



January 6, 2021

Patricia McNeese  
Principal Planner  
City of Tarpon Springs  
324 East Pine Street  
Tarpon Springs, Florida 34688

RE: ***Anclote Harbor Apartments  
East of US 19 and North of Live Oak Street  
Response to Gap Study Review Comments***

Dear Ms. McNeese,

Please see below for responses to comments dated January 4, 2021 for the Anclote Harbor Apartments Gap Study.

**Comment 1: In the Narrative section no background information is provided regarding US 19 or the project location. Provide the city and county where the project is located. What type of facility is US 19? What is the posted speed of US 19?**

Response 1: US 19 is an Urban Principal Arterial roadway with a posted speed limit of 55 MPH.

**Comment 2: In Figure 2, Figure 3 and Figure 4 remove “southbound” from the legend. The ingress traffic technically travels westbound then northbound before making a U-turn southbound.**

Response 2: Figure 3 and Figure 4 have been updated accordingly to remove the “southbound” from the legend and are attached.

**Comment 3: The study does not mention that the location of the offset left-turns are preliminary. Also, no narrative regarding storage length or how storage length will be determined for the offset left turns is provided.**

Response 3: The locations of the offset left-turn lanes are preliminary, based upon guidance provided by the Florida Department of Transportation (FDOT). The required storage lengths will be determined during the FDOT permitting process.

**Comment 4: Note: A five second gap at the posted speed limit of 55 mph equates to 323 feet gap. None of the field trial information regarding how a five second gap was determined to be sufficient was provided. Please provide information from a similar study completed for District 7 FDOT or an ITE/FDOT/FHWA manual reference stating that five seconds is an adequate gap duration for crossing three lanes of traffic. The FDOT MUTS indicates in Table 8-1 that 7.1 seconds should be used for a right turn from minor on a six-lane facility.**

Response 4: For the purpose of this Gap Study, gaps were analyzed for the traffic movement across all three lanes of US 19 (which requires a clear gap across all three lanes of traffic simultaneously). The Gap Study focuses on the project traffic performing the U-turn maneuvers, and thus, crossing all three lanes of traffic. Data was not collected by lane. Therefore, the gaps were not reviewed in the report on an individual lane basis to account for the egress right-turn movements (38 AM Peak Hour, and 24 PM Peak Hour) which can utilize the outermost northbound lane.

The FDOT MUTS Table 8-1 indicates through traffic on a minor street (for a two-stage crossing) is estimated as 5.5 seconds for Stage 1 (where the vehicle can then reside in the median opening/off-set left-turn lane).

**Comment 5a: Table 2 - Project traffic should be updated to represent the total number of vehicle trips exiting the project driveway (108 and 70).**

Response 5a: For the purpose of this Gap Study, gaps were analyzed for the traffic movement across all three lanes of US 19 (which requires a clear gap across all three lanes of traffic simultaneously). The Gap Study focuses on the project traffic performing the U-turn maneuvers, and thus, crossing all three lanes of traffic. Data was not collected by lane. Therefore, the gaps were not reviewed in the report on an individual lane basis to account for the egress right-turn movements (38 AM Peak Hour, and 24 PM Peak Hour) which can utilize the outermost northbound lane.

**Comment 5b: Table 2 - Project traffic from southbound US 19 making the U-turn to the right turn lane into the project driveway is not discussed.**

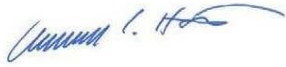
Response 5b: The project traffic (13 in the AM Peak Hour and 38 in the PM Peak Hour) from southbound US 19 making the U-turn to the north (to turn into proposed project right turn lane) will utilize the same gaps as the US 19 northbound to southbound movements and are fewer in both scenarios (70 in the AM Peak Hour and 46 in the PM Peak Hour), and therefore there are adequate gaps for the southbound U-turn movements.

**Comment 6: The data sheets refer to US 41, this should be US 19.**

Response 6: This comment is noted.

Please contact me should you have any questions or desire additional information.

Sincerely,  
**KIMLEY-HORN AND ASSOCIATES, INC.**



Christopher Hatton, P.E.  
Project Manager



Kelly Fearon, P.E.  
Transportation Engineer

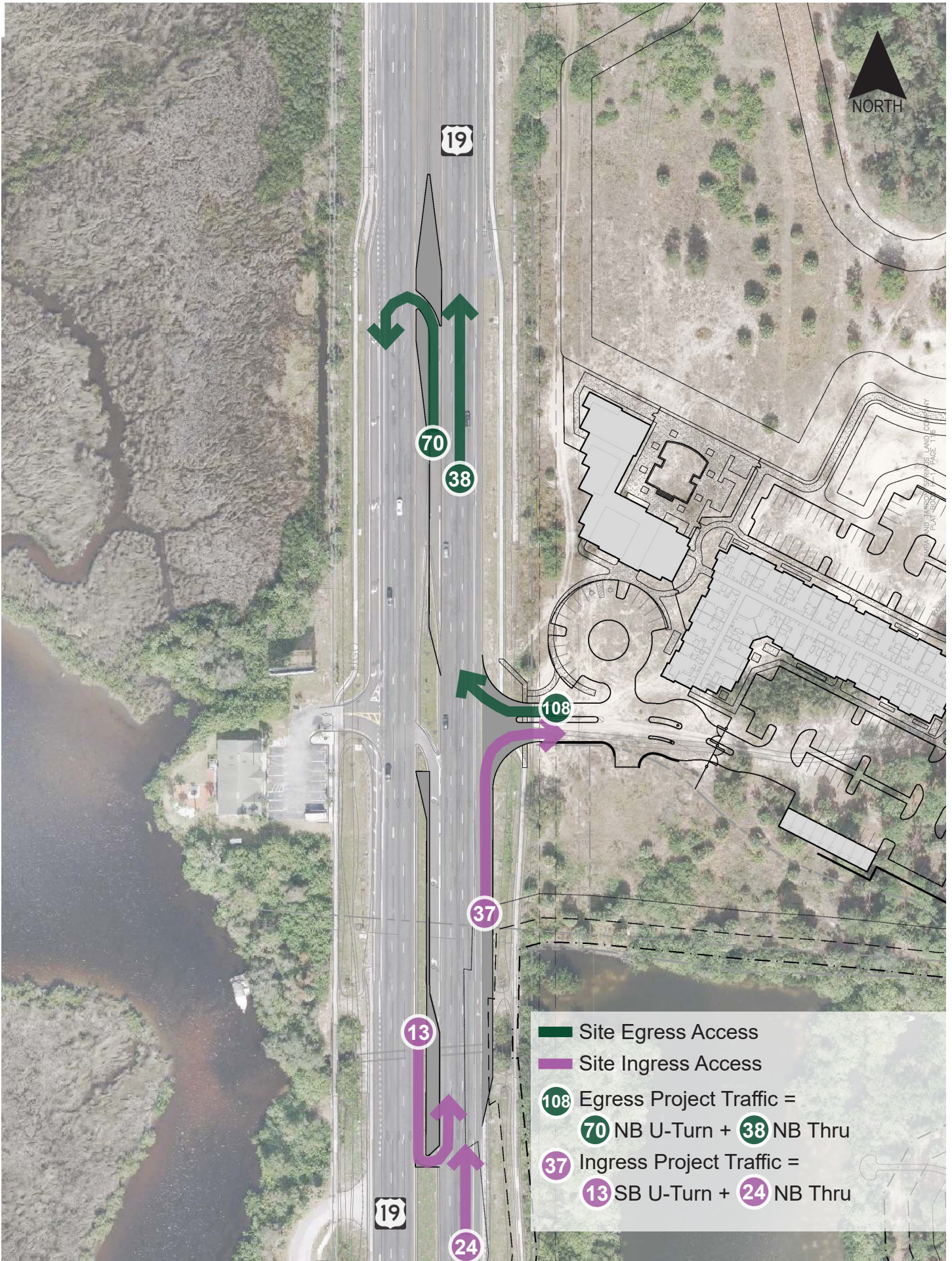


FIGURE 3: AM PEAK HOUR PROJECT TRAFFIC

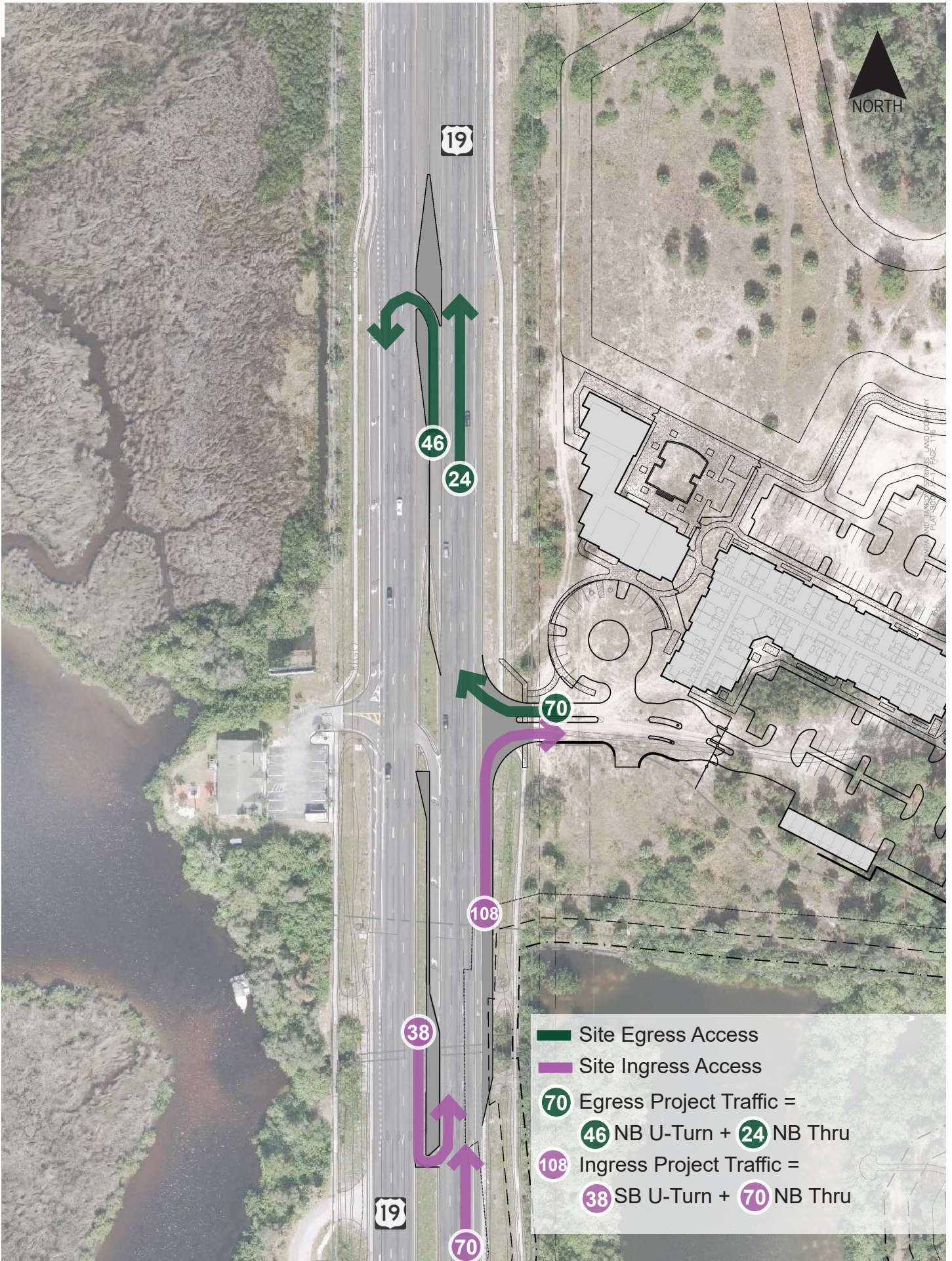


FIGURE 4: PM PEAK HOUR PROJECT TRAFFIC