. The existing (2015) peak hour traffic volumes are shown in Figure 2 and the HCS printouts are included in Appendix A.

At the full access to SR 666 (Drive A), a total of 16 vehicles entered and 13 vehicles exited the site during the PM peak hour. Westbound left turns operate at LOS B with 11.0 seconds delay, and the exiting vehicles operate at LOS C with 17.6 seconds delay for the exiting motorists.

At the eastern driveway (Drive B) to SR 666 access is limited to right-in/right out movements due to proximity to the drawbridge. During the PM peak hour there were 6 entering vehicles and 11exiting vehicles. The exiting vehicles operate at LOS B with 12.0 seconds average delay.

Based on the adjusted traffic counts, roadway segment volumes were calculated and analyzed using FDOT Generalized Capacity Tables. The adjacent segment of SR 666 carries 2,108 vehicles during the PM peak hour which represents LOS C on a 4-lane divided roadway.

PROJECT LOCATION – HOLTON MADEIRA BEACH SITE

PROJECT NO: 14-048

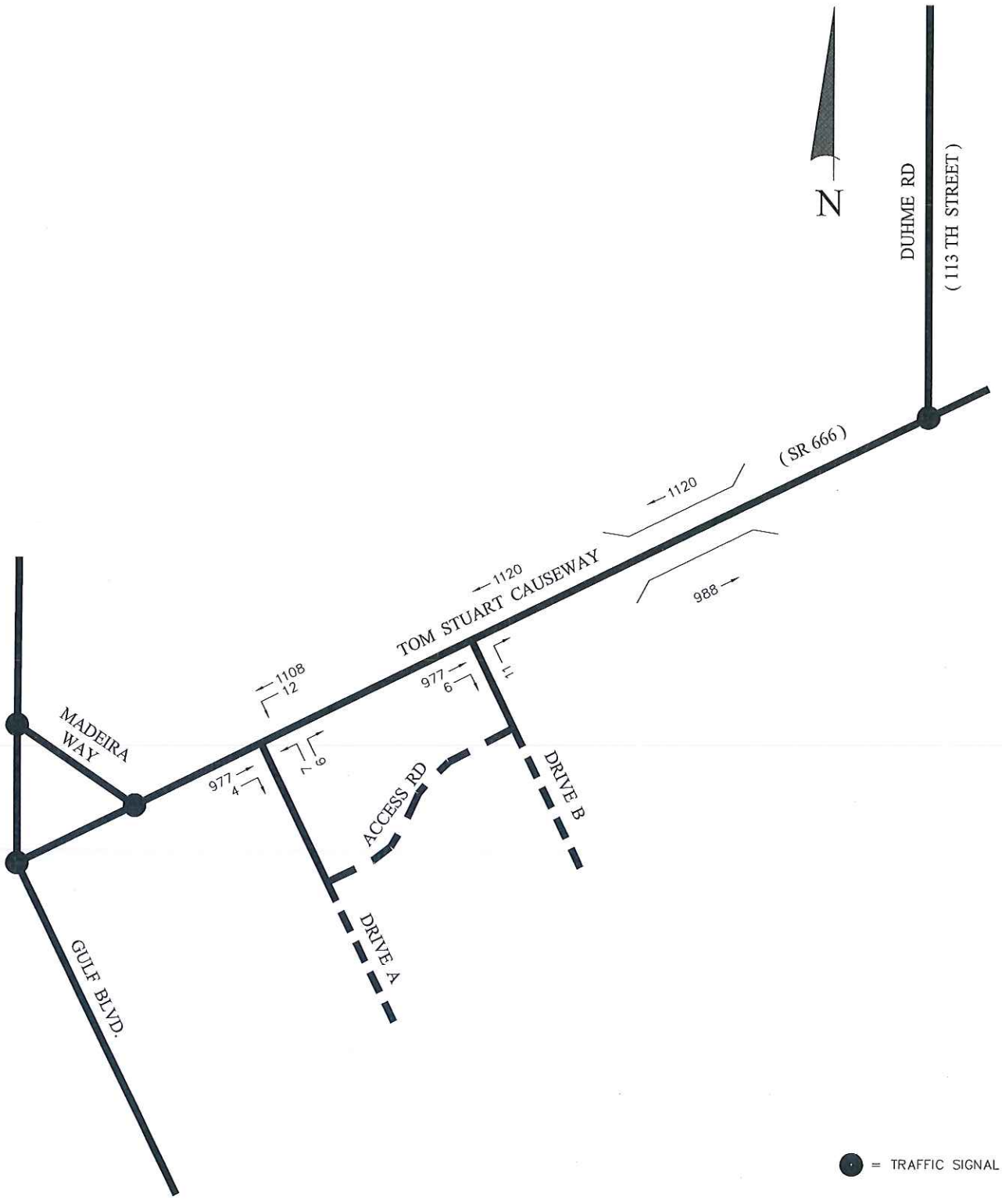
Gulf Coast Consulting, Inc.
Land Development Consulting

DATE: 9/2014

DRAWN BY: MKC

FIGURE: 1

Y:\PINELLAS\Holton Madeira Beach Site (14-048)\Drawings\14-048 TC.dwg, 9/15/2014 11:26:00 AM



EXISTING PM PEAK HOUR/PEAK SEASON TRAFFIC

PROJECT NO: 14-048

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

DATE: 10/2015

DRAWN BY: GJS

FIGURE: 2

III. FUTURE CONDITIONS WITH DEVELOPMENT

Trip generation estimates of the additional traffic caused by the proposed development were made using ITE Trip Generation, 9th Edition rates.

Land Use	Amount	ITE LUC	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips (in/out)
High-Rise Condominium	68 units	232	284	23	26 (16/10)
High-Rise Condo/Hotel	122 units	232	510	41	46 (29/17)
Hotel	150 rooms	310	1,225	80	90 (46/44
Quality Restaurant	17,000 SF	931	1,529	14	127 (85/42)
Total			3,548	158	289 (176/113)

The additional traffic caused by the development is expected to be 3,548 daily trips of which 289 would occur during the PM peak hour (176 entering / 113 exiting). This would classify as a Category "D" permit application with FDOT. Project traffic was distributed to the surrounding roadway system based on the following percentages which were derived from traffic counts at the existing median opening and driveway.

30% west on SR 666 (Tom Stuart Causeway) +87 PM trips
70% east on SR 666 (Tom Stuart Causeway) +202 PM trips

The intersection and driveway were analyzed to consider future operations with the project development in place. Expected future traffic is shown in Figure 3 and the HCS printouts are included in Appendix B.

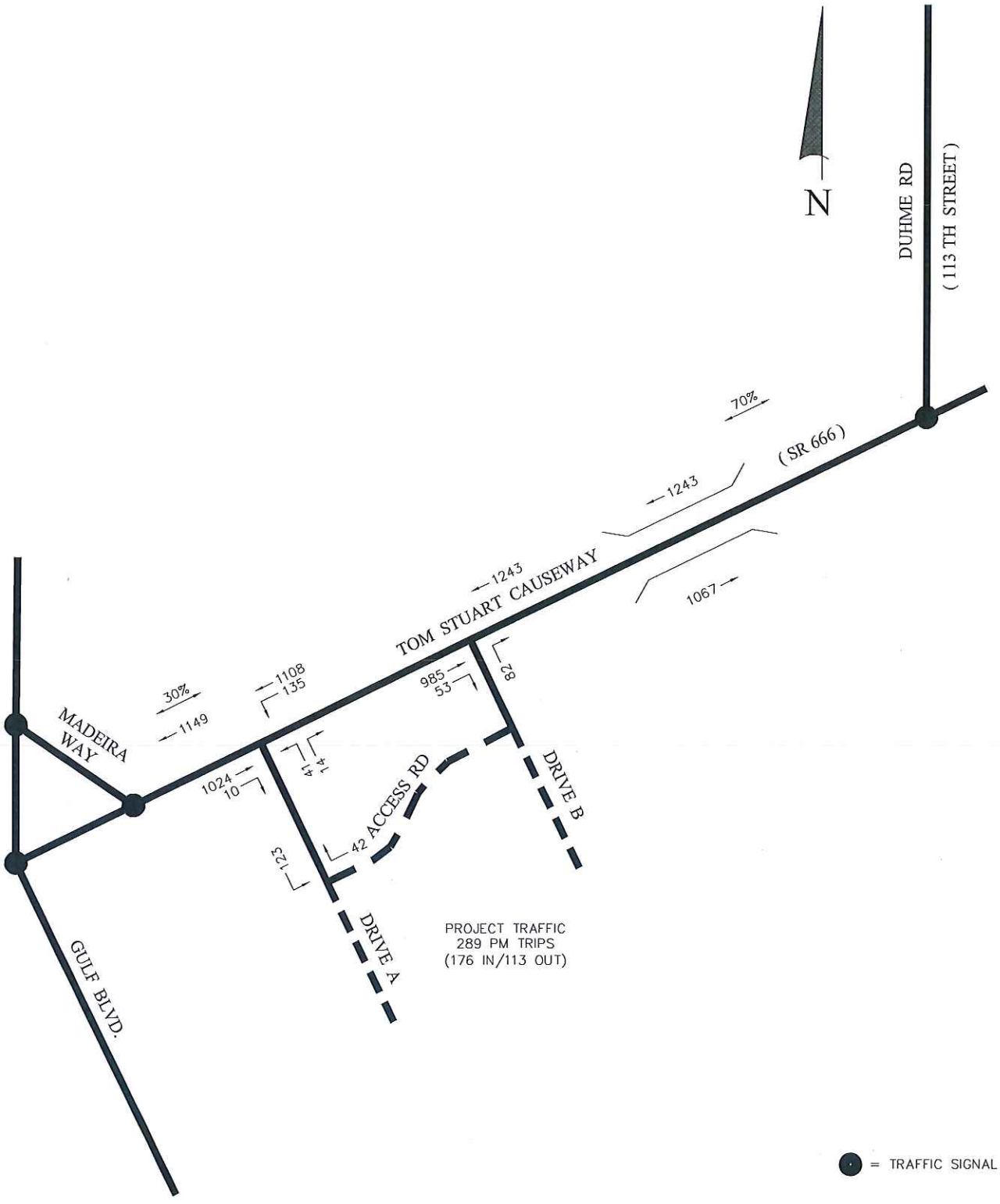
At the full access to SR 666 (Drive A), westbound left turns would operate at LOS B with 13.5 seconds delay and the left and right-turns exiting would operate at LOS D with delay increasing to 31.3 seconds.

At the eastern driveway (Drive B) to SR 666 which is limited to right turn access, the exiting vehicles would continue to operate at LOS B with 13.9 seconds average delay.

The adjacent segment of SR 666 would continue to operate at LOS C with volume increasing to 2,310 vehicles east of the site and 2,183 vehicles west of the site during the PM peak hour. This represents acceptable levels of service.

IV. CONCLUSIONS AND RECOMMENDATIONS

The proposed development of this property to contain condominiums, a condo/hotel, a limited service hotel and a restaurant with dedicated marina slips is expected to generate 3,548 daily trips and an additional 289 PM peak hour trips. With the impacts of the proposed development, all movements at the driveways would operate at acceptable levels of service and SR 666 would continue to operate at LOS C. The left turn lane should be lengthened to include 125 feet of queue storage plus 240 feet deceleration distance per FDOT Index #301 for a 50 MPH design speed urban condition. This will require median modifications and relocation of the median opening further west.



FUTURE PM PEAK HOUR/PEAK SEASON TRAFFIC

PROJECT NO: 14-048

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

DATE: 2/2016

DRAWN BY: GJS

FIGURE: 3

APPENDIX A

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 1500 PINELLAS COUNTYWIDE

MOCF: 0.95

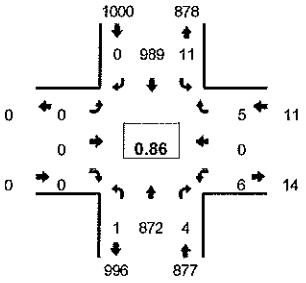
Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	1.03	1.08
2	01/05/2014 - 01/11/2014	1.05	1.11
3	01/12/2014 - 01/18/2014	1.07	1.13
4	01/19/2014 - 01/25/2014	1.05	1.11
5	01/26/2014 - 02/01/2014	1.03	1.08
6	02/02/2014 - 02/08/2014	1.00	1.05
7	02/09/2014 - 02/15/2014	0.98	1.03
* 8	02/16/2014 - 02/22/2014	0.96	1.01
* 9	02/23/2014 - 03/01/2014	0.95	1.00
*10	03/02/2014 - 03/08/2014	0.95	1.00
*11	03/09/2014 - 03/15/2014	0.94	0.99
*12	03/16/2014 - 03/22/2014	0.93	0.98
*13	03/23/2014 - 03/29/2014	0.93	0.98
*14	03/30/2014 - 04/05/2014	0.94	0.99
*15	04/06/2014 - 04/12/2014	0.94	0.99
*16	04/13/2014 - 04/19/2014	0.94	0.99
*17	04/20/2014 - 04/26/2014	0.95	1.00
*18	04/27/2014 - 05/03/2014	0.96	1.01
*19	05/04/2014 - 05/10/2014	0.97	1.02
*20	05/11/2014 - 05/17/2014	0.98	1.03
21	05/18/2014 - 05/24/2014	0.99	1.04
22	05/25/2014 - 05/31/2014	0.99	1.04
23	06/01/2014 - 06/07/2014	0.99	1.04
24	06/08/2014 - 06/14/2014	0.99	1.04
25	06/15/2014 - 06/21/2014	0.99	1.04
26	06/22/2014 - 06/28/2014	1.00	1.05
27	06/29/2014 - 07/05/2014	1.00	1.05
28	07/06/2014 - 07/12/2014	1.00	1.05
29	07/13/2014 - 07/19/2014	1.01	1.06
30	07/20/2014 - 07/26/2014	1.01	1.06
31	07/27/2014 - 08/02/2014	1.01	1.06
32	08/03/2014 - 08/09/2014	1.02	1.07
33	08/10/2014 - 08/16/2014	1.02	1.07
34	08/17/2014 - 08/23/2014	1.02	1.07
35	08/24/2014 - 08/30/2014	1.04	1.09
36	08/31/2014 - 09/06/2014	1.05	1.11
37	09/07/2014 - 09/13/2014	1.06	1.12
38	09/14/2014 - 09/20/2014	1.07	1.13
39	09/21/2014 - 09/27/2014	1.06	1.12
40	09/28/2014 - 10/04/2014	1.06	1.12
41	10/05/2014 - 10/11/2014	1.05	1.11
42	10/12/2014 - 10/18/2014	1.05	1.11
43	10/19/2014 - 10/25/2014	1.05	1.11
44	10/26/2014 - 11/01/2014	1.05	1.11
45	11/02/2014 - 11/08/2014	1.06	1.12
46	11/09/2014 - 11/15/2014	1.06	1.12
47	11/16/2014 - 11/22/2014	1.06	1.12
48	11/23/2014 - 11/29/2014	1.06	1.12
49	11/30/2014 - 12/06/2014	1.05	1.11
50	12/07/2014 - 12/13/2014	1.04	1.09
51	12/14/2014 - 12/20/2014	1.03	1.08
52	12/21/2014 - 12/27/2014	1.05	1.11
53	12/28/2014 - 12/31/2014	1.07	1.13

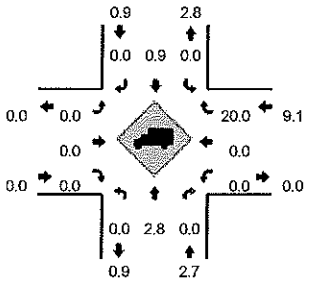
* Peak Season

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

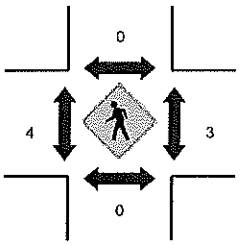
LOCATION: Tom Stuart Causeway -- Marina Main Dwy | **QC JOB #:** 13605602
CITY/STATE: Madeira Beach, FL | **DATE:** Tue, Sep 29 2015

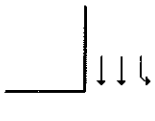
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

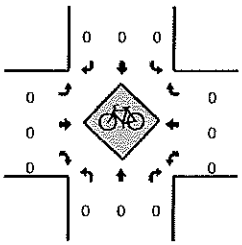


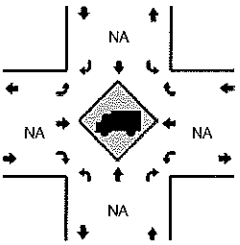


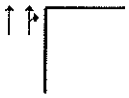
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

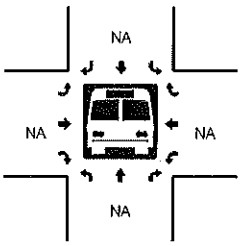






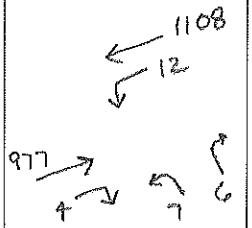






15-Min Count Period Beginning At	Tom Stuart Causeway (Northbound)				Tom Stuart Causeway (Southbound)				Marina Main Dwy (Eastbound)				Marina Main Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	229	1	1	3	235	0	0	0	0	0	0	0	0	3	0	472	
4:15 PM	0	211	4	0	4	243	0	1	0	0	0	0	3	0	3	0	469	
4:30 PM	0	207	0	0	2	229	0	1	0	0	0	0	0	0	0	0	439	
4:45 PM	0	223	0	0	3	244	0	0	0	0	0	0	0	0	0	0	470	1850
5:00 PM	0	234	2	0	2	237	0	0	0	0	0	0	3	0	2	0	480	1858
5:15 PM	0	201	2	1	3	176	0	0	0	0	0	0	1	0	2	0	386	1775
5:30 PM	0	214	0	0	2	332	0	1	0	0	0	0	2	0	1	0	552	1888
5:45 PM	0	175	2	0	1	274	0	0	0	0	0	0	3	0	2	0	457	1875

PSCF = 1.12



Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	856	0	0	8	1328	0	4	0	0	0	0	8	0	4	0	2208
Heavy Trucks	0	20	0		0	12	0		0	0	0		0	0	0		32
Pedestrians		0				0				12				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 10/6/2015 1:43 PM

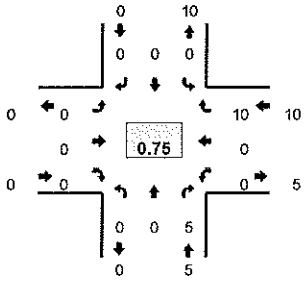
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

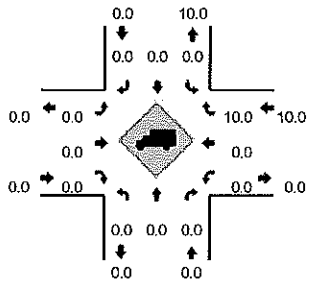
LOCATION: Tom Stuart Causeway -- Dwy to Marina
CITY/STATE: Madeira Beach, FL

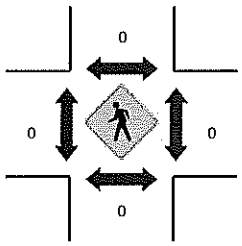
QC JOB #: 13605601
DATE: Tue, Sep 29 2015

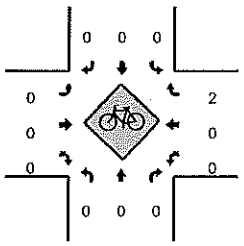
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

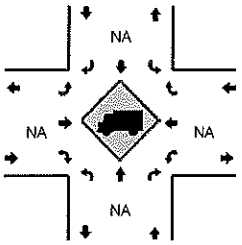


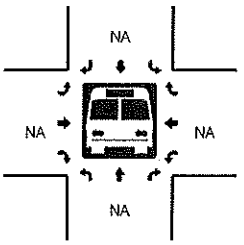
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











15-Min Count Period Beginning At	Tom Stuart Causeway (Northbound)				Tom Stuart Causeway (Southbound)				Dwy to Marina (Eastbound)				Dwy to Marina (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	5	12
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	13
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4	15
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	15

PSCF = 1.12 ← 1120

977 → 6 ↓ ↑ 11

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	0	0	0	0	0	0	0	0	0	0	12	0	20
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	4		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad Stopped Buses																	

Comments:

Report generated on 10/6/2015 1:43 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RP*	Intersection	*SR 666 / DRIVE A*
Agency/Co.	*GCC*	Jurisdiction	*FDOT*
Date Performed	*10/7/2015*	Analysis Year	*2015 EXISTING*
Analysis Time Period	*PM PEAK*		

Project Description

East/West Street: *SR 666*	North/South Street: *DRIVE A - Main Access*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*977*	*4*	*12*	*1108*	
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*0.86*	*0.86*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1136*	*4*	*13*	*1288*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*7*		*6*			
Peak-Hour Factor, PHF	*0.86*	*1.00*	*0.86*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*6*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*13*		*14*				
C (m) (veh/h)		*609*		*299*				
v/c		*0.02*		*0.05*				
95% queue length		*0.07*		*0.15*				
Control Delay (s/veh)		*11.0*		*17.6*				
LOS		*B*		*C*				
Approach Delay (s/veh)	--	--	*17.6*					
Approach LOS	--	--	*C*					

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Generated: 10/7/2015 3:28 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RP*	Intersection	*SR 666 / DRIVE B (RIRO)*
Agency/Co.	*GCC*	Jurisdiction	*FDOT*
Date Performed	*10/7/15*	Analysis Year	*2015 EXISTING*
Analysis Time Period	*PM PEAK*		

Project Description

East/West Street: *SR 666*	North/South Street: *DRIVE B (RIRO ONLY)*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*977*	*6*		*1120*	
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*1.00*	*0.86*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1136*	*6*	*0*	*1302*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*5*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*0.86*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*5*			
C (m) (veh/h)					*518*			
v/c					*0.01*			
95% queue length					*0.03*			
Control Delay (s/veh)					*12.0*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*12.0*					
Approach LOS	--	--	*B*					

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Generated: 10/7/2015 3:27 PM

TABLE 4

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

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

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

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

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

APPENDIX B

High-Rise Residential Condominium/Townhouse
(232)

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

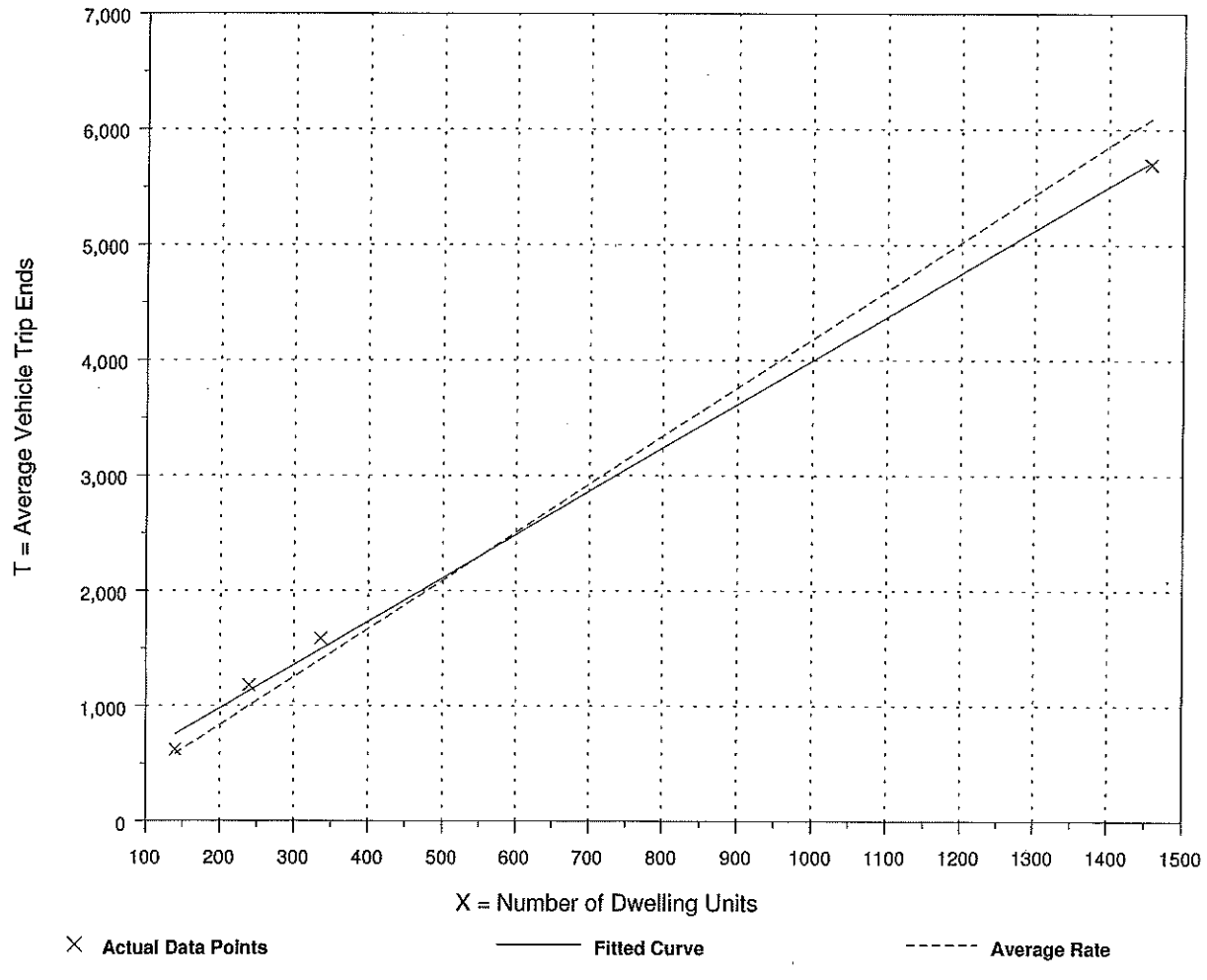
Number of Studies: 4
Avg. Number of Dwelling Units: 543
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

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

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 3.77(X) + 223.66

R^2 = 1.00

High-Rise Residential Condominium/Townhouse
(232)

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

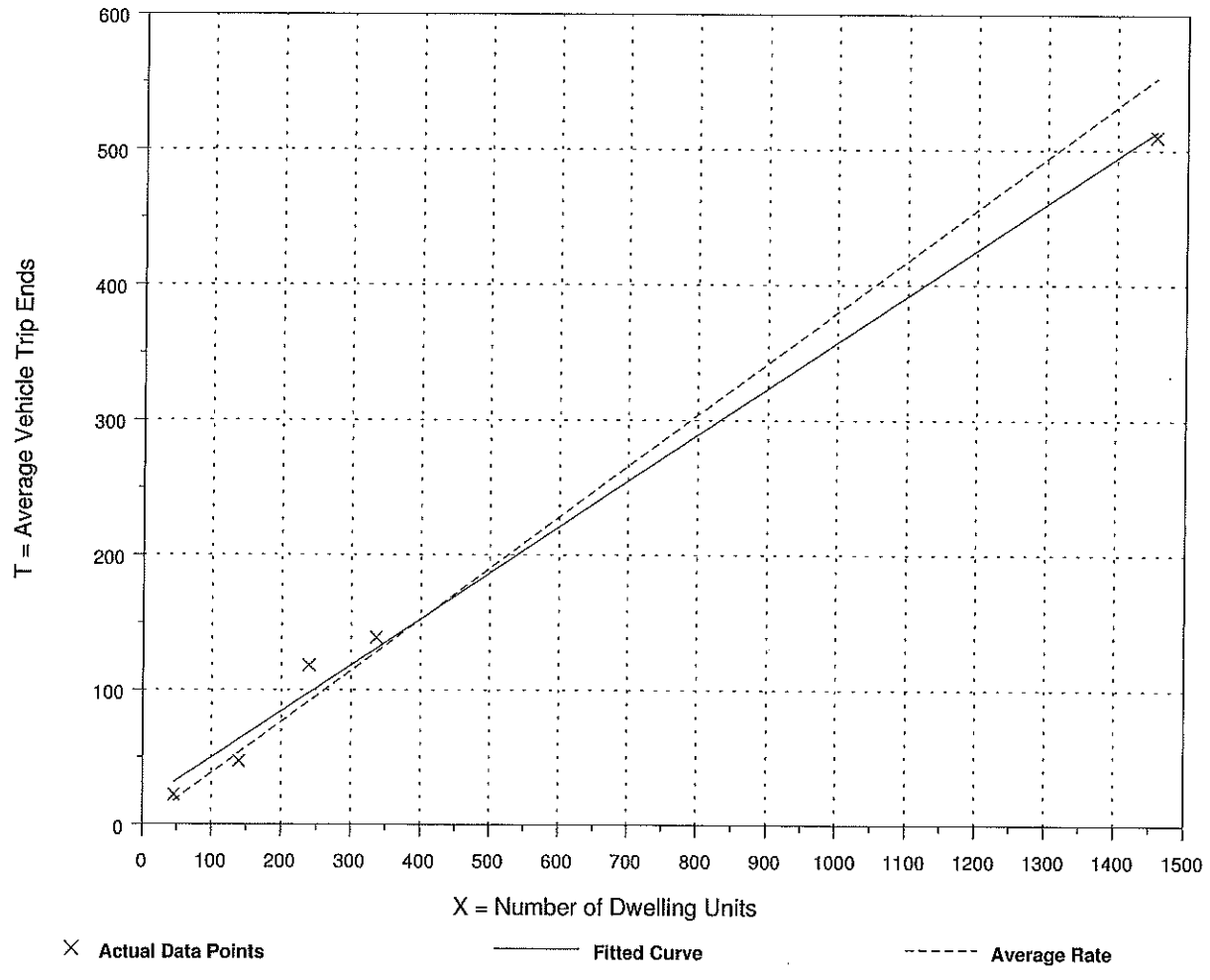
Number of Studies: 5
Avg. Number of Dwelling Units: 444
Directional Distribution: 62% entering, 38% exiting

Trip Generation per Dwelling Unit

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

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 0.34(X) + 15.47

R^2 = 0.99

Hotel
(310)

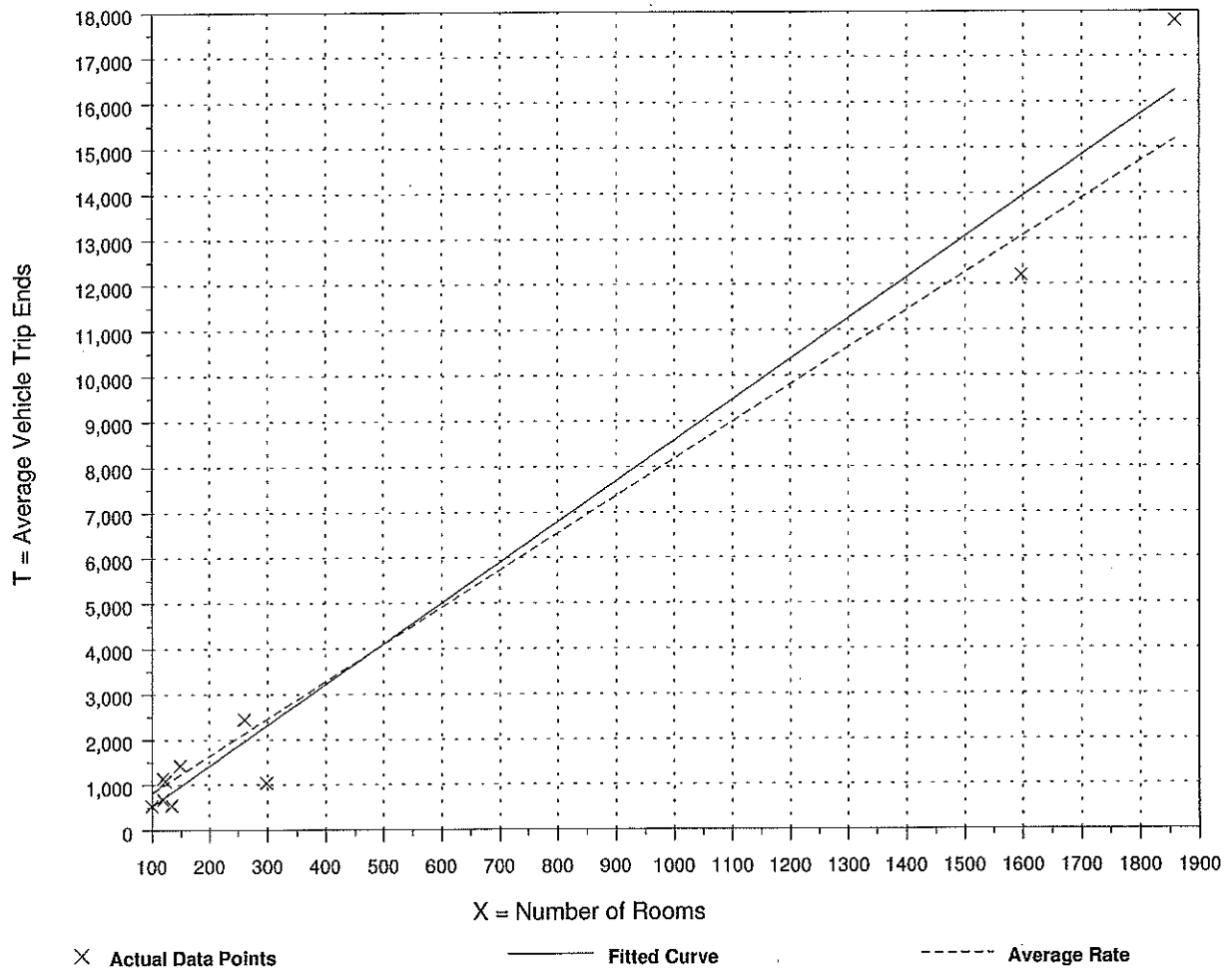
Average Vehicle Trip Ends vs: Rooms
On a: Weekday

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



Fitted Curve Equation: T = 8.95(X) - 373.16

R^2 = 0.98

Hotel
(310)

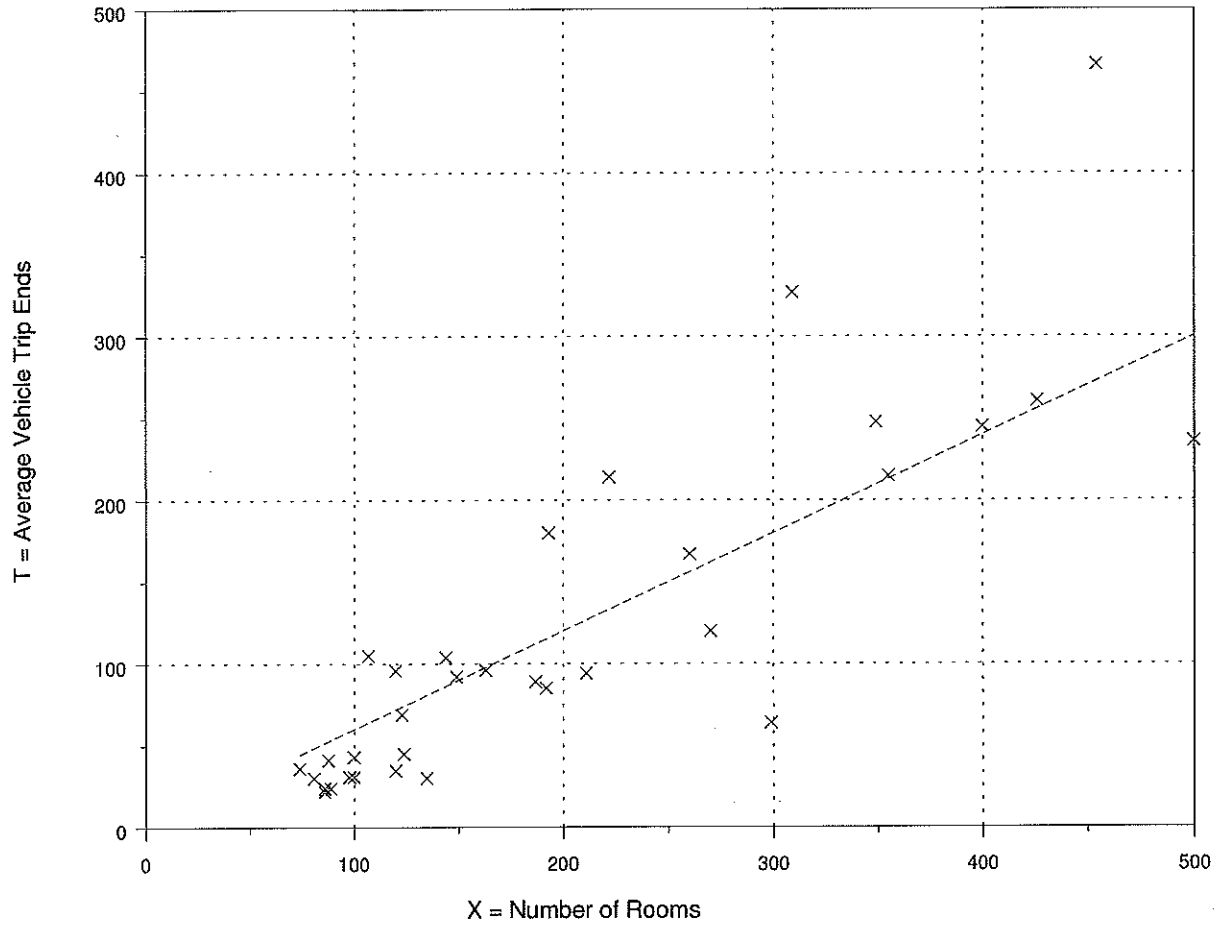
Average Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 33
Average Number of Rooms: 200
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.21 - 1.06	0.81

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Quality Restaurant
(931)

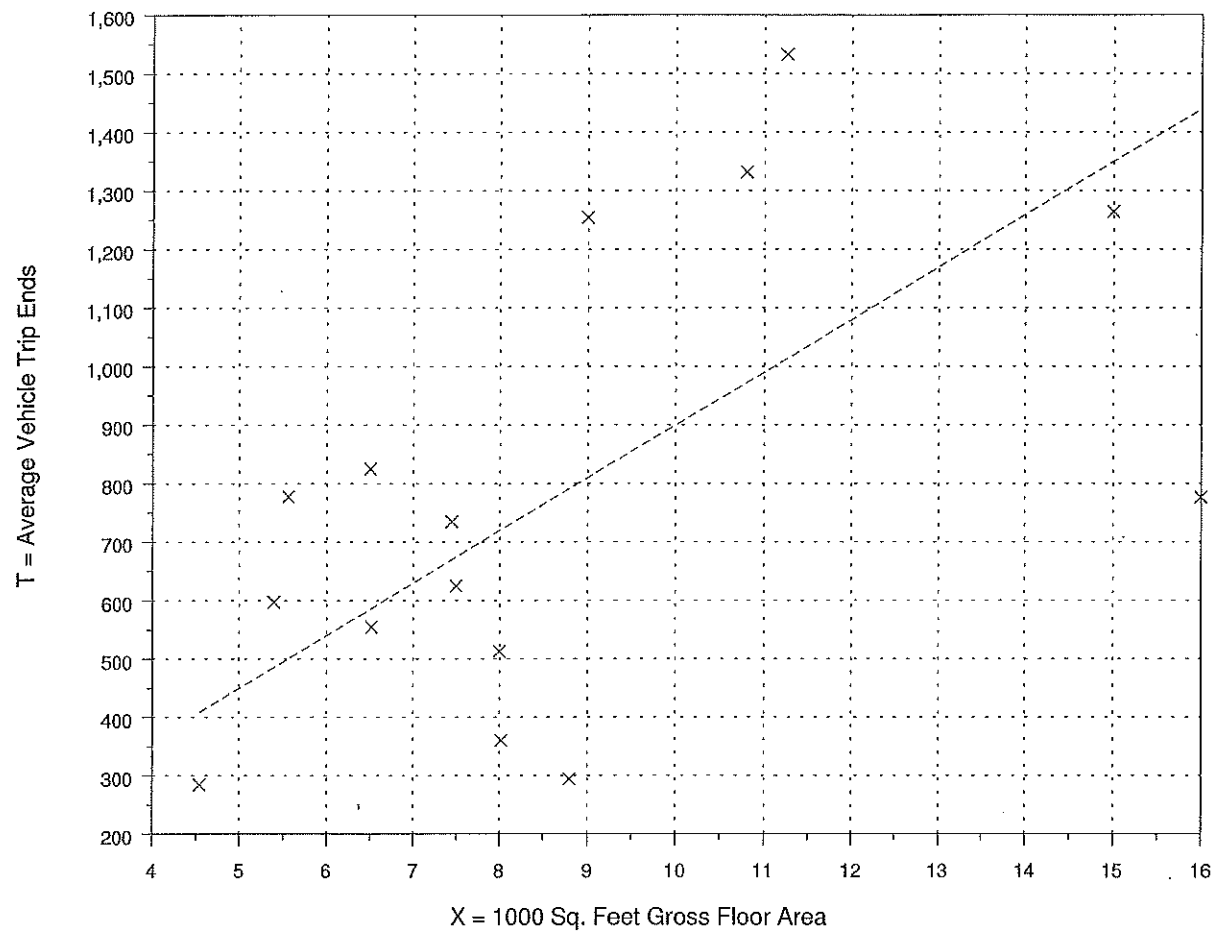
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 15
Average 1000 Sq. Feet GFA: 9
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
89.95	33.41 - 139.80	36.81

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Quality Restaurant
(931)

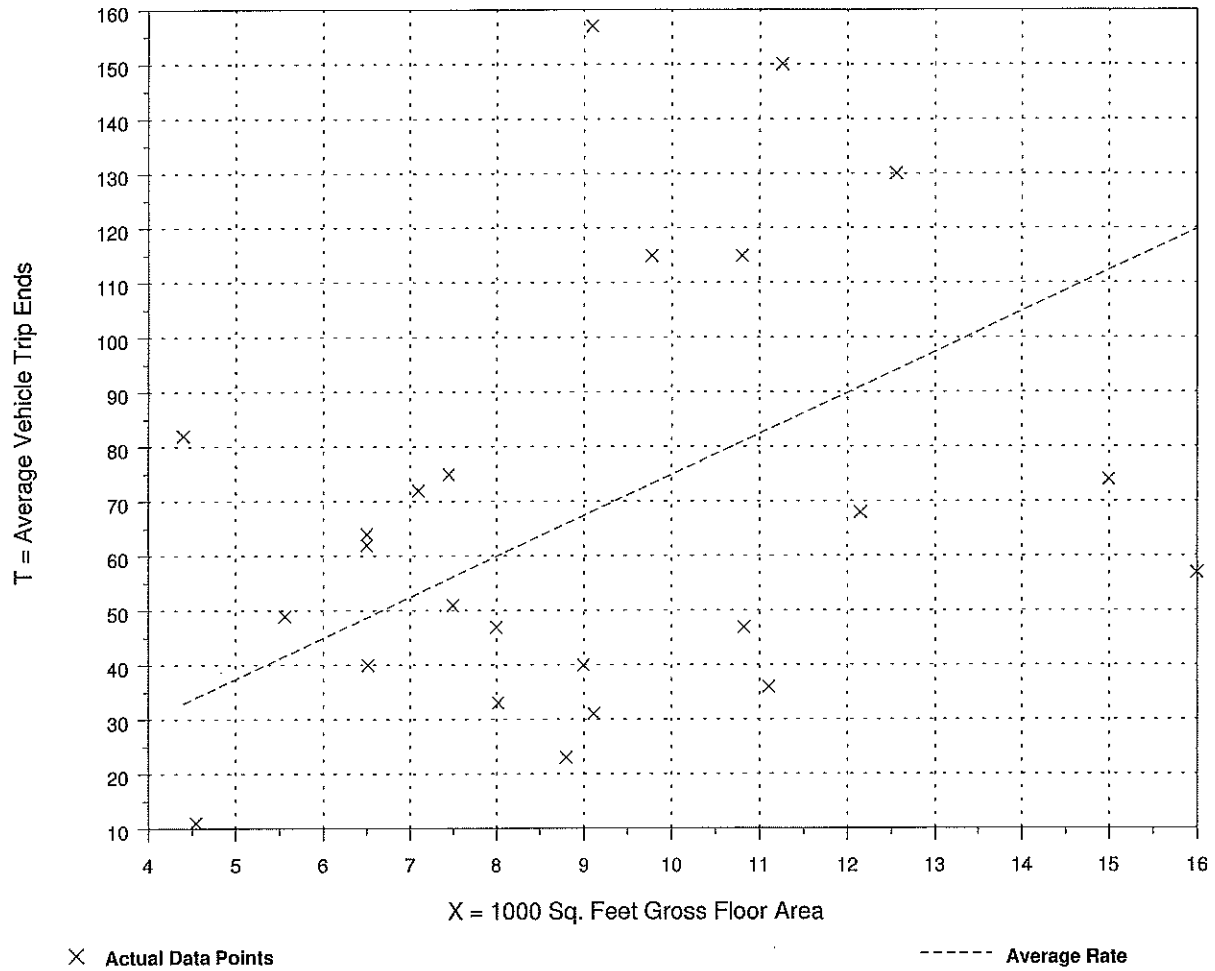
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 24
Average 1000 Sq. Feet GFA: 9
Directional Distribution: 67% entering, 33% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.49	2.42 - 18.64	4.89

Data Plot and Equation



× Actual Data Points ------ Average Rate

Fitted Curve Equation: Not given R^2 = ****

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RP*
Agency/Co.	*GCC*
Date Performed	*2/3/16*
Analysis Time Period	*PM PEAK*

Site Information

Intersection	*SR 666 / DRIVE A*
Jurisdiction	*FDOT*
Analysis Year	*FUTURE WITH PROJECT*

Project Description

East/West Street: *SR 666*	North/South Street: *DRIVE A*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1024*	*10*	*135*	*1108*	
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*0.86*	*0.86*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1190*	*11*	*156*	*1288*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*41*		*14*			
Peak-Hour Factor, PHF	*0.86*	*1.00*	*0.86*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*47*	*0*	*16*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*156*		*63*				
C (m) (veh/h)		*577*		*199*				
v/c		*0.27*		*0.32*				
95% queue length		*1.09*		*1.29*				
Control Delay (s/veh)		*13.5*		*31.3*				
LOS		*B*		*D*				
Approach Delay (s/veh)	--	--		*31.3*				
Approach LOS	--	--		*D*				

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Generated: 2/3/2016 8:45 AM

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RP*
Agency/Co.	*GCC*
Date Performed	*2/3/16*
Analysis Time Period	*PM PEAK*

Site Information

Intersection	*SR 666 / DRIVE B (RIRO)*
Jurisdiction	*FDOT*
Analysis Year	*FUTURE WITH PROJECT*

Project Description

East/West Street: *SR 666* | North/South Street: *DRIVE B (RIRO ONLY)*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*985*	*53*		*1243*	
Peak-Hour Factor, PHF	*1.00*	*0.86*	*0.86*	*1.00*	*0.86*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1145*	*61*	*0*	*1445*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*82*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*0.86*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*95*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*95*			
C (m) (veh/h)					*497*			
v/c					*0.19*			
95% queue length					*0.70*			
Control Delay (s/veh)					*13.9*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*13.9*					
Approach LOS	--	--	*B*					

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