TRAFFIC IMPACT ANALYSIS

NEBRASKA STREET PARKING GARAGE
HOLLYWOOD, FL

PREPARED FOR:
JOSEPH B. KALLER & ASSOCIATES, P.A.
HOLLYWOOD, FL

Kimley»Horn

May 2015
Revised January 19, 2017
Kimley-Horn Project # 040740001
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

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HOLLYWOOD, FL

Prepared for:
Joseph B. Kaller & Associates, P.A.
Hollywood, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida

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Christopher W Heggen
2017.01.19
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This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Christopher W. Heggen, P.E.
Florida Registration Number 58636

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INTRODUCTION

An eight-level parking garage is proposed to be constructed on a site between Nevada Street and Nebraska Street, just east of SR A1A, in Hollywood Florida. Figure 1 illustrates the location of the project site. A site plan of the proposed garage is included in Appendix A.

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impact resulting from buildout of the site by 2018. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with typical analysis parameters for projects within the City of Hollywood.

NORTH

LEGEND

PROJECT SITE

FIGURE 1
SITE LOCATION
NEVADA STREET PARKING GARAGE
040740001

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INVENTORY AND PLANNING DATA

Weekday PM (4:00 PM to 6:00 PM) and Saturday (1:00 PM to 5:00 PM) peak period turning movement counts were performed on Thursday, March 26, 2015 and on Saturday, March 28, 2015 at the following intersections:

- Nebraska Street & SR A1A
- Nebraska Street & Surf Road

Weekday and Saturday peak hour counts at the intersection of Nevada Street & SR A1A were obtained from the SR A1A Lane Modification Study by Kimley-Horn in June of 2015. In that study, the volumes at this intersection were estimated from turning movement volumes collected at other adjacent intersections in the SR A1A corridor. The turning movement counts have been adjusted to 2015 peak hour volumes using a 0.5% growth rate.

The turning movement counts and information from the SR A1A study are included in Appendix B.

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Committed developments in the area included the Margaritaville Resort Hotel, Costa Hollywood, and Positano II projects. The City of Hollywood provided development plans for these projects. Committed development information is included in Appendix C.

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Proposed Land Use

The proposed development plan includes an eight-level public parking garage with 304 parking spaces.

Trip Generation

The trip generation potential of the public parking garage was calculated using data associated with a previously-existing public parking garage and surface parking located between Michigan Street and Johnson Street, just east of SR A1A, 10 blocks south of Nebraska Street. Prior to demolition, this parking facility included a 630 space parking garage, a 146 space surface lot, and 50 on-street parking spaces. The parking facility was demolished in 2013 to commence construction of the Margaritaville Resort project. Counts at the intersections of Michigan Street & SR A1A and Johnson Street & SR A1A were obtained from previous projects conducted by Kimley-Horn. Counts were available from the following dates:

- Tuesday, January 22, 2008
- Saturday, February 11, 2012

These counts are included in Appendix B. To calculate the trip generation potential of the previously existing parking area, all traffic turning northbound right or southbound left at the two intersections was classified as entering traffic, and all westbound traffic at the two intersections was classified as exiting traffic. Rates were calculated in terms of trips per parking space provided for the weekday PM and Saturday peak hours. These rates were applied to the proposed parking garage to predict weekday PM and Saturday peak hour new trips.

Table 1 shows the trip generation potential calculations based on the counts conducted at the previously-existing public parking areas on the current Margaritaville site. As shown in Table 1, the weekday PM peak hour rate was calculated to be 0.33 trips per parking space, and the Saturday peak hour rate was calculated to be 0.56 trips per parking space.

TABLE 1 CALCULATION OF TRIP GENERATION POTENTIAL FOR PUBLIC PARKING AREAS BASED ON MARGARITAVILLE SITE (FORMERLY 826 PARKING SPACES)										
PM PEAK HOUR										
1/22/2008		Michigan Street		Johnson Street		Total		Trips		
From	To	Entering	Exiting	Entering	Exiting	Entering	Exiting	Total (trips/space)	In	Out
4:00 PM	5:00 PM	47	26	91	108	138	134	0.33	50.74%	49.26%
SATURDAY PEAK HOUR										
2/11/2012		Michigan Street		Johnson Street		Total		Trips		
From	To	Entering	Exiting	Entering	Exiting	Entering	Exiting	Total (trips/space)	In	Out
3:30 PM	4:30 PM	58	54	176	177	234	231	0.56	50.32%	49.68%

These rates were applied to the proposed 304-space parking garage. Table 2 shows the trip generation calculations for the proposed use. As shown in Table 2, the proposed use on site has the potential to generate 100 new external weekday PM peak hour trips (50 in, 50 out) and 170 new external Saturday peak hour trips (86 in, 84 out).

TABLE 2 TRIP GENERATION NEVADA STREET PARKING GARAGE							
LAND USE	INTENSITY	PM PEAK HOUR			SATURDAY PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
Proposed Development Parking Garage	304 spaces	100	50	50	170	86	84
Net New External Trips		***100***	***50***	***50***	***170***	***86***	***84***
PM Peak Hour Parking Garage	[Johnson Street Garage]	=	0.33 trips per space (50.7% in, 49.3% out)				
Saturday Peak Hour Parking Garage	[Johnson Street Garage]	=	0.56 trips per space (50.3% in, 49.7% out)				

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

The distribution according to cardinal directions is approximately:

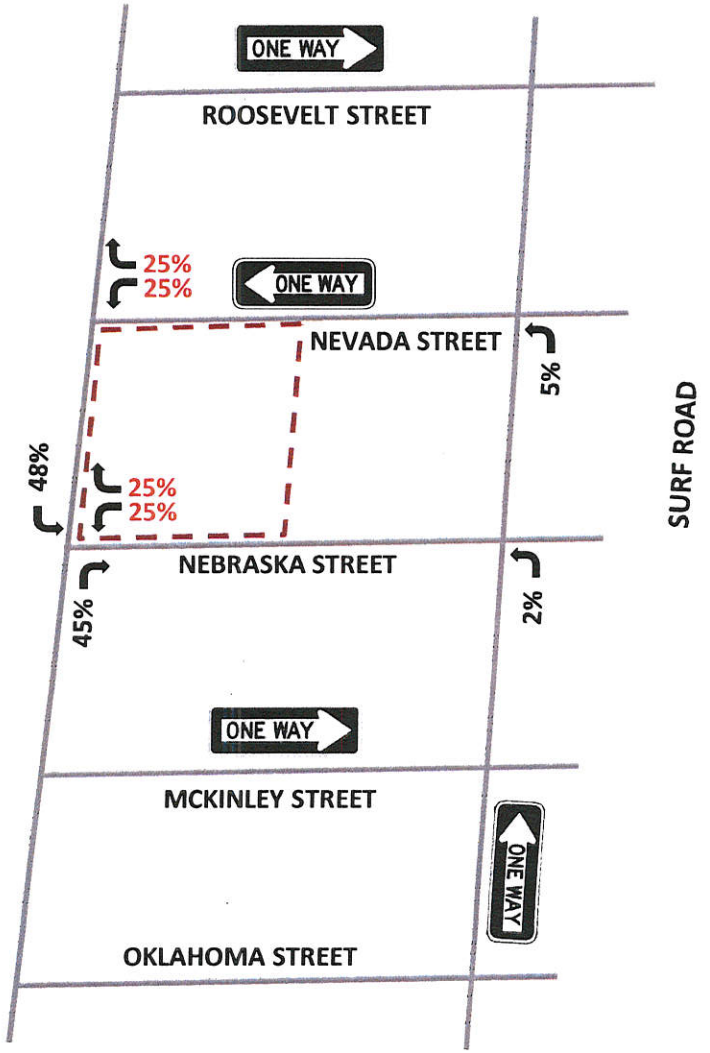
NORTH - 50 percent

SOUTH - 50 percent

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon existing travel patterns and the traffic distribution. Figure 2 illustrates the proposed roadway link assignment.

The AM and PM peak hour trips for the project were then assigned to the surrounding roadway network projected to be in place by 2018.



NORTH

LEGEND

SITE

XX% INBOUND PROJECT ASSIGNMENT

XX% OUTBOUND PROJECT ASSIGNMENT

FIGURE 2
TRIP ASSIGNMENT
NEVADA STREET PARKING GARAGE
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BACKGROUND TRAFFIC

Background traffic was calculated at the following study intersections:

- Nebraska Street & SR A1A
- Nebraska Street & Surf Road
- Nevada Street & SR A1A (turning movement counts obtained from the SR A1A Lane Modification Study by Kimley-Horn in June of 2015)

Background traffic at these intersections was calculated as the sum of existing volumes, traffic growth, and traffic volumes for committed projects in the area. An ambient growth rate of 0.5% was applied to the existing traffic volumes. Committed developments in the area included the Margaritaville, Costa Hollywood, and Positano II projects. The development plans for Costa Hollywood and Positano were obtained from the City of Hollywood. Trip generations were conducted for these projects, and the traffic was assigned to the two intersections based on an assumed traffic distribution. The Margaritaville traffic study was previously conducted by Kimley-Horn, and the trips generated from this project were taken directly from the traffic study. Turning movement counts are provided in Appendix B and committed development trip generation calculations and information are provided in Appendix C.

INTERSECTION ANALYSIS

The traffic generated by the project was added to the background traffic, and operating conditions at the three intersections were evaluated using Highway Capacity Software (*HCS+*), which is based upon the methodologies contained in the *2010 Highway Capacity Manual (HCM)*. The following scenarios were analyzed for each intersection:

- Existing conditions (2015)
- Existing conditions plus project traffic (2015)
- Project opening year conditions without project traffic (2018)
- Project opening year conditions plus project traffic (2018)

Based on the analysis, the intersections are expected to operate at acceptable levels of service for all scenarios.

Tables 3-6 show the level of service (LOS), delay, and volume to capacity ratios for the four scenarios. The volume development worksheets are included in Appendix D and *HCS+* intersection analysis sheets are included in Appendix E.

TABLE 3: EXISTING PEAK SEASON CONDITIONS WITHOUT PROJECT TRAFFIC				
PM PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	A/9.8/0.02	-	B/13.8/0.04
Nebraska Street & Surf Road	A/9.4/0.04	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/17.9/0.01
SATURDAY PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	A/9.5/0.02	-	C/15.6/0.06
Nebraska Street & Surf Road	B/10.2/0.14	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	B/14.9/0.01

TABLE 4: EXISTING PEAK SEASON CONDITIONS PLUS PROJECT TRAFFIC				
PM PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/10.1/0.06	-	C/15.8/0.11
Nebraska Street & Surf Road	A/9.4/0.04	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/19.3/0.09
SATURDAY PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/10.0/0.08	-	C/17.7/0.19
Nebraska Street & Surf Road	B/10.2/0.14	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/16.3/0.13

TABLE 5: 2018 CONDITIONS WITHOUT PROJECT TRAFFIC				
PM PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/9.9/0.02	-	B/13.9/0.04
Nebraska Street & Surf Road	A/9.4/0.04	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/18.1/0.01
SATURDAY PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/10.1/0.03	-	C/17.6/0.07
Nebraska Street & Surf Road	B/10.2/0.14	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/15.1/0.01

TABLE 6: 2018 CONDITIONS PLUS PROJECT TRAFFIC				
PM PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/10.6/0.09	-	C/20.4/0.22
Nebraska Street & Surf Road	A/9.4/0.04	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/19.6/0.1
SATURDAY PEAK HOUR				
Intersection	Movement LOS/Delay/Volume to Capacity			
	NB	SB left	EB left	WB
Nebraska Street & SR A1A	-	B/10.6/0.09	-	C/20.4/0.22
Nebraska Street & Surf Road	B/10.2/0.14	-	A/7.3/0.01	-
Nevada Street & SR A1A		-	-	C/16.5/0.13

SITE CIRCULATION

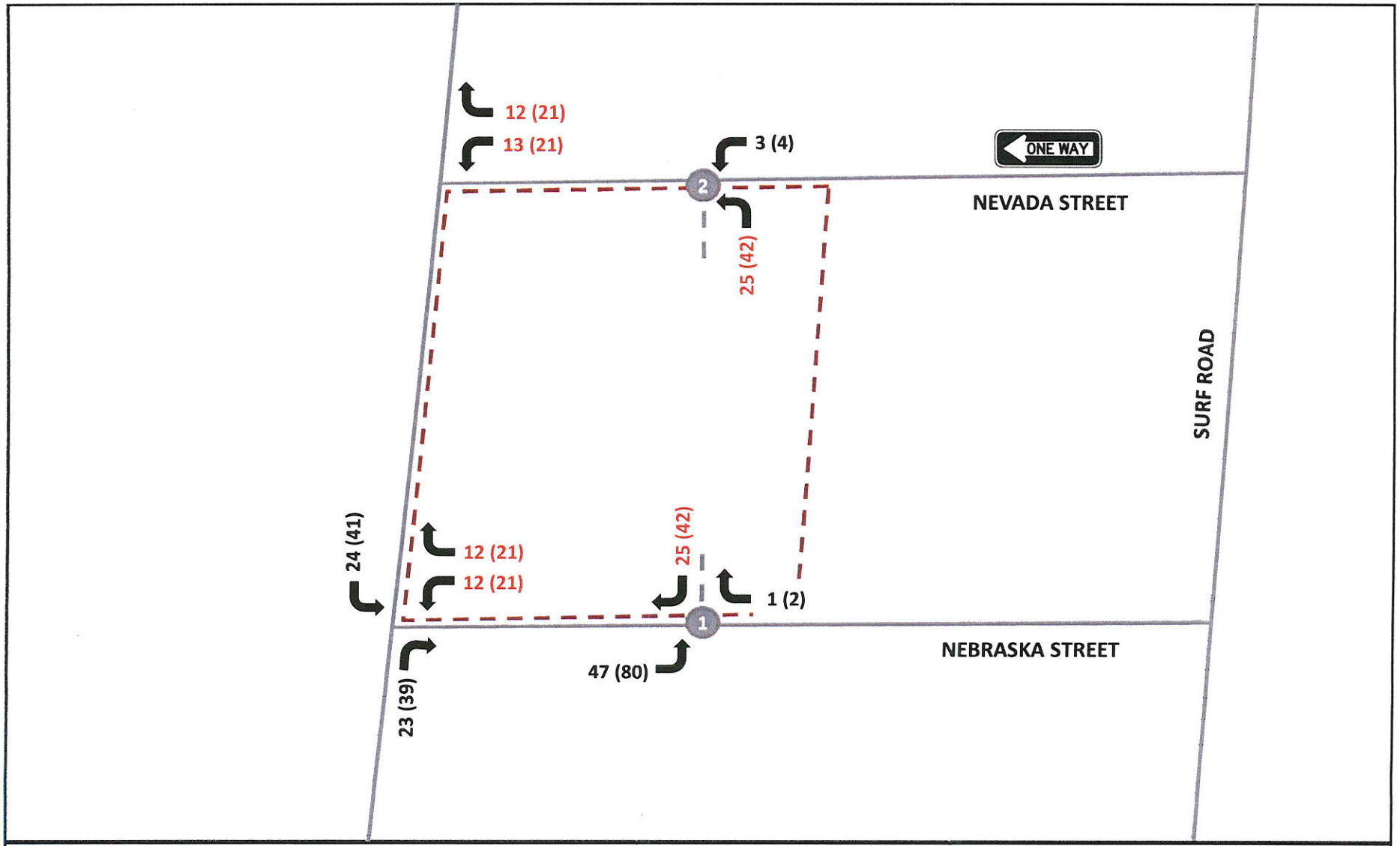
Access to the proposed parking garage will be provided via one left-in/right-in/right-out driveway on Nebraska Street and one left-in/left-out driveway on Nevada Street, as illustrated in Figure 3. The ingress and egress queues at the parking garage driveways were analyzed for project opening year conditions with project traffic. Operating conditions were evaluating using *HCS+*. The parking garage driveways were analyzed as T-intersections, with only the exiting movements from the garage being stop-controlled.

The 95th percentile queues were analyzed for the weekday PM peak hour and the Saturday peak hour. The results of the analysis are shown in Table 7.

TABLE 7: 2018 CONDITIONS: DRIVEWAY QUEUES WITH PROJECT TRAFFIC PM PEAK HOUR

WEEKDAY PEAK HOUR				
Intersection	95th Percentile Queue (vehicles)			
	EBL	SBR	WBL	NBL
Nebraska Street & Project Driveway	0.1	0.08	-	-
Nevada Street & Project Driveway	-	-	0.01	0.09
SATURDAY PEAK HOUR				
Intersection	95th Percentile Queue (vehicles)			
	EBL	SBR	WBL	NBL
Nebraska Street & Project Driveway	0.17	0.13	-	-
Nevada Street & Project Driveway	-	-	0.01	0.15

As shown in Table 7, the Saturday peak hour is expected to produce the longest queues, but the 95th percentile queues are less than one fifth of a vehicle for all movements. Therefore, queuing is not expected negatively impact site circulation.



NORTH

SITE

DRIVEWAY NUMBER

LEGEND

XX WEEKDAY PM PEAK INBOUND PROJECT VOLUMES
(XX) SATURDAY PEAK INBOUND PROJECT VOLUMES
XX WEEKDAY PM PEAK OUTBOUND PROJECT VOLUMES
XX SATURDAY PEAK OUTBOUND PROJECT VOLUMES

FIGURE 3
PROJECT-ONLY DRIVEWAY VOLUMES
NEVADA STREET PARKING GARAGE
040740001

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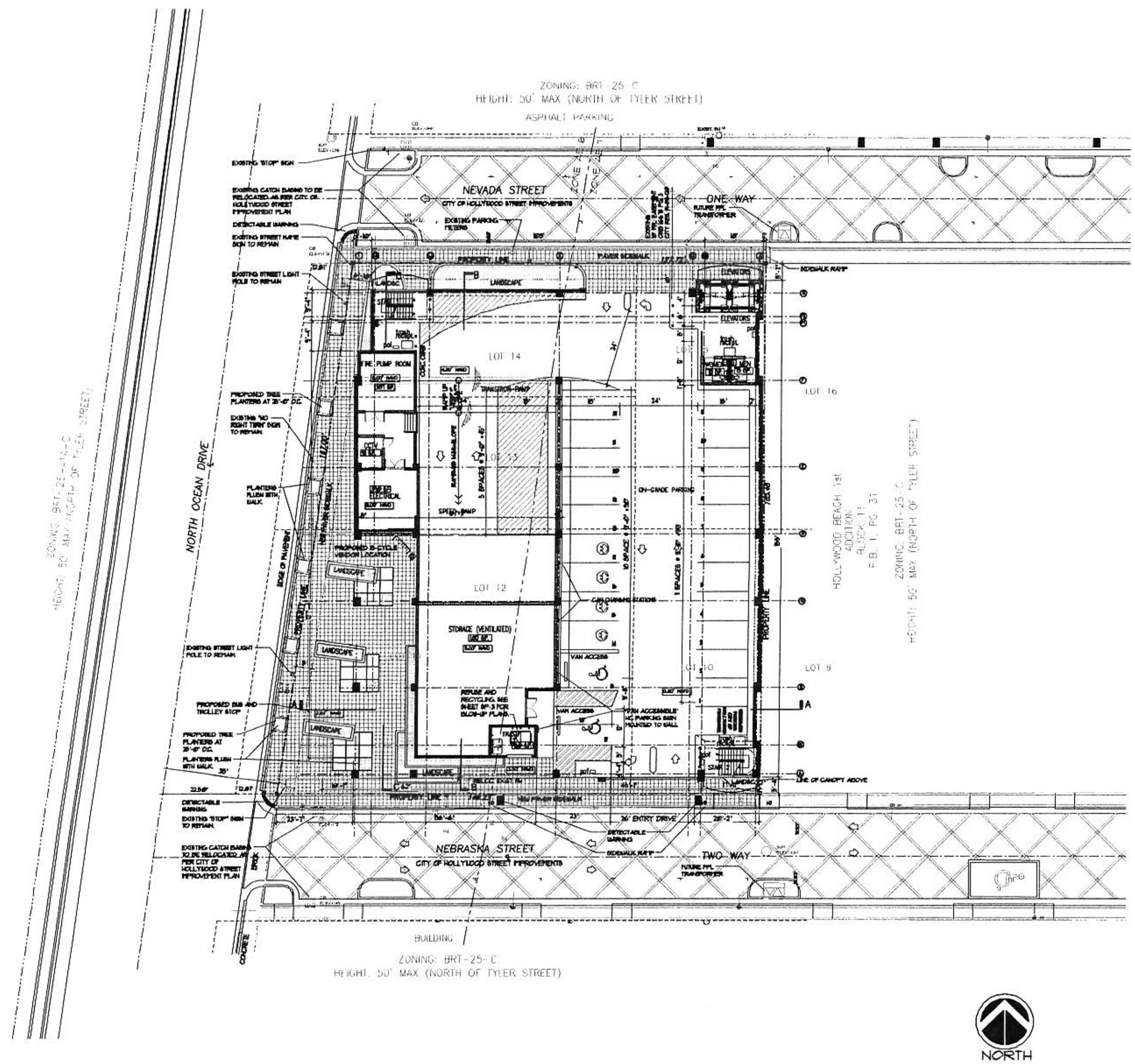
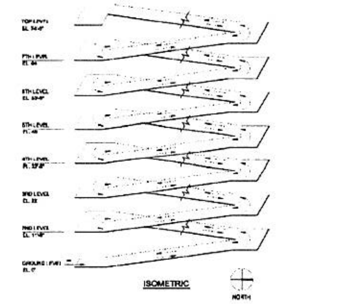
CONCLUSION

An eight-level parking garage with 304 parking spaces is proposed to be developed between Nevada Street and Nebraska Street, just east of SR A1A, in Hollywood Florida. The foregoing analysis indicates that the intersections of Nebraska Street & SR A1A, Nevada Street & SR A1A, and Nebraska Street & Surf Road are expected to operate at acceptable levels of service at buildout in 2018. Also, the analysis of the two project driveways indicates that the 95th percentile queues are expected to be less than one vehicle at each driveway.

APPENDIX A: SITE PLAN



1 SITE PLAN



2 GARAGE ISOMETRIC

ALL SIGNAGE TO COMPLY WITH THE REQUIREMENTS OF THE CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT CODE BASED ON THE BRT-25-C ZONING DISTRICT.

NOTE:
BUILDING TO BE FULLY SPRINKLED WITH A SUPERVISED FIRE SPRINKLER SYSTEM.

NOTE:
ALL MACHINE ROOMS, ELECTRICAL, MECHANICAL AND OTHER EQUIPMENT WILL BE ABOVE THE REQUIRED FEMA BASE FLOOD 6.0'

FEMA NOTE:
1. INFORMATION PROVIDED IS BASED ON NEW FIRM MAPS DATED 08/18/2014
2. REFERENCE TO FEMA ELEVATIONS IS SHOWN PER THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)
3. PROPERTY IS LOCATED IN FIRM PANEL 12011C0588H UNDER ZONE "AE" WITH ELEVATIONS +6.00' & +7.00' NAVD

SITE LIGHTING NOTE:
SITE LIGHTING LEVELS SHALL NOT EXCEED 0.5 FC AT THE PROPERTY LINE ADJACENT TO RESIDENTIALLY ZONED OR RESIDENTIALLY USED AREAS.

FIRE ALARM NOTE:
A FIRE ALARM SYSTEM IS REQUIRED AS PER FFPC. 2010 NFPA 101

ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW.

TURTLE LIGHTING ORDINANCE
PROJECT SHALL ADHERE TO THE NEW DEVELOPMENT LIGHTING STANDARDS OF CHAPER 108 "LIGHTING REQUIREMENTS FOR MARINE TURTLE PROTECTION" OF THE CITY OF HOLLYWOOD CODE OF ORDINANCE.

GREEN BUILDING CERTIFICATION TO BE ACHIEVED.

ART INSTALLATION PANEL NOTE:
DESIGNS FOR ART INSTALLATION PANEL SHALL BE SUBMITTED AT A LATER DATE FOR APPROVAL FROM BOARD/COMMISSION.

CLASSIFICATION OF STRUCTURE IN FLOOD HAZARD AREA:
PER ASCE 24-05:

STRUCTURE CATEGORY	CATEGORY II	
ELEVATION BELOW WHICH FLOOD-DAMAGE-RESISTANT MATERIALS SHALL BE USED (TABLE 5-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+8.00' N.A.V.D.
DRY FLOOD PROOFING OF NON-RESIDENTIAL STRUCTURES (TABLE 6-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+8.00' N.A.V.D.

NOTE:
NOT WITHSTANDING INFORMATION PROVIDED HEREIN, ALL WORK PERFORMED BY THE G.C. AND THE SUB-CONTRACTORS, UNDER THIS SET OF CONSTRUCTION DOCUMENTS AND BUILDING PERMIT, MUST BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE FLORIDA BUILDING CODE, THE NATIONAL FIRE PROTECTION ASSOCIATION LIFE SAFETY CODE 101, THE FLORIDA FIRE PREVENTION CODES, AND ALL OTHER CODES AND ORDINANCES HAVING JURISDICTION OVER THIS PROJECT.

NORTH

Kaller
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&
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SEAL

JOSEPH B. KALLER
FLORIDA R.A. # 0009239

WALKER
PARKING CONSULTANTS
4902 Eisenhower Boulevard
Suite 281
Tampa, FL 33634
813.888.5800 Ph.
813.888.5822 Fax
BE-0003840

PROJECT TITLE
NEBRASKA GARAGE

SHEET TITLE
SITE PLAN

REVISIONS

NO.	DATE	DESCRIPTION
1	10/02/15	COMMENTS REV.
1	11/16/16	TAC REVISION

PROJECT No.:	12106
DATE:	01-27-15
DRAWN BY:	JAIME
CHECKED BY:	JBK

SHEET
SP-1

APPENDIX B: TURNING MOVEMENT COUNTS

NEBRASKA STREET & SR A1A

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBR_A1A
Page : 1

ALL VEHICLES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
07:00	0	1	118	0	0	0	0	0	0	0	111	1	0	0	0	0	231
07:15	0	3	99	0	0	1	0	0	0	0	90	0	0	0	0	0	193
07:30	0	1	139	0	0	1	0	0	0	0	164	0	0	0	0	0	305
07:45	0	3	142	0	0	1	0	4	0	0	130	0	0	0	0	0	280
Hr Total	0	8	498	0	0	3	0	4	0	0	495	1	0	0	0	0	1009
08:00	0	2	126	0	0	1	0	2	0	0	161	0	0	0	0	0	292
08:15	0	1	177	0	0	3	0	1	0	0	156	0	0	0	0	0	338
08:30	0	1	178	0	0	3	0	1	2	0	167	3	0	0	0	0	355
08:45	0	2	188	0	0	2	0	5	0	0	156	3	0	0	0	0	356
Hr Total	0	6	669	0	0	9	0	9	2	0	640	6	0	0	0	0	1341
---------- * BREAK * ----------																	
16:00	0	2	164	0	0	5	0	3	0	0	211	5	0	0	0	0	390
16:15	0	4	205	0	0	3	0	1	1	0	249	0	0	0	0	0	463
16:30	1	5	189	0	0	0	0	1	2	0	215	3	0	0	0	0	416
16:45	1	7	208	0	0	2	0	6	0	0	221	1	0	0	0	0	446
Hr Total	2	18	766	0	0	10	0	11	3	0	896	9	0	0	0	0	1715
17:00	1	5	201	0	0	0	0	2	2	0	201	3	0	0	0	0	415
17:15	0	2	218	0	0	1	0	2	1	0	218	3	0	0	0	0	445
17:30	0	0	217	0	0	3	0	5	0	0	208	1	0	0	0	0	434
17:45	0	5	237	0	0	1	0	1	1	0	201	1	0	0	0	0	447
Hr Total	1	12	873	0	0	5	0	10	4	0	828	8	0	0	0	0	1741
TOTAL	3	44	2806	0	0	27	0	34	9	0	2859	24	0	0	0	0	5806

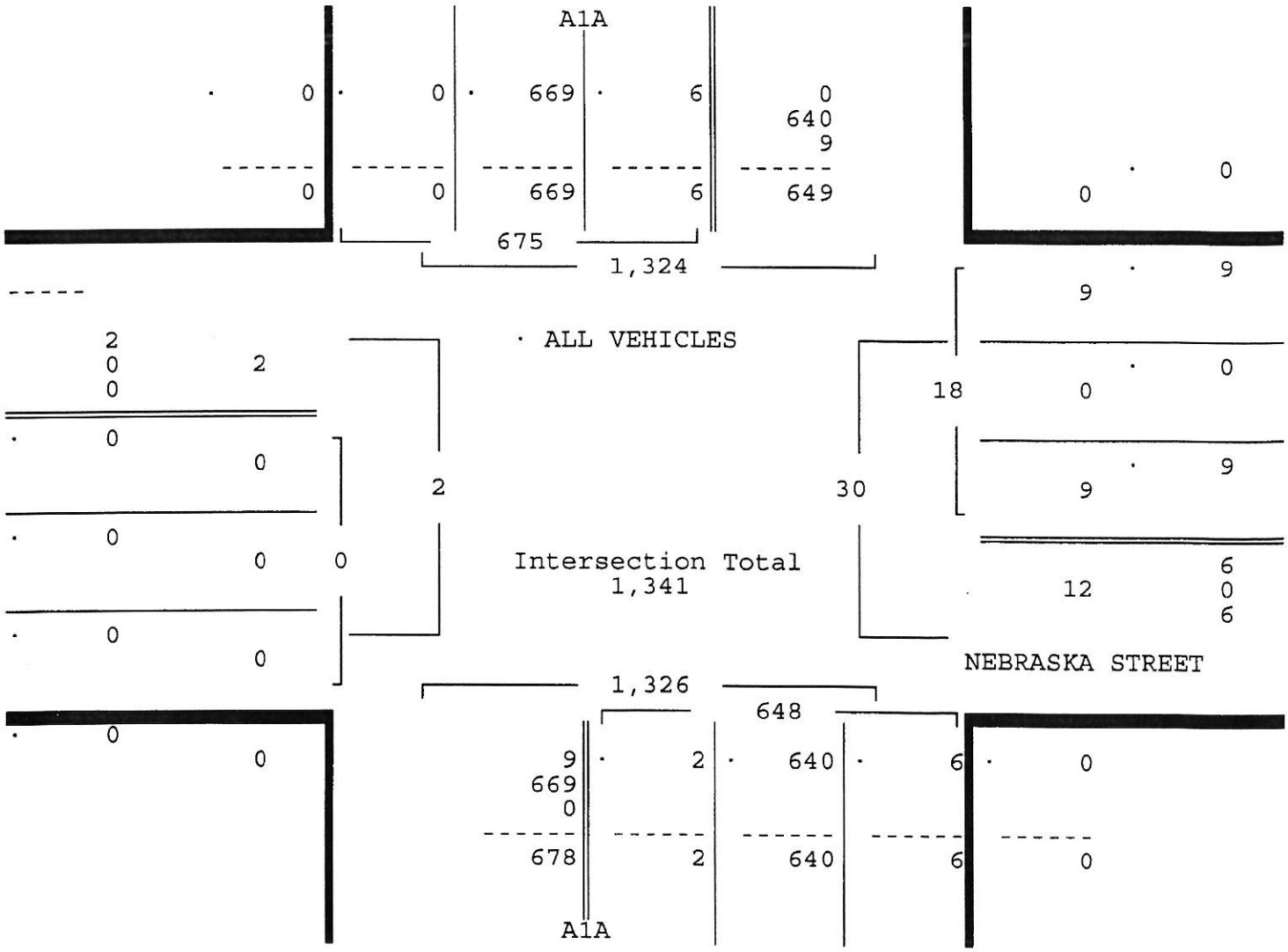
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBR_A1A

ALL VEHICLES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/26/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	6	669	0	0	9	0	9	2	0	640	6	0	0	0	0	
Percent	0%	1%	99%	0%	0%	50%	0%	50%	0%	0%	99%	1%	0%	0%	0%	0%	
Pk total	675				18				648				0				
Highest	08:45				08:45				08:30				07:00				
Volume	0	2	188	0	0	2	0	5	2	0	167	3	0	0	0	0	
Hi total	190				7				172				0				
PHF	.89				.64				.94				.0				



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NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
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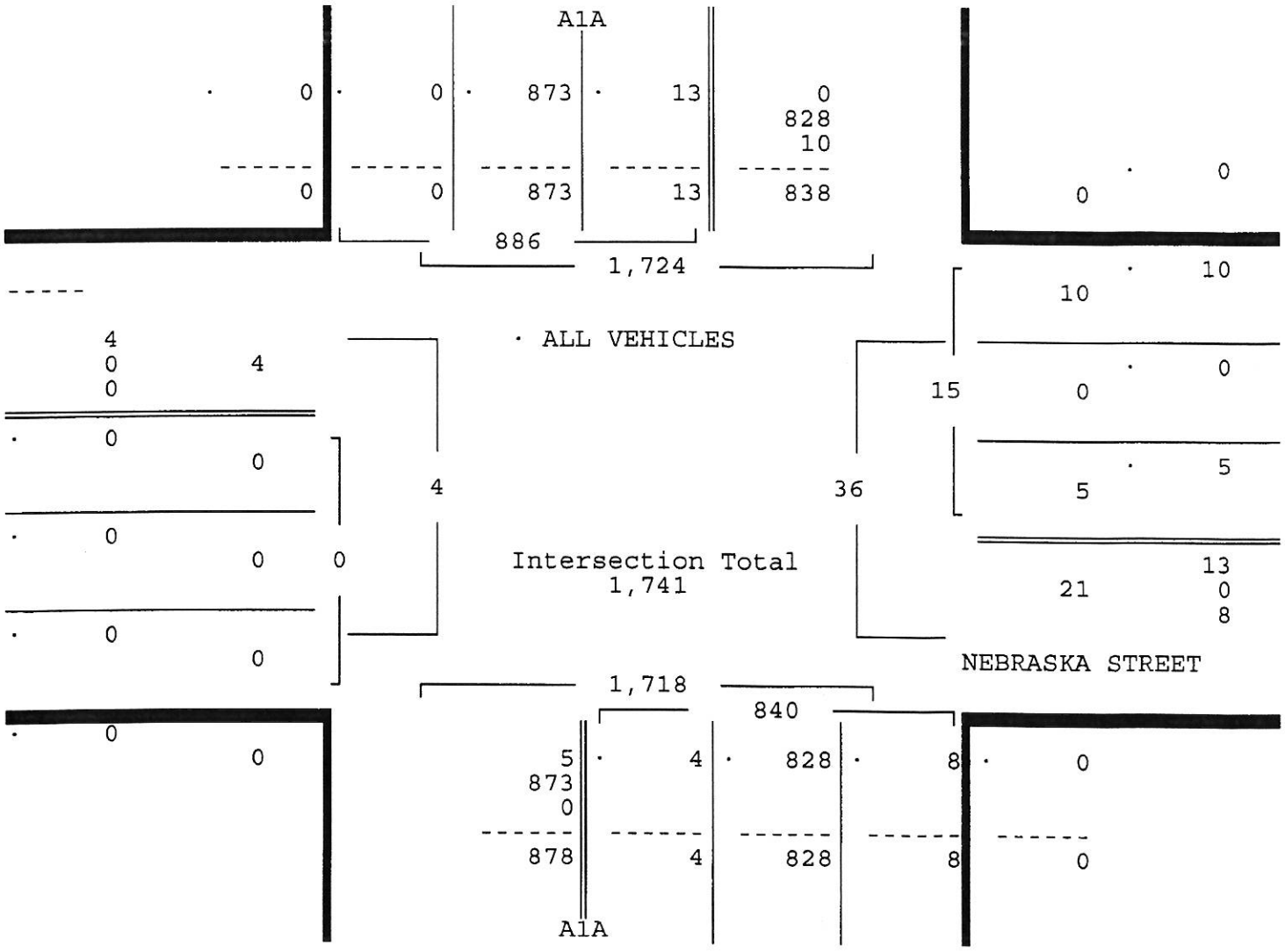
Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBR_A1A
Page : 3

ALL VEHICLES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/26/15																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	12	873	0	0	5	0	10	4	0	828	8	0	0	0	0	
Percent	0%	1%	99%	0%	0%	33%	0%	67%	0%	0%	99%	1%	0%	0%	0%	0%	
Pk total	886				15				840				0				
Highest	17:45				17:30				17:15				07:00				
Volume	0	5	237	0	0	3	0	5	1	0	218	3	0	0	0	0	
Hi total	242				8				222				0				
PHF	.92				.47				.95				.0				



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NEBRASKA STREET & A1A
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NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBR_A1A
Page : 1

PEDESTRIANS & BIKES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/26/15																	
07:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	4
07:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
07:45	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	4
Hr Total	0	0	0	0	0	7	0	2	0	1	0	1	0	0	0	0	11
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	5
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
TOTAL	0	0	0	0	0	14	0	8	0	1	0	2	0	0	0	0	25

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB__A1A
Page : 1

ALL VEHICLES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/28/15																	
13:00	0	2	186	0	0	0	0	3	1	0	142	2	0	0	0	0	336
13:15	0	7	163	0	0	6	0	3	1	0	150	4	0	0	0	0	334
13:30	1	4	198	0	0	3	0	1	0	0	151	3	0	0	0	0	361
13:45	0	3	201	0	0	8	0	4	0	0	143	3	0	0	0	0	362
Hr Total	1	16	748	0	0	17	0	11	2	0	586	12	0	0	0	0	1393
14:00	0	3	218	0	0	6	0	4	2	0	166	1	0	0	0	0	400
14:15	0	6	225	0	0	2	0	2	0	0	197	3	0	0	0	0	435
14:30	1	6	214	0	0	5	0	1	0	0	200	2	0	0	0	0	429
14:45	0	3	202	0	0	1	0	2	1	0	193	0	0	0	0	0	402
Hr Total	1	18	859	0	0	14	0	9	3	0	756	6	0	0	0	0	1666
15:00	0	4	199	0	0	5	0	4	0	0	176	0	0	0	0	0	388
15:15	0	4	186	0	0	2	0	0	0	0	189	2	0	0	0	0	383
15:30	1	4	195	0	0	1	0	2	0	0	200	2	0	0	0	0	405
15:45	0	5	178	0	0	1	0	2	3	0	194	2	0	0	0	0	385
Hr Total	1	17	758	0	0	9	0	8	3	0	759	6	0	0	0	0	1561
16:00	0	7	194	0	0	5	0	4	2	0	191	3	0	0	0	0	406
16:15	1	3	219	0	0	3	0	3	0	0	186	1	0	0	0	0	416
16:30	0	3	215	0	0	2	0	1	1	0	173	6	0	0	0	0	401
16:45	0	7	186	0	0	2	0	2	0	0	208	1	0	0	0	0	406
Hr Total	1	20	814	0	0	12	0	10	3	0	758	11	0	0	0	0	1629
TOTAL	4	71	3179	0	0	52	0	38	11	0	2859	35	0	0	0	0	6249

Traffic Survey Specialists, Inc.
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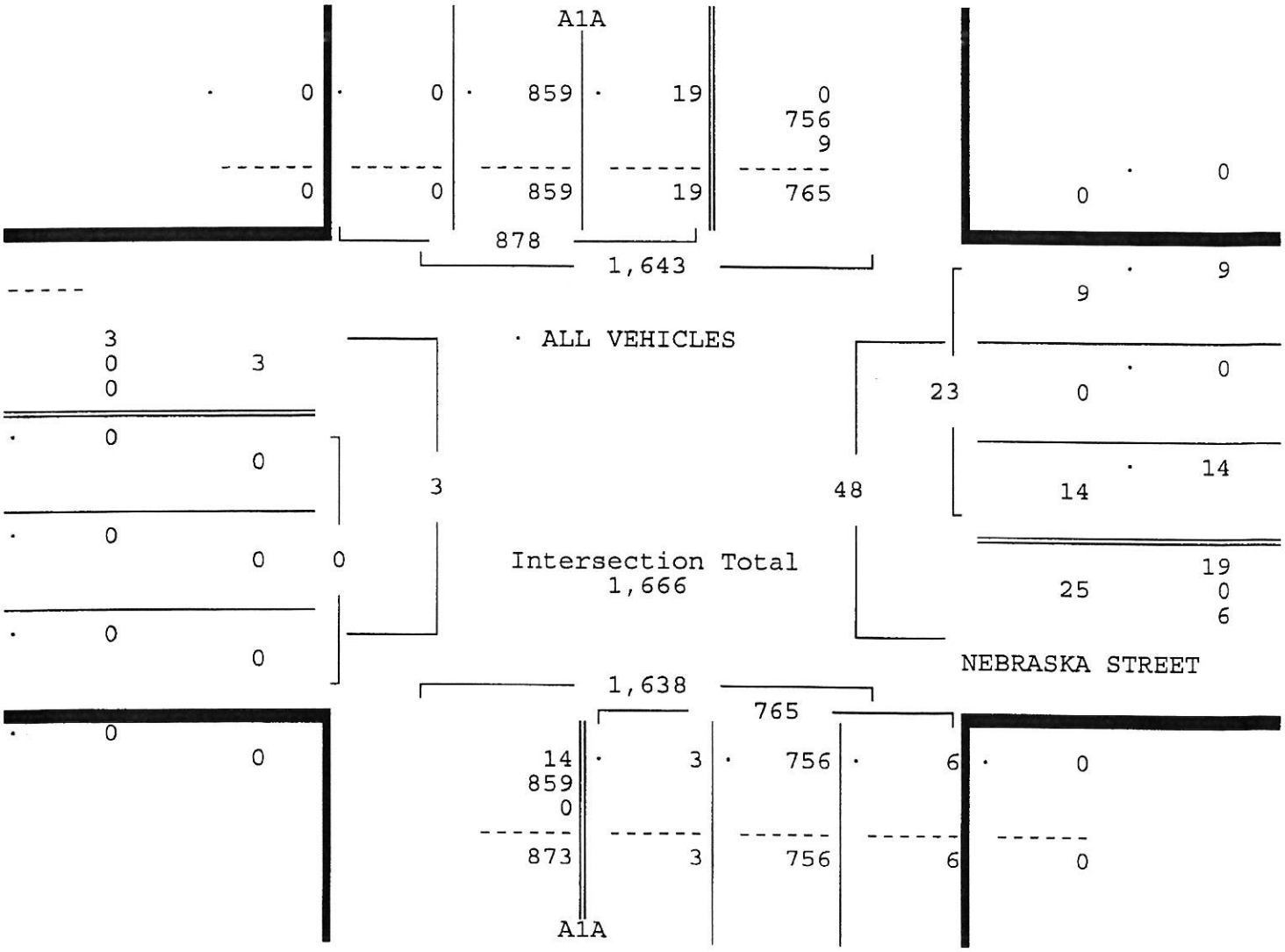
NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB__A1A
Page : 2

ALL VEHICLES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/28/15																	
Peak Hour Analysis By Entire Intersection for the Period: 13:00 to 17:00 on 03/28/15																	
Peak start 14:00					14:00				14:00				14:00				
Volume	1	18	859	0	0	14	0	9	3	0	756	6	0	0	0	0	
Percent	0%	2%	98%	0%	0%	61%	0%	39%	0%	0%	99%	1%	0%	0%	0%	0%	
Pk total	878				23				765				0				
Highest	14:15				14:00				14:30				13:00				
Volume	0	6	225	0	0	6	0	4	0	0	200	2	0	0	0	0	
Hi total	231				10				202				0				
PHF	.95				.58				.95				.0				



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NEBRASKA STREET & A1A
HOLLYWOOD, FLORIDA
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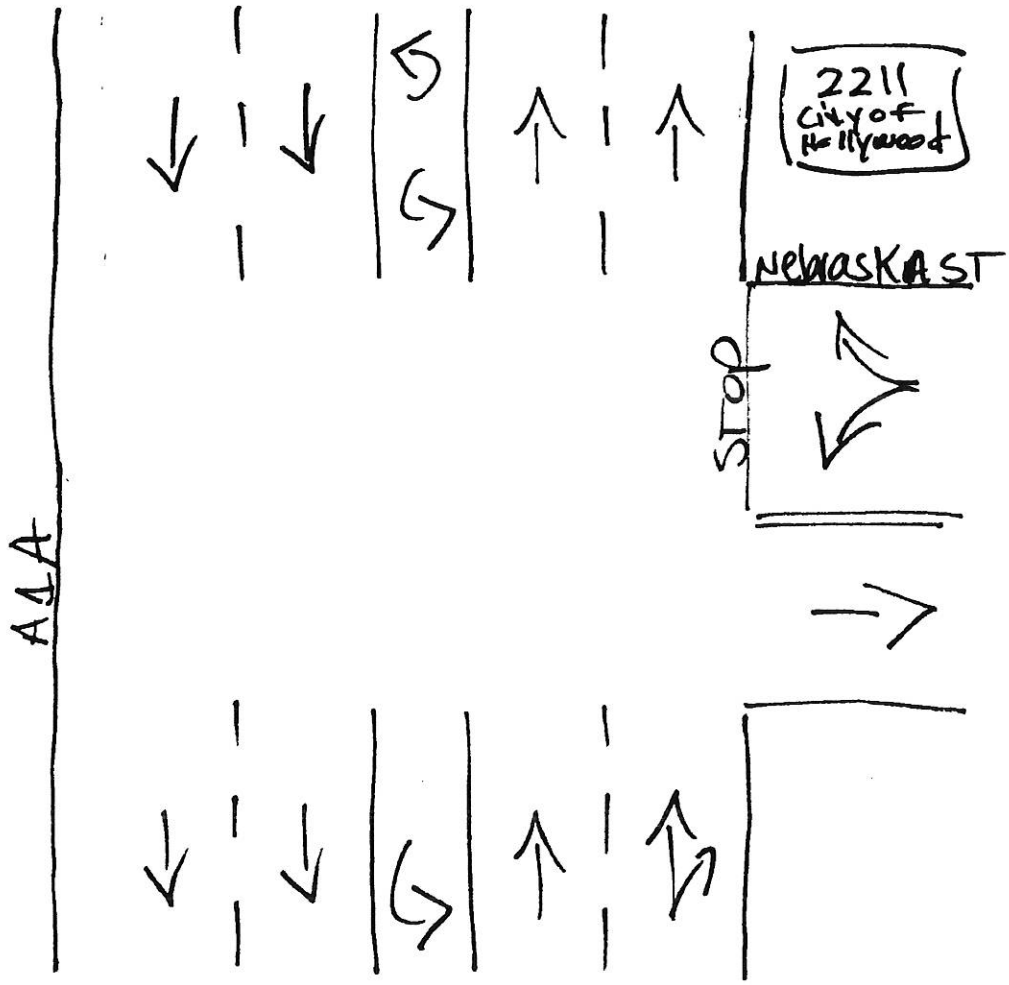
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB__A1A
Page : 1

PEDESTRIANS & BIKES

	A1A From North				NEBRASKA STREET From East				A1A From South				----- From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/28/15																	
13:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:15	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
13:45	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	11
14:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	0	0	3	0	2	0	0	0	1	0	0	0	0	6
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	8
16:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	12
TOTAL	0	0	0	0	0	16	0	14	0	0	0	1	0	0	0	0	31

North



Hollywood, Florida
March 26, 2015
drawn by: Luis Palomino
NOT signalized

NEBRASKA STREET & SURF ROAD

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBRSURF
Page : 1

ALL VEHICLES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
07:00	0	0	0	0	0	0	0	1	0	0	3	2	0	2	0	0	8
07:15	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
07:45	0	0	0	0	0	0	1	0	0	3	2	0	0	2	0	0	8
Hr Total	0	0	0	0	0	0	1	2	0	4	6	2	0	7	0	0	22
08:00	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	0	5
08:15	0	0	0	0	0	0	2	0	0	2	1	0	0	1	0	0	6
08:30	0	0	0	0	0	0	0	0	0	4	0	1	0	2	2	0	9
08:45	0	0	0	0	0	0	0	0	0	5	4	2	0	3	0	0	14
Hr Total	0	0	0	0	0	0	2	1	0	12	5	3	0	8	3	0	34
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	5	6	0	1	3	0	0	15
16:15	0	0	0	0	0	0	0	0	0	4	6	0	0	2	0	0	12
16:30	0	0	0	0	0	0	0	0	0	1	8	0	0	7	0	0	16
16:45	0	0	0	0	0	0	0	1	0	4	4	0	0	1	1	0	11
Hr Total	0	0	0	0	0	0	0	1	0	14	24	0	1	13	1	0	54
17:00	0	0	0	0	0	0	0	3	0	3	3	2	0	8	0	0	19
17:15	0	0	0	0	0	0	0	1	0	0	5	1	0	6	0	0	13
17:30	0	0	0	0	0	0	1	0	0	5	8	1	0	0	0	0	15
17:45	0	0	0	0	0	0	0	1	0	1	3	0	0	3	1	0	9
Hr Total	0	0	0	0	0	0	1	5	0	9	19	4	0	17	1	0	56
TOTAL	0	0	0	0	0	0	4	9	0	39	54	9	1	45	5	0	166

Traffic Survey Specialists, Inc.
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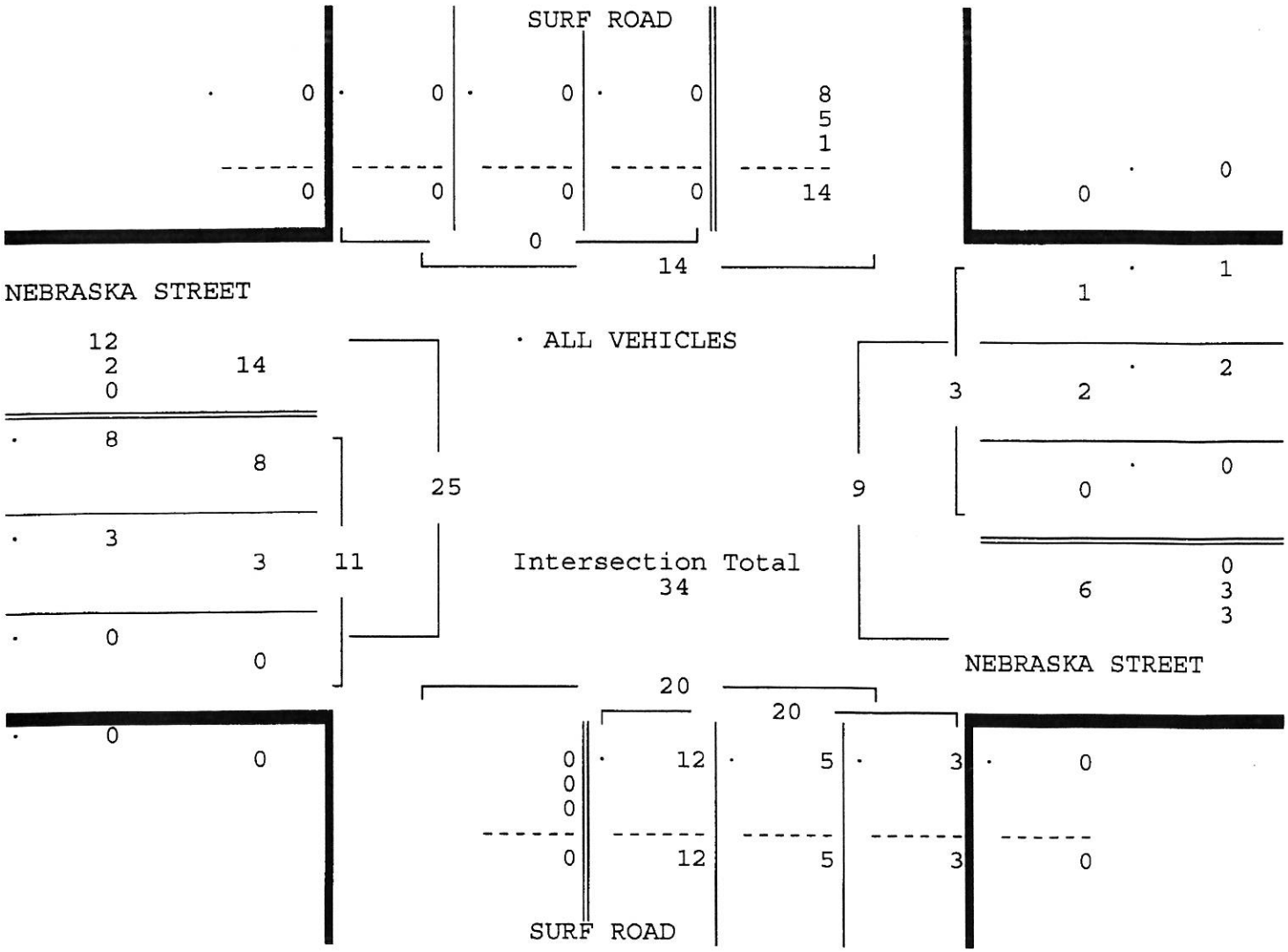
NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBRSURF

ALL VEHICLES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 03/26/15																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	0	2	1	0	12	5	3	0	8	3	0	
Percent	0%	0%	0%	0%	0%	0%	67%	33%	0%	60%	25%	15%	0%	73%	27%	0%	
Pk total	0				3				20				11				
Highest	07:00				08:15				08:45				08:30				
Volume	0	0	0	0	0	0	2	0	0	5	4	2	0	2	2	0	
Hi total	0				2				11				4				
PHF	.0				.38				.45				.69				



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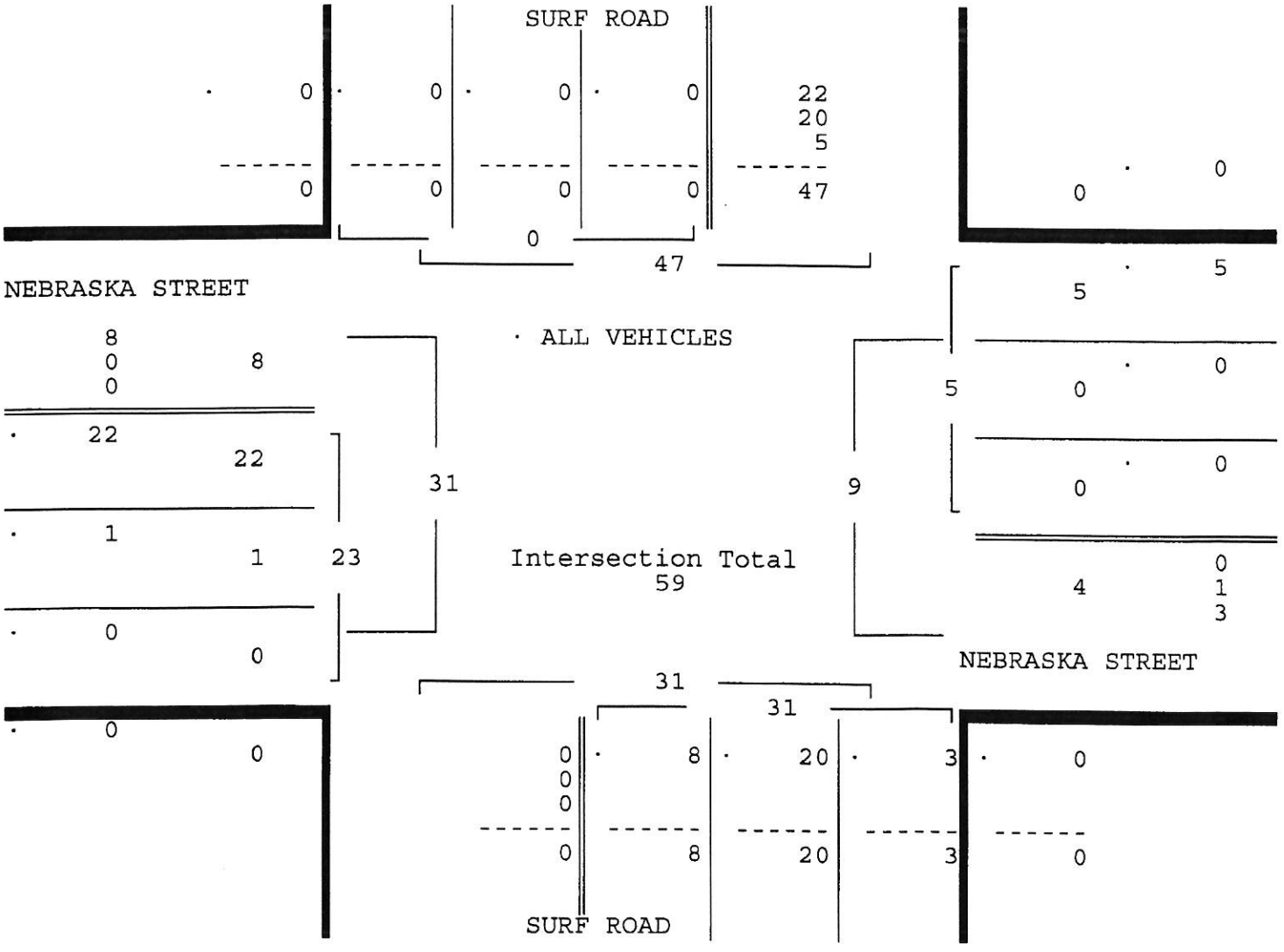
NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBRSURF

ALL VEHICLES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/26/15																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/26/15																	
Peak start 16:30					16:30				16:30				16:30				
Volume	0	0	0	0	0	0	0	5	0	8	20	3	0	22	1	0	
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	26%	65%	10%	0%	96%	4%	0%	
Pk total	0				5				31				23				
Highest	07:00				17:00				16:30				17:00				
Volume	0	0	0	0	0	0	0	3	0	1	8	0	0	8	0	0	
Hi total	0				3				9				8				
PHF	.0				.42				.86				.72				



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NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/26/15
File I.D. : NEBRSURF
Page : 1

PEDESTRIANS & BIKES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/26/15																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
07:45	0	1	0	0	0	1	0	2	0	1	0	1	0	0	0	0	6
Hr Total	0	2	0	0	0	1	0	2	0	3	0	1	0	0	0	0	9
08:00	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1	6
Hr Total	0	0	0	4	0	1	0	4	0	0	0	7	0	0	0	1	17
---------- * BREAK * ----------																	
16:00	0	0	0	4	0	1	0	1	0	1	0	4	0	0	0	0	11
16:15	0	0	0	8	0	1	0	0	0	0	0	3	0	2	0	0	14
16:30	0	0	0	2	0	0	0	2	0	0	0	9	0	0	0	2	15
16:45	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	2	8
Hr Total	0	0	0	17	0	2	0	3	0	1	0	19	0	2	0	4	48
17:00	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	2	18
17:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	1	5
17:45	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	5
Hr Total	0	0	0	9	0	0	0	4	0	0	0	13	0	2	0	3	31
TOTAL	0	2	0	30	0	4	0	13	0	4	0	40	0	4	0	8	105

Traffic Survey Specialists, Inc.
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NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB_SURF
Page : 1

ALL VEHICLES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/28/15																	
13:00	0	0	0	0	0	0	0	0	0	3	10	0	0	1	1	0	15
13:15	0	0	0	0	0	0	1	0	0	6	10	0	0	6	0	0	23
13:30	0	0	0	0	0	0	0	0	0	9	17	0	0	6	3	0	35
13:45	0	0	0	0	0	0	0	1	0	7	22	1	0	4	0	0	35
Hr Total	0	0	0	0	0	0	1	1	0	25	59	1	0	17	4	0	108
14:00	0	0	0	0	0	0	0	2	0	12	18	1	0	1	0	0	34
14:15	0	0	0	0	0	0	1	0	0	5	18	0	0	10	0	0	34
14:30	0	0	0	0	0	0	1	0	0	6	26	1	0	8	0	0	42
14:45	0	0	0	0	0	0	0	0	0	2	14	0	0	2	0	0	18
Hr Total	0	0	0	0	0	0	2	2	0	25	76	2	0	21	0	0	128
15:00	0	0	0	0	0	0	0	0	0	10	9	0	0	4	0	0	23
15:15	0	0	0	0	0	0	0	0	0	2	8	0	0	6	0	0	16
15:30	0	0	0	0	0	0	1	1	0	1	8	1	0	5	0	0	17
15:45	0	0	0	0	0	0	1	1	0	2	6	1	0	5	1	0	17
Hr Total	0	0	0	0	0	0	2	2	0	15	31	2	0	20	1	0	73
16:00	0	0	0	0	0	0	1	1	0	4	8	1	0	7	0	0	22
16:15	0	0	0	0	0	0	0	1	0	7	19	1	0	2	0	0	30
16:30	0	0	0	0	0	0	0	1	0	3	11	0	0	4	1	0	20
16:45	0	0	0	0	0	0	0	0	0	4	4	0	0	7	0	0	15
Hr Total	0	0	0	0	0	0	1	3	0	18	42	2	0	20	1	0	87
TOTAL	0	0	0	0	0	0	6	8	0	83	208	7	0	78	6	0	396

Traffic Survey Specialists, Inc.
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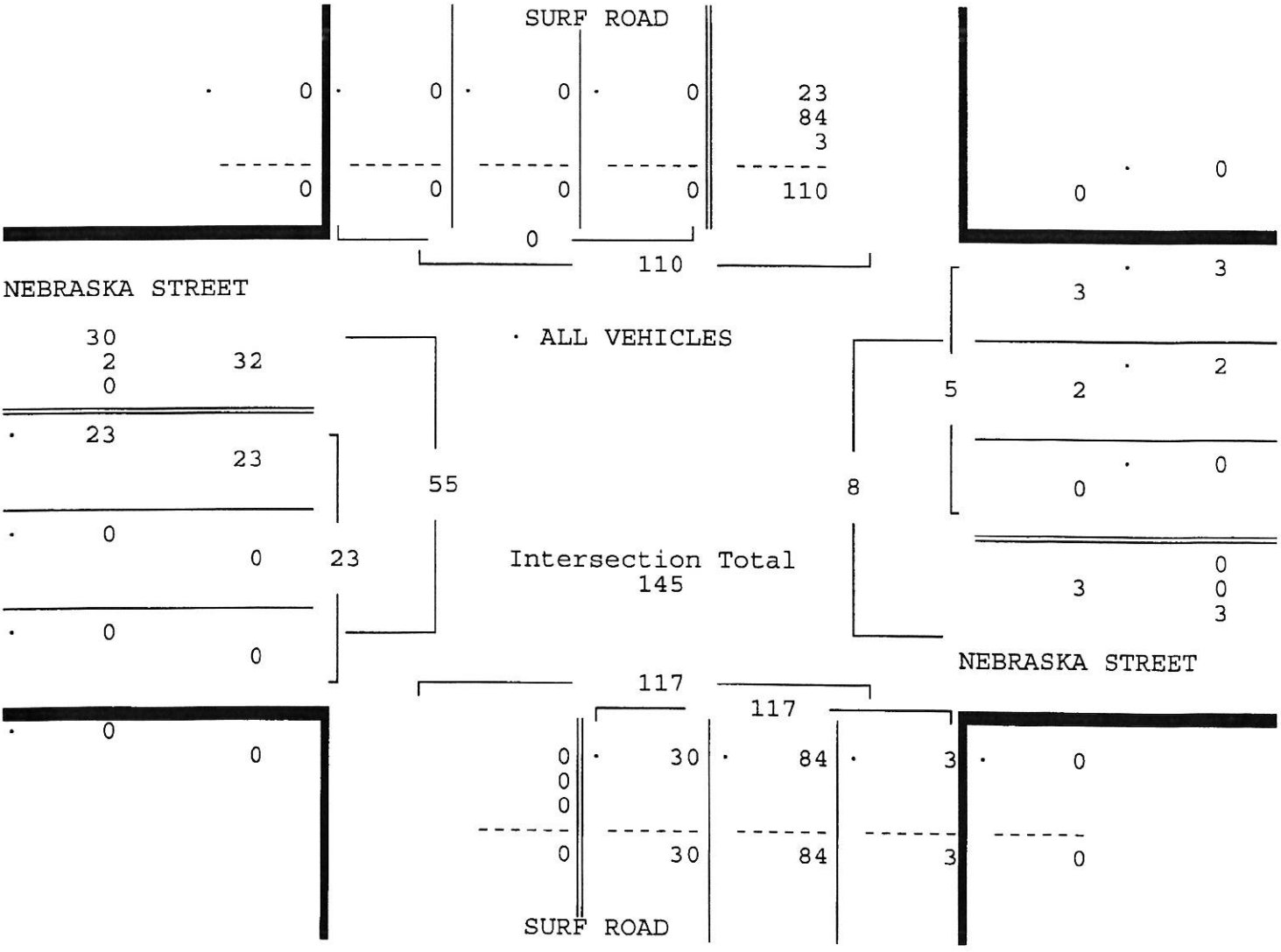
NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB_SURF

ALL VEHICLES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/28/15																	
Peak Hour Analysis By Entire Intersection for the Period: 13:00 to 17:00 on 03/28/15																	
Peak start	13:45				13:45				13:45				13:45				
Volume	0	0	0	0	0	0	2	3	0	30	84	3	0	23	0	0	
Percent	0%	0%	0%	0%	0%	0%	40%	60%	0%	26%	72%	3%	0%	100%	0%	0%	
Pk total	0				5				117				23				
Highest	13:00				14:00				14:30				14:15				
Volume	0	0	0	0	0	0	0	2	0	6	26	1	0	10	0	0	
Hi total	0				2				33				10				
PHF	.0				.62				.89				.58				



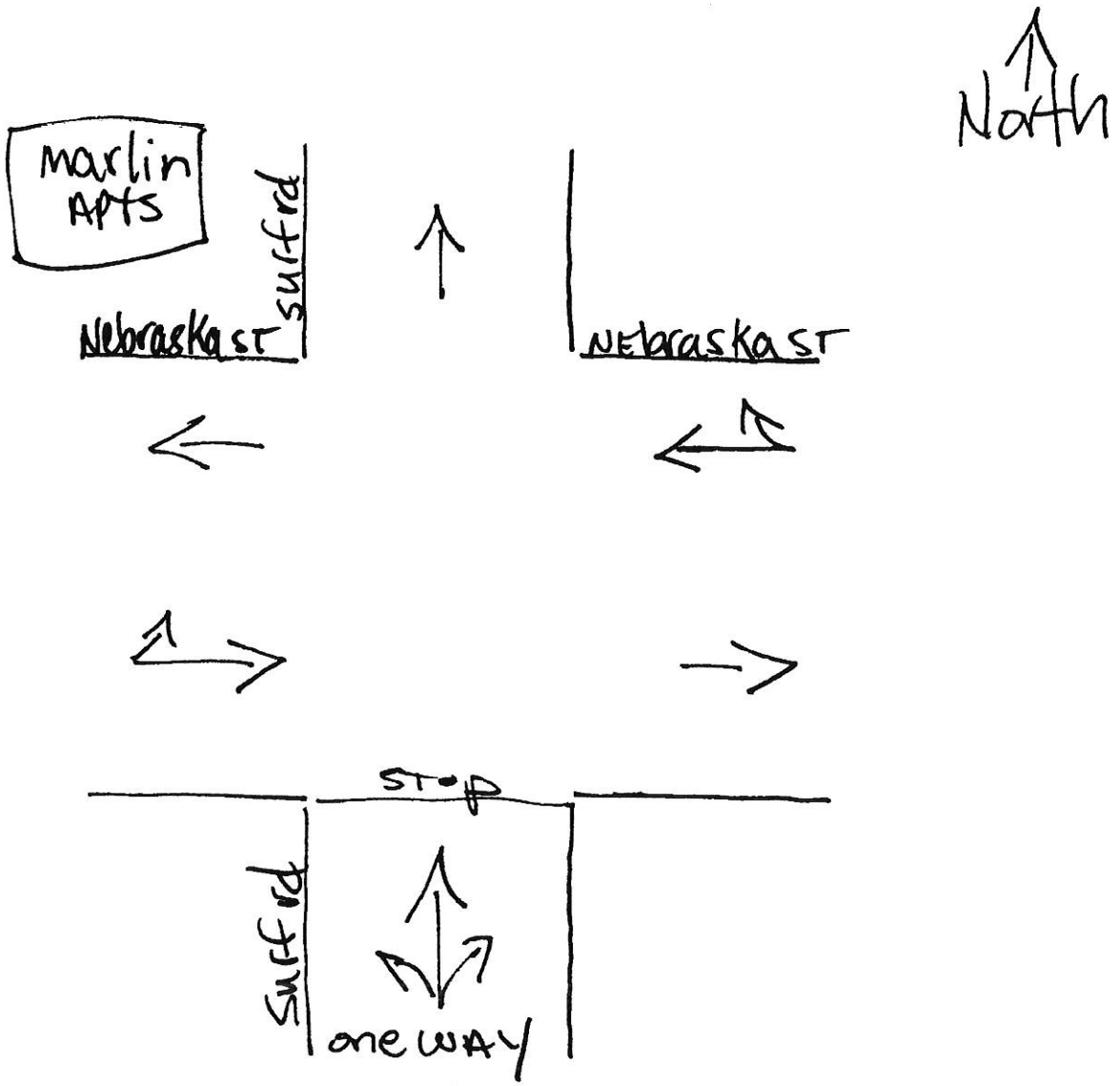
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

NEBRASKA STREET & SURF ROAD
HOLLYWOOD, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00150059
Start Date: 03/28/15
File I.D. : NEB_SURF
Page : 1

PEDESTRIANS & BIKES

	SURF ROAD From North				NEBRASKA STREET From East				SURF ROAD From South				NEBRASKA STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 03/28/15																	
13:00	0	0	0	4	0	0	0	1	0	2	0	3	0	0	0	1	11
13:15	0	0	0	0	0	0	0	7	0	0	0	4	0	0	0	0	11
13:30	0	0	0	2	0	0	0	6	0	0	0	11	0	0	0	0	19
13:45	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	6
Hr Total	0	1	0	8	0	3	0	14	0	2	0	18	0	0	0	1	47
14:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6
14:15	0	0	0	1	0	3	0	1	0	4	0	9	0	0	0	0	18
14:30	0	1	0	0	0	0	0	1	0	0	0	2	0	1	0	1	6
14:45	0	0	0	5	0	0	0	2	0	0	0	10	0	0	0	0	17
Hr Total	0	1	0	6	0	3	0	4	0	4	0	27	0	1	0	1	47
15:00	0	0	0	2	0	0	0	0	0	1	0	2	0	0	0	0	5
15:15	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
15:30	0	0	0	3	0	0	0	1	0	0	0	7	0	0	0	0	11
15:45	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0	0	8
Hr Total	0	0	0	8	0	0	0	2	0	1	0	16	0	0	0	0	27
16:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
16:45	0	0	0	7	0	0	0	1	0	0	0	8	0	0	0	3	19
Hr Total	0	1	0	13	0	0	0	1	0	1	0	18	0	0	0	3	37
TOTAL	0	3	0	35	0	6	0	21	0	8	0	79	0	1	0	5	158



Hollywood, Florida
March 26, 2015
drawn by: Luis Palomino
NOT signalized

NEVADA STREET & SR A1A

SOURCE: KIMLEY-HORN SR A1A LANE MODIFICATION STUDY, JUNE 2015

113

SR A1A @ Roosevelt St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Wednesday Volumes (4:00 to 5:00)	0	1,112	11	0	833	0	0	0	0	0	0	0
Background Growth*	0	123	1	0	92	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		29			29							
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		22			35							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic												
Trip Direction		out			in							
Trip Assignment		20%			20%							
Trips		76			74							
Future Year Trips	0	1,433	12	0	1,139	0	0	0	0	0	0	0

* Background Growth Rate of 0.5% applied for 21 years (2014 to 2035)

BASELINE TURNING VOLUME DATA UTILIZED FOR THIS ANALYSIS

114

SR A1A @ Nevada St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Wednesday Volumes (4:00 to 5:00)	0	1,122	0	0	833	0	0	0	0	1	0	1
Background Growth*	0	124	0	0	92	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		29			29							
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		22			35							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic												
Trip Direction												
Trip Assignment												
Trips												
Future Year Trips	0	1,368	0	0	1,065	0	0	0	0	1	0	1

* Background Growth Rate of 0.5% applied for 21 years (2014 to 2035)

115

SR A1A @ Nebraska St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Wednesday Volumes (4:00 to 5:00)	0	1,118	5	5	829	0	0	0	0	4	0	4
Background Growth*	0	123	1	1	92	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction			in	in						out		out
Trip Assignment			48%	50%						50%		50%
Trips			27	29						29		29
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							

SOURCE: KIMLEY-HORN SR A1A LANE MODIFICATION STUDY, JUNE 2015

113

SR A1A @ Roosevelt St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2012 Saturday Volumes (3:30 to 4:30)	0	843	11	0	834	0	0	0	0	0	0	0
Background Growth*	0	102	1	0	101	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		46			47							
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic												
Trip Direction		out			in							
Trip Assignment		20%			20%							
Trips		75			80							
Future Year Trips	0	1,176	12	0	1,196	0	0	0	0	0	0	0

* Background Growth Rate of 0.5% applied for 23 years (2012 to 2035)

BASELINE TURNING VOLUME DATA UTILIZED FOR THIS ANALYSIS

SR A1A @ Nevada St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2012 Saturday Volumes (3:30 to 4:30)	0	853	0	0	834	0	0	0	0	1	0	1
Background Growth*	0	104	0	0	101	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		46			47							
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic												
Trip Direction		out			in							
Trip Assignment		20%			20%							
Trips		75			80							
Future Year Trips	0	1,188	0	0	1,196	0	0	0	0	1	0	1

* Background Growth Rate of 0.5% applied for 23 years (2012 to 2035)

115

SR A1A @ Nebraska St	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2012 Saturday Volumes (3:30 to 4:30)	0	849	5	5	830	0	0	0	0	4	0	4
Background Growth*	0	103	1	1	101	0	0	0	0	0	0	0
Nebraska Garage Traffic:												
Trip Direction			in	in						out		out
Trip Assignment			48%	50%						50%		50%
Trips			45	47						46		46
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							

PREVIOUSLY EXISTING GARAGE: MICHIGAN STREET & SR A1A AND JOHNSON STREET & SR A1A

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

MICHIGAN STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: SEBASTIAN SALVO

Site Code : 00120025
Start Date: 02/11/12
File I.D. : MICH_A1A
Page : 1

MICHIGAN STREET

	SR A1A From North				MICHIGAN STREET From East				SR A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/11/12																	
14:30	0	4	188	0	0	13	0	6	0	0	211	8	0	0	0	0	430
14:45	0	6	206	0	0	2	0	6	0	0	215	14	0	0	0	0	449
15:00	0	6	205	0	0	6	0	7	0	0	194	10	0	0	0	0	428
15:15	0	6	187	0	0	9	0	3	0	0	181	8	0	0	0	0	394
Hr Total	0	22	786	0	0	30	0	22	0	0	801	40	0	0	0	0	1701
15:30	0	4	205	0	0	8	0	10	0	0	204	13	0	0	0	0	444
15:45	0	4	210	0	0	13	0	2	0	0	203	9	0	0	0	0	441
16:00	0	2	229	0	0	4	0	3	0	0	198	13	0	0	0	0	449
16:15	0	5	201	0	0	8	0	6	0	0	216	8	0	0	0	0	444
Hr Total	0	15	845	0	0	33	0	21	0	0	821	43	0	0	0	0	1778
TOTAL	0	37	1631	0	0	63	0	43	0	0	1622	83	0	0	0	0	3479

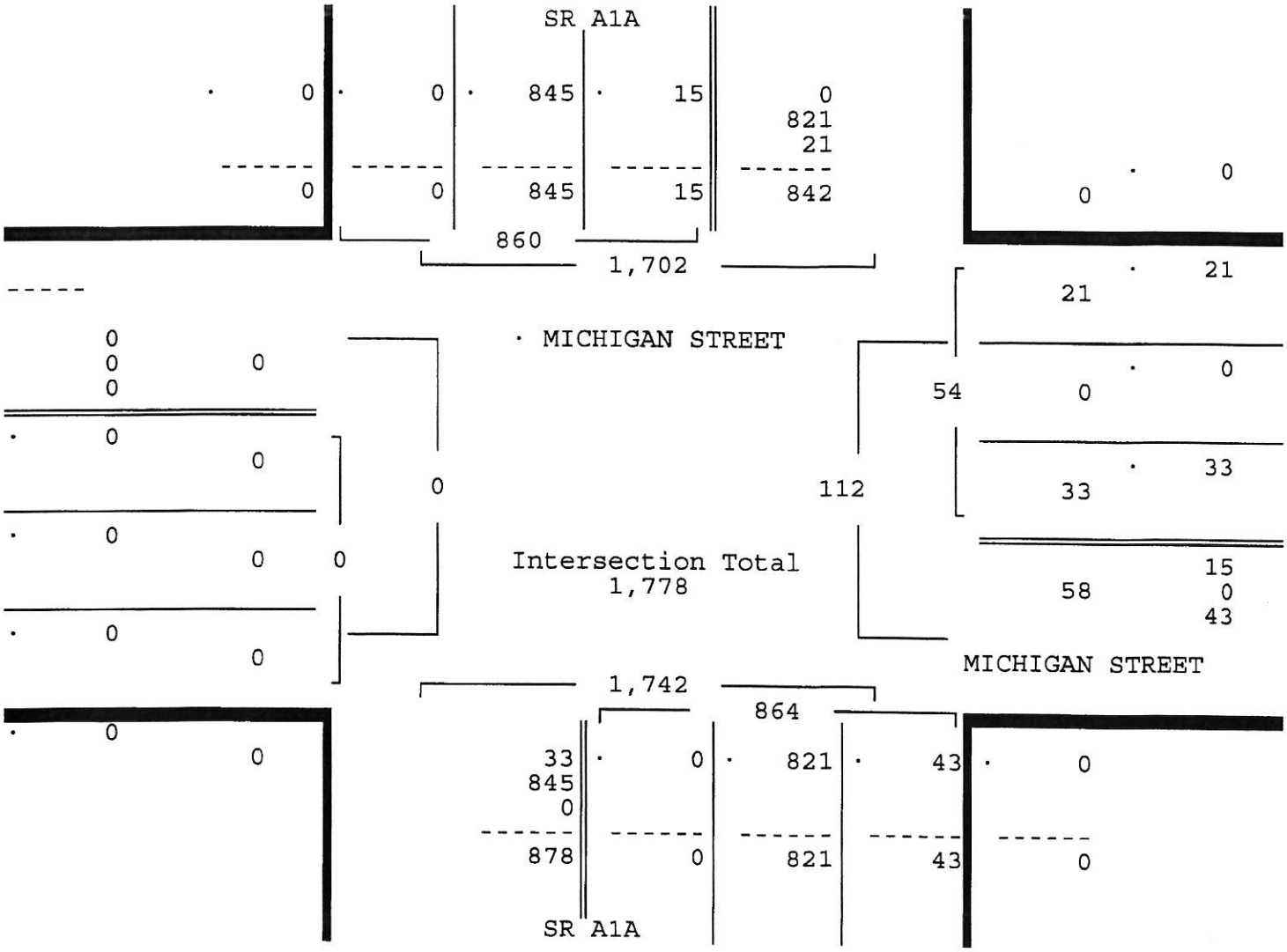
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

MICHIGAN STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: SEBASTIAN SALVO

Site Code : 00120025
Start Date: 02/11/12
File I.D. : MICH_A1A

MICHIGAN STREET

	SR A1A From North				MICHIGAN STREET From East				SR A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/11/12																	
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 02/11/12																	
Peak start	15:30				15:30				15:30				15:30				
Volume	0	15	845	0	0	33	0	21	0	0	821	43	0	0	0	0	
Percent	0%	2%	98%	0%	0%	61%	0%	39%	0%	0%	95%	5%	0%	0%	0%	0%	
Pk total	860				54				864				0				
Highest	16:00				15:30				16:15				14:30				
Volume	0	2	229	0	0	8	0	10	0	0	216	8	0	0	0	0	
Hi total	231				18				224				0				
PHF	.93				.75				.96				.0				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

JOHNSON STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Site Code : 00120025
Start Date: 02/11/12
File I.D. : JOHN_A1A
Page : 1

JOHNSON STREET

	SR A1A From North				JOHNSON STREET From East				SR A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/11/12																	
14:30	0	26	159	0	0	25	0	16	0	0	183	21	0	0	0	0	430
14:45	0	17	196	0	0	17	0	26	0	0	188	25	0	0	0	0	469
15:00	0	16	185	0	0	23	0	20	0	0	176	25	0	0	0	0	445
15:15	0	21	166	0	0	20	0	27	0	0	163	23	0	0	0	0	420
Hr Total	0	80	706	0	0	85	0	89	0	0	710	94	0	0	0	0	1764
15:30	0	19	197	0	0	17	0	27	0	0	188	24	0	0	0	0	472
15:45	0	18	185	0	0	22	0	25	0	0	176	29	0	0	0	0	455
16:00	0	27	204	0	0	26	0	24	0	0	188	13	0	0	0	0	482
16:15	0	20	181	0	0	24	0	12	0	0	192	26	0	0	0	0	455
Hr Total	0	84	767	0	0	89	0	88	0	0	744	92	0	0	0	0	1864
TOTAL	0	164	1473	0	0	174	0	177	0	0	1454	186	0	0	0	0	3628

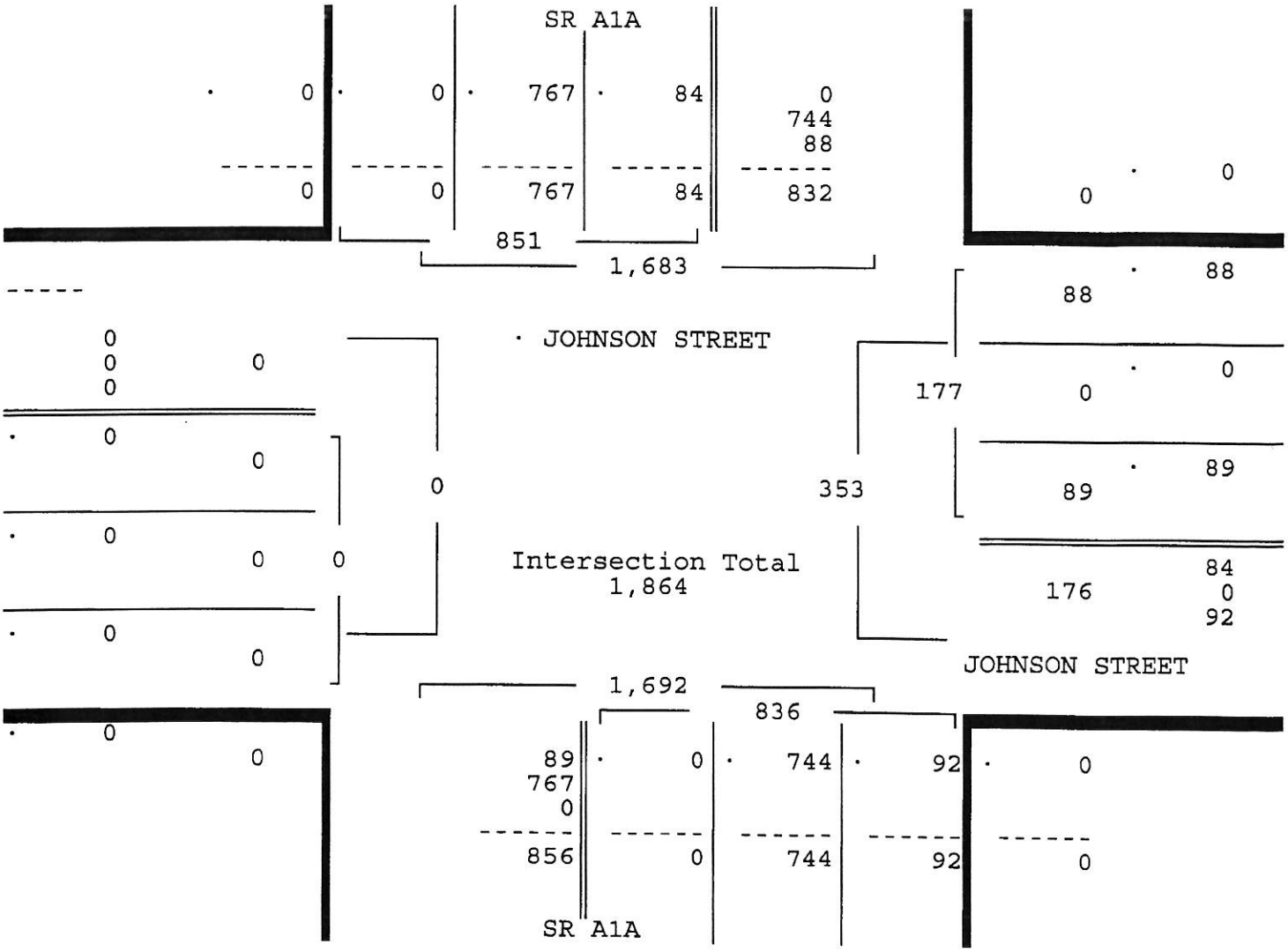
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

JOHNSON STREET & A1A
HOLLYWOOD, FLORIDA
COUNTED BY: MAURICE GOMEZ
SIGNALIZED

Site Code : 00120025
Start Date: 02/11/12
File I.D. : JOHN_A1A

JOHNSON STREET

	SR A1A From North				JOHNSON STREET From East				SR A1A From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 02/11/12																	
Peak Hour Analysis By Entire Intersection for the Period: 14:30 to 16:30 on 02/11/12																	
Peak start 15:30					15:30				15:30				15:30				
Volume	0	84	767	0	0	89	0	88	0	0	744	92	0	0	0	0	
Percent	0%	10%	90%	0%	0%	50%	0%	50%	0%	0%	89%	11%	0%	0%	0%	0%	
Pk total	851				177				836				0				
Highest	16:00				16:00				16:15				14:30				
Volume	0	27	204	0	0	26	0	24	0	0	192	26	0	0	0	0	
Hi total	231				50				218				0				
PHF	.92				.88				.96				.0				



JOHNSON STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080015
Start Date: 01/22/08
File I.D. : JOHN A1A
Page : 1

ALL VEHICLES

	SR A1A From North				JOHNSON STREET From East				SR A1A From South				---------- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
07:00	0	4	89	0	0	1	0	4	0	0	117	3	0	0	0	0	218
07:15	0	4	112	0	0	1	0	2	0	0	147	3	0	0	0	0	269
07:30	0	6	88	0	0	5	0	0	0	0	194	3	0	0	0	0	296
07:45	0	1	134	0	0	2	0	4	0	0	176	1	0	0	0	0	318
Hr Total	0	15	423	0	0	9	0	10	0	0	634	10	0	0	0	0	1101
08:00	1	3	148	0	0	3	0	5	0	0	193	7	0	0	0	0	360
08:15	0	3	151	0	0	5	0	3	0	0	195	5	0	0	0	0	362
08:30	0	8	149	0	0	5	0	1	1	0	218	7	0	0	0	0	389
08:45	0	8	133	0	0	3	0	5	0	0	162	7	0	0	0	0	318
Hr Total	1	22	581	0	0	16	0	14	1	0	768	26	0	0	0	0	1429
---------- * BREAK *																	
16:00	0	13	185	0	0	21	0	3	0	0	216	18	0	0	0	0	456
16:15	0	8	181	0	0	12	0	10	0	0	208	18	0	0	0	0	437
16:30	0	7	176	0	2	20	0	21	0	0	196	12	0	0	0	0	434
16:45	0	9	185	0	0	10	0	11	0	0	182	6	0	0	0	0	403
Hr Total	0	37	727	0	2	63	0	45	0	0	802	54	0	0	0	0	1730
17:00	0	10	183	0	0	12	0	9	0	0	216	7	0	0	0	0	437
17:15	0	7	217	0	0	14	0	12	0	0	225	7	0	0	0	0	482
17:30	0	5	209	0	0	9	0	11	0	0	205	9	0	0	0	0	448
17:45	0	9	233	0	0	5	0	8	0	0	185	4	0	0	0	0	444
Hr Total	0	31	842	0	0	40	0	40	0	0	831	27	0	0	0	0	1811
TOTAL	1	105	2573	0	2	128	0	109	1	0	3035	117	0	0	0	0	6071

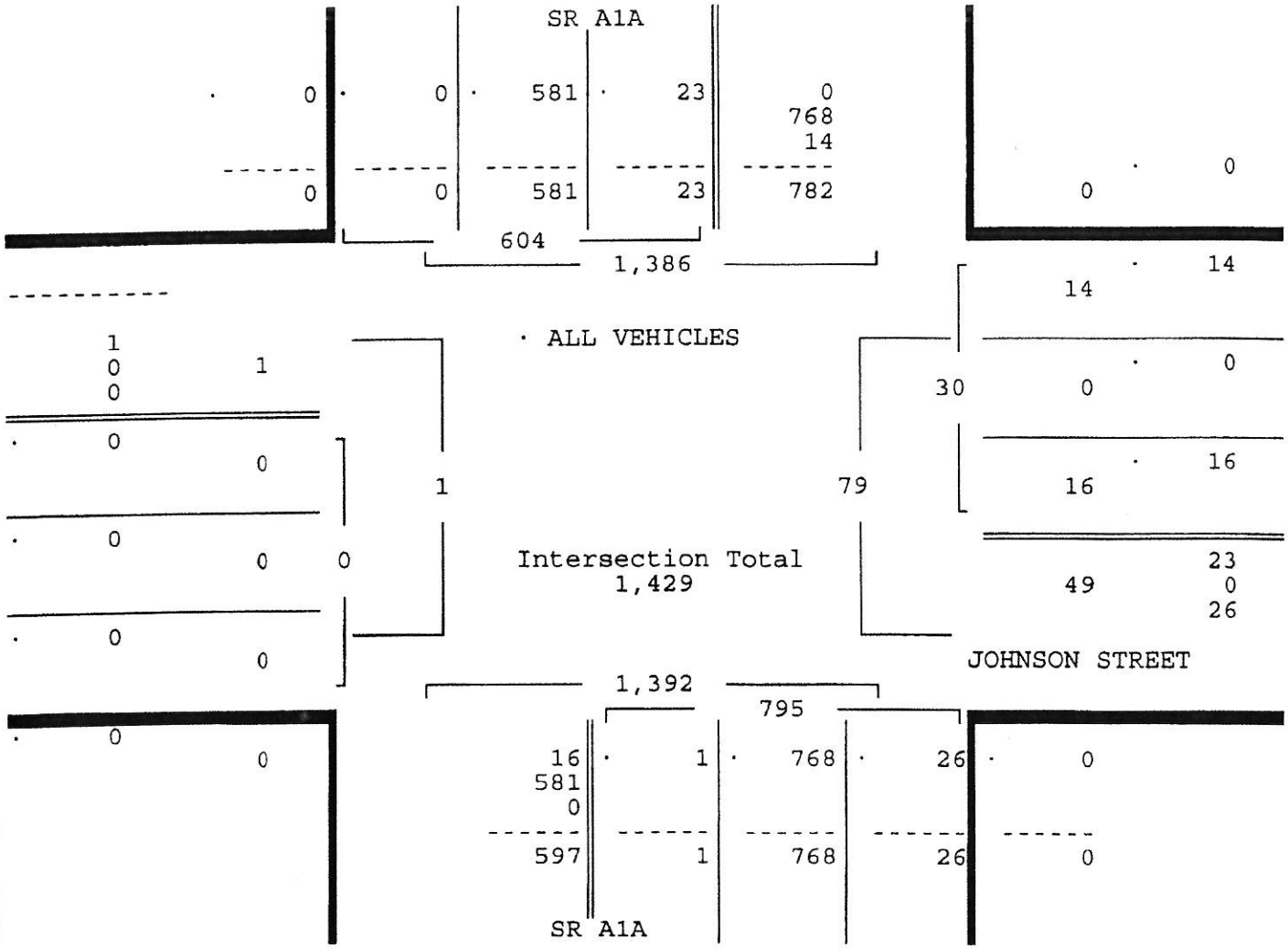
JOHNSON STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080015
Start Date: 01/22/08
File I.D. : JOHN_A1A

ALL VEHICLES

	SR A1A From North				JOHNSON STREET From East				SR A1A From South				---------- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/22/08																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	22	581	0	0	16	0	14	1	0	768	26	0	0	0	0	
Percent	0%	4%	96%	0%	0%	53%	0%	47%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	604				30				795				0				
Highest	08:30				08:00				08:30				07:00				
Volume	0	8	149	0	0	3	0	5	1	0	218	7	0	0	0	0	
Hi total	157				8				226				0				
PHF	.96				.94				.88				.0				



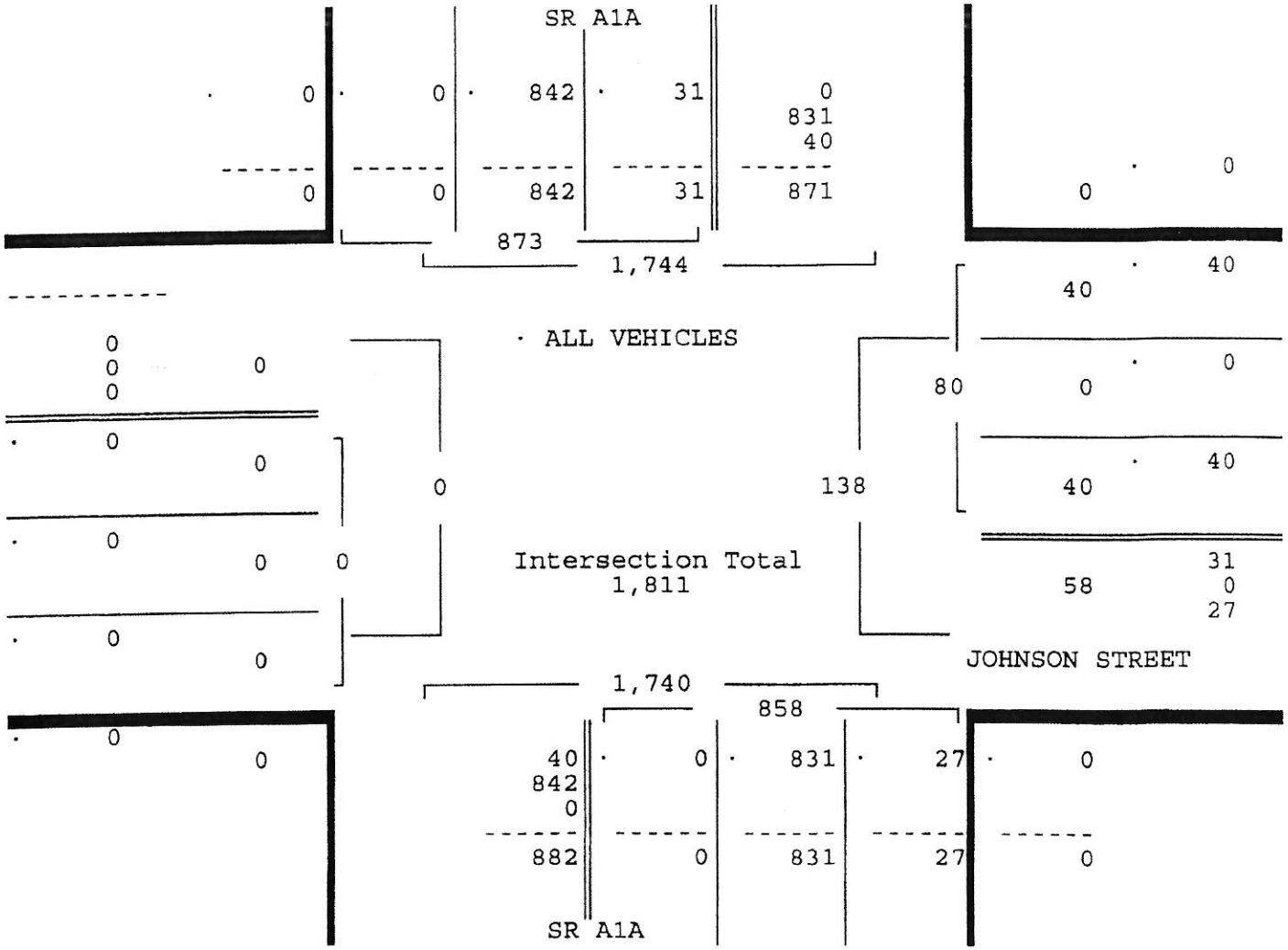
JOHNSON STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

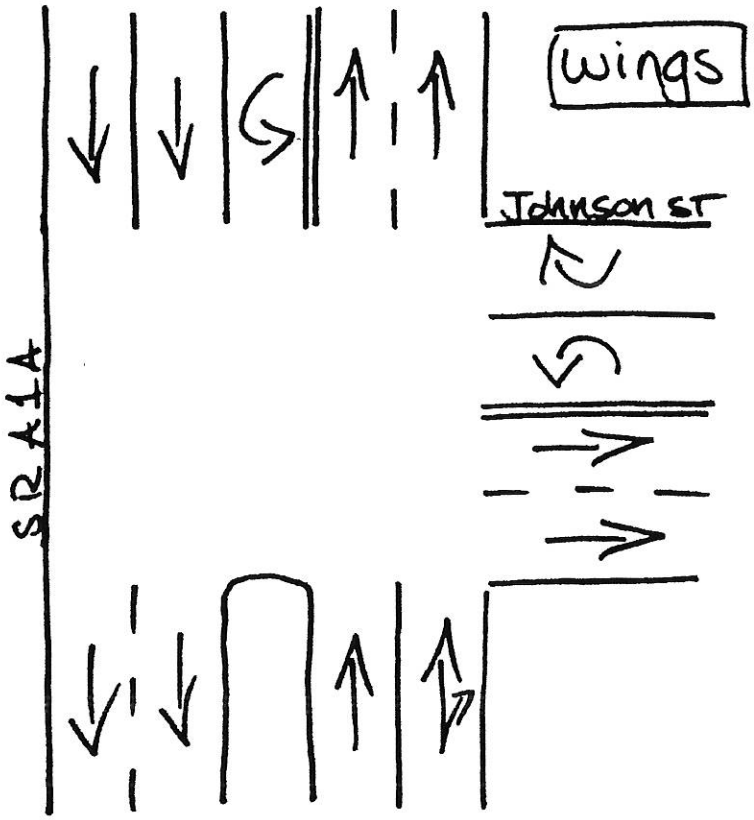
Site Code : 00080015
Start Date: 01/22/08
File I.D. : JOHN_A1A
Page : 3

ALL VEHICLES

	SR A1A From North				JOHNSON STREET From East				SR A1A From South				From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/22/08																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	31	842	0	0	40	0	40	0	0	831	27	0	0	0	0	
Percent	0%	4%	96%	0%	0%	50%	0%	50%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	873				80				858				0				
Highest	17:45				17:15				17:15				07:00				
Volume	0	9	233	0	0	14	0	12	0	0	225	7	0	0	0	0	
Hi total	242				26				232				0				
PHF	.90				.77				.92				.0				



North



Hollywood Beach, Florida
January 24, 2008
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

MICHIGAN STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: VICTOR TORRES SR
NOT SIGNALIZED

Site Code : 00080015
Start Date: 01/22/08
File I.D. : MICH_A1A
Page : 1

ALL VEHICLES

	SR A1A From North				MICHIGAN STREET From East				SR A1A From South				-------- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
07:00	0	4	81	0	0	1	0	0	0	0	119	1	0	0	0	0	206
07:15	0	2	112	0	0	2	0	0	0	0	145	4	0	0	0	0	265
07:30	0	2	92	0	0	1	0	1	0	0	191	5	0	0	0	0	292
07:45	0	2	135	0	0	0	0	0	0	0	175	4	0	0	0	0	316
Hr Total	0	10	420	0	0	4	0	1	0	0	630	14	0	0	0	0	1079
08:00	0	3	148	0	0	1	0	2	0	0	186	6	0	0	0	0	346
08:15	0	3	153	0	0	1	0	1	0	0	193	4	0	0	0	0	355
08:30	0	4	149	0	0	1	0	4	0	0	217	9	0	0	0	0	384
08:45	0	4	136	0	0	1	0	1	0	0	166	3	0	0	0	0	311
Hr Total	0	14	586	0	0	4	0	8	0	0	762	22	0	0	0	0	1396
* BREAK *																	
16:00	0	4	188	0	0	6	0	1	1	0	210	16	0	0	0	0	426
16:15	0	3	182	0	0	4	0	1	0	0	204	8	0	0	0	0	402
16:30	0	4	173	0	0	6	0	4	1	0	140	4	0	0	0	0	332
16:45	0	5	230	0	0	1	0	3	0	0	209	3	0	0	0	0	451
Hr Total	0	16	773	0	0	17	0	9	2	0	763	31	0	0	0	0	1611
17:00	0	2	201	0	0	5	0	2	0	0	225	10	0	0	0	0	445
17:15	0	0	226	0	0	3	0	2	0	0	218	1	0	0	0	0	450
17:30	0	2	221	0	0	1	0	2	0	0	201	2	0	0	0	0	429
17:45	0	5	237	0	0	1	0	1	0	0	181	3	0	0	0	0	428
Hr Total	0	9	885	0	0	10	0	7	0	0	825	16	0	0	0	0	1752
TOTAL	0	49	2664	0	0	35	0	25	2	0	2980	83	0	0	0	0	5838

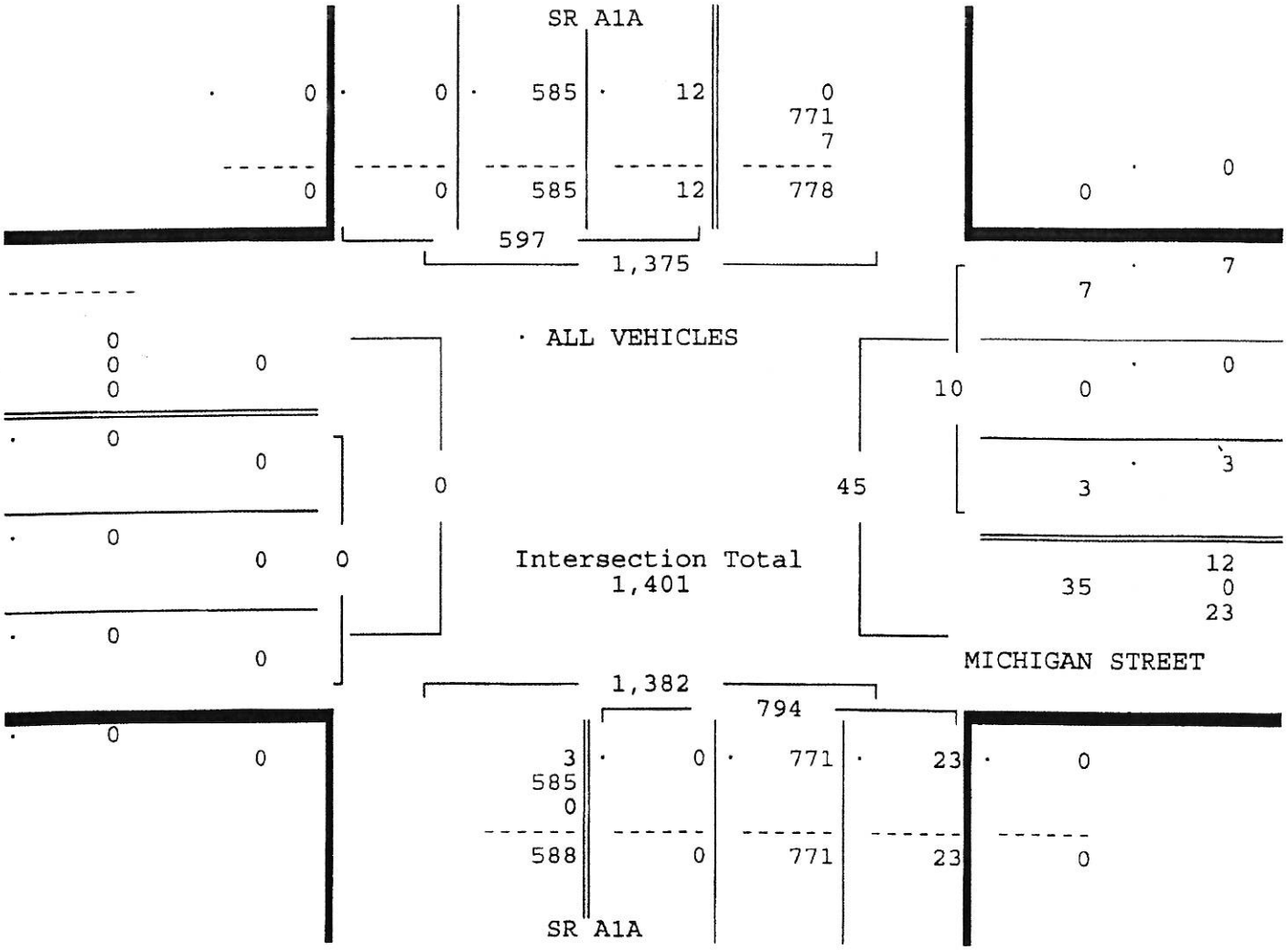
MICHIGAN STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: VICTOR TORRES SR
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080015
Start Date: 01/22/08
File I.D. : MICH_A1A
Page : 2

ALL VEHICLES

	SR A1A From North				MICHIGAN STREET From East				SR A1A From South				-------- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 01/22/08																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	12	585	0	0	3	0	7	0	0	771	23	0	0	0	0	
Percent	0%	2%	98%	0%	0%	30%	0%	70%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	597				10				794				0				
Highest	08:15				08:30				08:30				07:00				
Volume	0	3	153	0	0	1	0	4	0	0	217	9	0	0	0	0	
Hi total	156				5				226				0				
PHF	.96				.50				.88				.0				



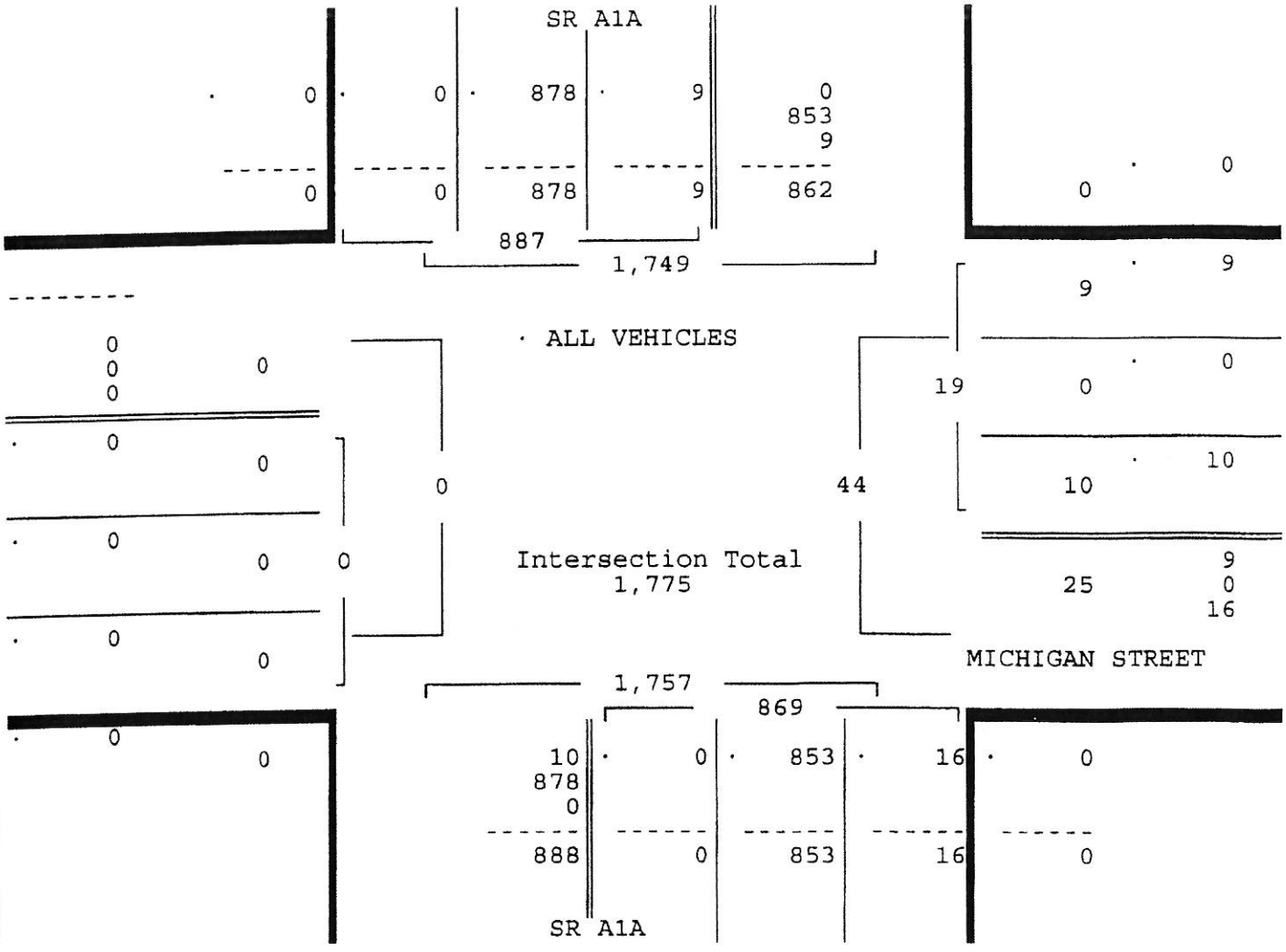
MICHIGAN STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED BY: VICTOR TORRES SR
NOT SIGNALIZED

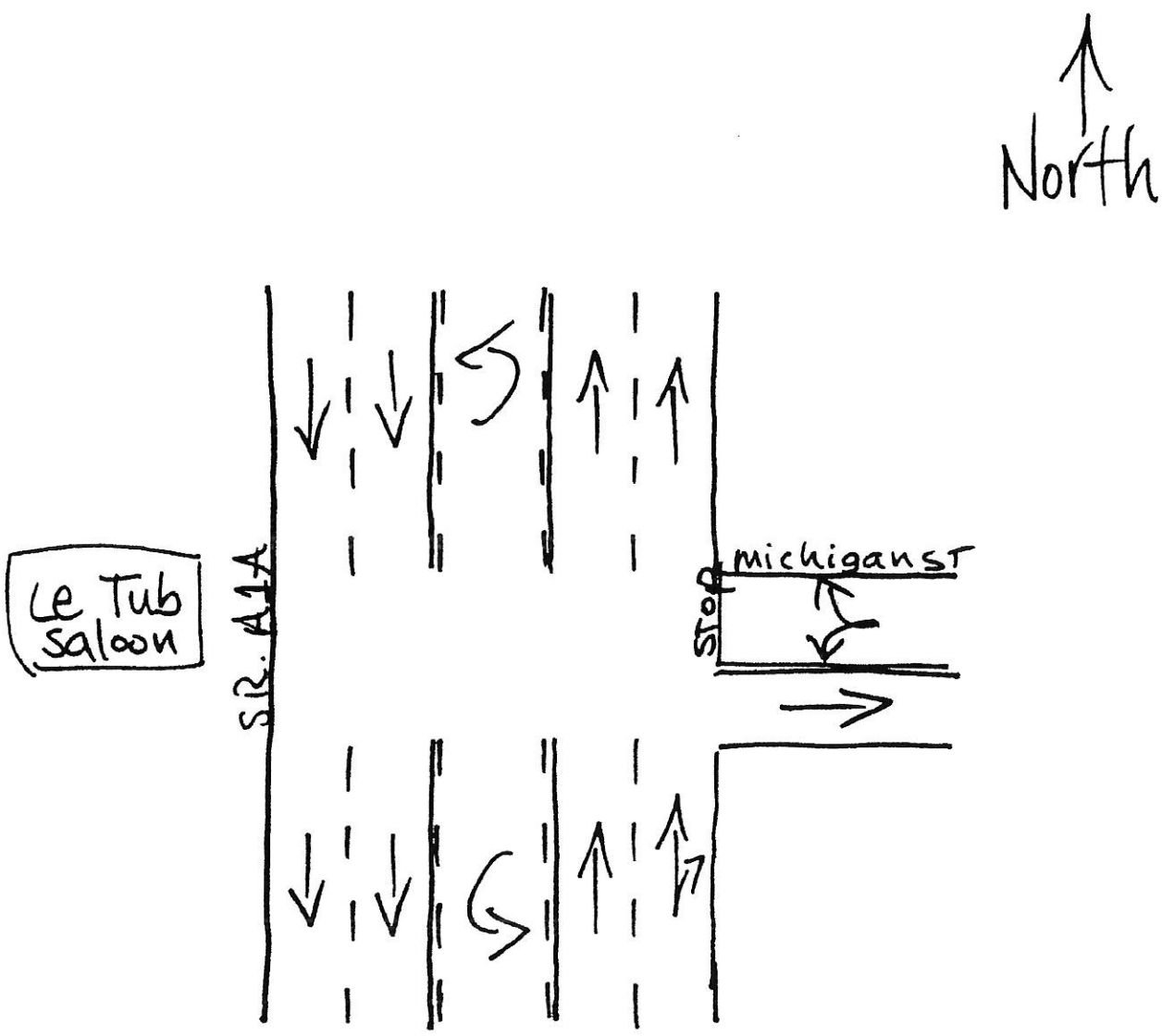
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00080015
Start Date: 01/22/08
File I.D. : MICH_A1A
Page : 3

ALL VEHICLES

	SR A1A From North				MICHIGAN STREET From East				SR A1A From South				-------- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 01/22/08																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 01/22/08																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	9	878	0	0	10	0	9	0	0	853	16	0	0	0	0	
Percent	0%	1%	99%	0%	0%	53%	0%	47%	0%	0%	98%	2%	0%	0%	0%	0%	
Pk total	887				19				869				0				
Highest	16:45				17:00				17:00				07:00				
Volume	0	5	230	0	0	5	0	2	0	0	225	10	0	0	0	0	
Hi total	235				7				235				0				
PHF	.94				.68				.92				.0				





Hollywood Beach, Florida
January 24, 2008
drawn by: Luis Palomino
not signalized

APPENDIX C: COMMITTED DEVELOPMENT INFORMATION

TABLE 1
MARGARITAVILLE - HOLLYWOOD
WEEKDAY TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Development								
Resort Hotel	347 rooms	2,732	98	71	27	122	52	70
High-Turnover Sit-Down Restaurant	650 seats	3,140	306	159	147	267	152	115
Subtotal		5,872	404	230	174	389	204	185
Internal Capture								
Between Resort Hotel and Restaurant	15%	820	29	15	14	37	19	18
		410	15	8	7	19	10	9
Pass-By Reduction								
High-Turnover Sit-Down Restaurant	25.00%	683	73	38	35	62	36	27
		2,730	291	151	140	248	142	106
Driveway Trips		***5,052***	***375***	***215***	***160***	***352***	***185***	***167***
Net New External Trips		***4,369***	***302***	***177***	***125***	***290***	***149***	***140***

Notes: Trip generation was calculated using the following data (from ITE 8th Edition or otherwise noted):

Daily Traffic Generation
- Hotel [ITE 310] = T = 8.95 * X - 373.16
- High-Turnover Sit-Down Restaurant [ITE 932] = T = 4.83 * X

AM Peak Hour Traffic Generation
- Resort Hotel [ITE 330] = T = 0.40 * X - 40.79 (72% in, 28% out)
- High-Turnover Sit-Down Restaurant [ITE 932] = T = 0.47 * X; (52% in, 48% out)

PM Peak Hour Traffic Generation
- Resort Hotel [ITE 330] = Ln(T) = 1.44*Ln(X) -3.62; (43% in, 57% out)
- High-Turnover Sit-Down Restaurant [ITE 932] = T = 0.41 * X (57% in, 43% out)

Pass-By Trip Reduction
- High-Turnover Sit-Down Restaurant [ITE 932] = Pass-By Rate = 25%

Kimley-Horn and Associates, Inc.

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December 5, 2011

TABLE 2
MARGARITAVILLE - HOLLYWOOD
SATURDAY TRIP GENERATION

Land Use	Intensity	Daily Trips	Peak Hour of Generator		
			Total	In	Out
Proposed Development					
Resort Hotel	347 rooms	3,033	145	81	64
High-Turnover Sit-Down Restaurant	650 seats	4,037	345	183	162
Subtotal		7,070	490	264	226
Internal Capture					
Between Resort Hotel and Restaurant	15%	910	44	22	22
Pass-By Reduction					
High-Turnover Sit-Down Restaurant	25.00%	896	81	43	38
Driveway Trips		***6,160***	***446***	***242***	***204***
Net New External Trips		***5,264***	***365***	***199***	***166***

Notes: Trip generation was calculated using the following data (from ITE 8th Edition or otherwise noted):

Daily Traffic Generation

Hotel [ITE 310] = $T = 1.11 * (8.95 * X - 373.16)$

High-Turnover Sit-Down Restaurant [ITE 932] = $T = 6.21 * X$

PM Peak Hour Traffic Generation

Resort Hotel [ITE 330] = $T = 1.19 * e^{1.44*Ln(X) - 3.62}$; (56% in, 44% out)

High-Turnover Sit-Down Restaurant [ITE 932] = $T = 0.53 * X$ (53% in, 47% out)

Pass-By Trip Reduction

High-Turnover Sit-Down Restaurant [ITE 932] = Pass-By Rate = 25%

Kimley-Horn and Associates, Inc.

k:\wpb_tpto\1444\144453000 margaritaville hollywood\report\december 2011\[tia december 2011xls]trip gen_sat December 5, 2011

COSTA HOLLYWOOD / POSITANO II
SATURDAY PEAK HOUR TRIPS

Land Use	Intensity	Daily Trips	Peak Hour of Generator		
			Total	In	Out
Proposed					
Hotel	386 DU	1,825	155	87	68
	Costa Hollywood	**1,745**	**148**	**83**	**65**
	Positano II	**80**	**7**	**4**	**3**

Trip Generation calculated using the following rates:

Daily (Saturday)

Residential Condo/Townhomes [ITE 230] = T = 3.62 (X) + 427.93

Saturday Peak Hour

Residential Condo/Townhomes [ITE 310] = T = 0.29 (X) + 42.63

(1) Saturday trip generation information was not available for Timeshare land use. To calculate these trips, the Saturday trip generation information for the Hotel land use was used. The weekday PM peak hour rates for hotel and timeshare uses were used to determine a ratio of timeshare trips to hotel trips and adjust the calculations accordingly.

(2) Existing shopping center is 194,000 square feet but only 20% of this is currently occupied. Only trips associated with the currently occupied square footage were taken credit for.

COSTA HOLLYWOOD / POSITANO II
WEEKDAY TRIPS

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed								
Residential Condo/Townhomes	386 DU	1,679	141	27	114	147	91	56
Costa Hollywood		**1,605**	**135**	**26**	**109**	**141**	**87**	**54**
Positano II		**74**	**6**	**1**	**5**	**6**	**4**	**2**

Trip Generation calculated using the following rates:

Daily
Residential Condo/Townhomes [ITE 230] = T = 3.77 (X) + 223.66

AM Peak Hour
Residential Condo/Townhomes [ITE 310] = T = 0.29 (X) + 28.86 (19% in, 81% out)

PM Peak Hour
Residential Condo/Townhomes [ITE 310] = T = 0.34 (X) + 15.47 (62% in, 38% out)

Existing shopping center is 194,000 square feet but only 20% of this is currently occupied. Only trips associated with the currently occupied square footage were taken credit for.

APPENDIX D: VOLUME DEVELOPMENT

Saturday Trips												
			Margaritaville:							Background Growth Rate =	0.50%	
Project Trips:	in=	86	in =	199						Growth Years =	3	
	out=	84	out =	166							6	
Costa Hollywood Saturday Trips:	in=	83	Positano II		in=	4					3	
	out=	65			out=	3						

Nebraska Street & SR A1A	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Saturday Volumes (2:00 to 3:00)		756	6	19	859					14		9
Background Growth*	0	11	0	0	13	0	0	0	0	0	0	0
Project Traffic												
Trip Direction			in	in						out		out
Trip Assignment			45%	48%						25%		25%
Trips			39	41						21		21
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Future Year Trips	0	877	45	60	1,006	0	0	0	0	35	0	30

Nebraska Street & Surf Road	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 Saturday Volumes (2:00 to 3:00)	25	76	2				21				2	2
Background Growth*	0	1	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction	in											
Trip Assignment	2%											
Trips	2											
Future Year Trips	27	77	2	0	0	0	21	0	0	0	2	2

Nebraska Street & Project Driveway	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 PM Peak Hour Volumes (5:00-6:00)								25			23	
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction						out	in					in
Trip Assignment						50%	93%					2%
Trips						42	80					2
Future Year Trips	0	0	0	0	0	42	80	25	0	0	23	2

Saturday Trips													
				Margaritaville:						Background Growth Rate =		0.50%	
Project Trips:	in=	86		in =	199					Growth Years =		3	
	out=	84		out =	166							6	
Costa Hollywood Saturday Trips:	in=	83		Positano II		in=	4					3	
	out=	65				out=	3						

Nevada Street & SR A1A	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2012 Saturday Volumes (3:30 to 4:30)	0	853	0	0	834	0	0	0	0	1	0	1
Adj. 2015 Saturday Volumes (3:30 to 4:30)	0	866	0	0	847	0	0	0	0	1	0	1
Background Growth*	0	26	0	0	25	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction										out		out
Trip Assignment										25%		25%
Trips										21		21
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic												
Trip Direction												
Trip Assignment												
Trips												
Future Year Trips	0	989	0	0	993	0	0	0	0	22	0	22

Nevada Street & Project Driveway	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2012 Saturday Volumes (3:30 to 4:30)								0			2	
Adj. 2015 Saturday Volumes (3:30 to 4:30)	0	0	0	0	0	0	0	0	0	0	2	0
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction	out									in		
Trip Assignment	50%									5%		
Trips	42									4		
Future Year Trips	42	0	0	0	0	0	0	0	0	4	2	0

WEEKDAY PM Peak Hour Trips

			Margaritaville Trips:			Background Growth Rate =	0.50%
Project Trips:	in=	50	in =	149		Growth Years =	3
	out=	50	out =	140			4
Costa Hollywood Trips:	in=	87	Positano II	in=	4		1
	out=	54		out=	2		

Nebraska Street & SR A1A	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 PM Peak Hour Volumes (5:00-6:00)		828	8	13	873					5		10
Background Growth*	0	12	0	0	13	0	0	0	0	0	0	0
Project Traffic												
Trip Direction			in	in	out					out		out
Trip Assignment			45%	48%	25%					25%		25%
Trips			23	24	13					13		13
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		22			35							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Future Year Trips	0	933	31	37	1,010	0	0	0	0	18	0	23

Nebraska Street & Surf Road	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 PM Peak Hour Volumes (5:00-6:00)	9	19	4				17	1			1	5
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction	in											
Trip Assignment	2%											
Trips	1											
Future Year Trips	10	19	4	0	0	0	17	1	0	0	1	5

Nebraska Street & Project Driveway	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 PM Peak Hour Volumes (5:00-6:00)								21			15	
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction						out	in					in
Trip Assignment						50%	93%					2%
Trips						25	47					1
Future Year Trips	0	0	0	0	0	25	47	21	0	0	15	1

WEEKDAY PM Peak Hour Trips

			Margaritaville Trips:			Background Growth Rate =	0.50%
Project Trips:	in=	50	in =	149		Growth Years =	3
	out=	50	out =	140			4
Costa Hollywood Trips:	in=	87	Positano II	in=	4		1
	out=	54		out=	2		

Nevada Street & SR A1A	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Wednesday Volumes (4:00 to 5:00)	0	1,122	0	0	833	0	0	0	0	1	0	1
Adj.2015 Wednesday Volumes (4:00 to 5:00)	0	1,128	0	0	837	0	0	0	0	1	0	1
Background Growth*	0	23	0	0	17	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction		in								out		out
Trip Assignment		25%								25%		25%
Trips		13								13		13
Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		22			35							
Positano II:												
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
Future Year Trips	0	1,251	0	0	961	0	0	0	0	14	0	14

Nevada Street & Project Driveway	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2014 Wednesday Volumes (4:00 to 5:00)								0			2	
Adj.2015 Wednesday Volumes (4:00 to 5:00)	0	0	0	0	0	0	0	0	0	0	2	0
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:												
Trip Direction	out									in		
Trip Assignment	50%									5%		
Trips	25									3		
Future Year Trips	25	0	0	0	0	0	0	0	0	3	2	0

APPENDIX E: INTERSECTION ANALYSIS

NEBRASKA STREET & SR A1A

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/16/2017
Analysis Time Period	Weekday PM Peak Hour

Site Information

Intersection	Nebraska Street & A1A
Jurisdiction	
Analysis Year	2015 without project

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		828	8	13	873	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	871	8	13	918	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				5		10
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	5	0	10
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		13		15				
C (m) (veh/h)		763		425				
v/c		0.02		0.04				
95% queue length		0.05		0.11				
Control Delay (s/veh)		9.8		13.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 plus project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street	North/South Street: A1A
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		828	31	37	885	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	871	32	38	931	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				17		22
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	17	0	23
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		38		40				
C (m) (veh/h)		747		373				
v/c		0.05		0.11				
95% queue length		0.16		0.36				
Control Delay (s/veh)		10.1		15.8				
LOS		B		C				
Approach Delay (s/veh)	--	--	15.8					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 without project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street	North/South Street: A1A
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		840	8	13	886	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	884	8	13	932	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				5		10
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	5	0	10
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		13		15				
C (m) (veh/h)		754		419				
v/c		0.02		0.04				
95% queue length		0.05		0.11				
Control Delay (s/veh)		9.9		13.9				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/16/2017
Analysis Time Period	Weekday PM Peak Hour

Site Information

Intersection	Nebraska Street & A1A
Jurisdiction	
Analysis Year	2018 plus project

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		877	45	60	1006	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	923	47	63	1058	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				35		30
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	31
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		63		67				
C (m) (veh/h)		705		300				
v/c		0.09		0.22				
95% queue length		0.29		0.84				
Control Delay (s/veh)		10.6		20.4				
LOS		B		C				
Approach Delay (s/veh)	--	--	20.4					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed		Analysis Year	2015 without project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street	North/South Street: A1A
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		756	6	19	859	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	795	6	20	904	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				14		9
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	9
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		20		23				
C (m) (veh/h)		816		361				
v/c		0.02		0.06				
95% queue length		0.08		0.20				
Control Delay (s/veh)		9.5		15.6				
LOS		A		C				
Approach Delay (s/veh)	--	--	15.6					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 plus project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		756	45	60	859	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	795	47	63	904	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				35		30
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	31
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		63		67				
C (m) (veh/h)		788		349				
v/c		0.08		0.19				
95% queue length		0.26		0.70				
Control Delay (s/veh)		10.0		17.7				
LOS		A		C				
Approach Delay (s/veh)	--	--	17.7					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 without project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		877	6	19	1006	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	923	6	20	1058	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				14		9
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	14	0	9
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		20		23				
C (m) (veh/h)		730		309				
v/c		0.03		0.07				
95% queue length		0.08		0.24				
Control Delay (s/veh)		10.1		17.6				
LOS		B		C				
Approach Delay (s/veh)	--	--	17.6					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 plus project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street	North/South Street: A1A
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		877	45	60	1006	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	923	47	63	1058	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				35		30
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	36	0	31
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		63		67				
C (m) (veh/h)		705		300				
v/c		0.09		0.22				
95% queue length		0.29		0.84				
Control Delay (s/veh)		10.6		20.4				
LOS		B		C				
Approach Delay (s/veh)	--	--	20.4					
Approach LOS	--	--	C					

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NEBRASKA STREET & SURF ROAD

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	4/27/2015	Analysis Year	2015 without project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	17	1			1	5
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	1	0	0	1	5
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9	19	4			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	9	20	4	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	17			33				
C (m) (veh/h)	1591			859				
v/c	0.01			0.04				
95% queue length	0.03			0.12				
Control Delay (s/veh)	7.3			9.4				
LOS	A			A				
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2015 with project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	17	1			1	5
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	1	0	0	1	5
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	19	4			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	20	4	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	17			34				
C (m) (veh/h)	1591			861				
v/c	0.01			0.04				
95% queue length	0.03			0.12				
Control Delay (s/veh)	7.3			9.4				
LOS	A			A				
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/17/2017
Analysis Time Period	Weekday PM Peak Hour

Site Information

Intersection	Nebraska Street & Surf Road
Jurisdiction	
Analysis Year	2018 without project

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	17	1			1	5
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	1	0	0	1	5
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	9	19	4			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	9	20	4	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	17			33				
C (m) (veh/h)	1591			859				
v/c	0.01			0.04				
95% queue length	0.03			0.12				
Control Delay (s/veh)	7.3			9.4				
LOS	A			A				
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2018 with project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	17	1			1	5
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	17	1	0	0	1	5
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	10	19	4			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	20	4	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	17			34				
C (m) (veh/h)	1591			861				
v/c	0.01			0.04				
95% queue length	0.03			0.12				
Control Delay (s/veh)	7.3			9.4				
LOS	A			A				
Approach Delay (s/veh)	--	--	9.4					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2015 without project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	21	0			2	2
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	0	0	0	2	2
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	25	76	2			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	80	2	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	22			108				
C (m) (veh/h)	1599			797				
v/c	0.01			0.14				
95% queue length	0.04			0.47				
Control Delay (s/veh)	7.3			10.2				
LOS	A			B				
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2015 with project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	21	0			2	2
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	0	0	0	2	2
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	27	76	2			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	28	80	2	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	22			110				
C (m) (veh/h)	1599			798				
v/c	0.01			0.14				
95% queue length	0.04			0.48				
Control Delay (s/veh)	7.3			10.2				
LOS	A			B				
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/17/2017
Analysis Time Period	Saturday Peak Hour

Site Information

Intersection	Nebraska Street & Surf Road
Jurisdiction	
Analysis Year	2018 without project

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	21	0			2	2
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	0	0	0	2	2
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	25	77	2			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	81	2	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	22			109				
C (m) (veh/h)	1599			796				
v/c	0.01			0.14				
95% queue length	0.04			0.47				
Control Delay (s/veh)	7.3			10.2				
LOS	A			B				
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	Nebraska Street & Surf Road
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2018 with project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Surf Road

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)	21	0			2	2
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	0	0	0	2	2
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	27	77	2			
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	28	81	2	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT			LTR				
v (veh/h)	22			111				
C (m) (veh/h)	1599			798				
v/c	0.01			0.14				
95% queue length	0.04			0.48				
Control Delay (s/veh)	7.3			10.2				
LOS	A			B				
Approach Delay (s/veh)	--	--	10.2					
Approach LOS	--	--	B					

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NEBRASKA STREET & PROJECT DRIVEWAY

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nebraska Street & Driveway
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2018 plus project
Analysis Time Period	PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street	North/South Street: Project Driveway
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)	47	21			15	1
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	49	22	0	0	15	1
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						25
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	26
Percent Heavy Vehicles	2	2	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
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	L							R
v (veh/h)	49							26
C (m) (veh/h)	1583							1044
v/c	0.03							0.02
95% queue length	0.10							0.08
Control Delay (s/veh)	7.3							8.5
LOS	A							A
Approach Delay (s/veh)	--	--				8.5		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/17/2017
Analysis Time Period	Saturday PM Peak Hour

Site Information

Intersection	Nebraska Street & Driveway
Jurisdiction	
Analysis Year	2018 plus project

Project Description: Nevada Street Parking Garage

East/West Street: Nebraska Street | North/South Street: Project Driveway

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)	80	25			23	2
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	84	26	0	0	24	2
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						42
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	44
Percent Heavy Vehicles	2	2	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	1
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	L							R
v (veh/h)	84							44
C (m) (veh/h)	1570							1031
v/c	0.05							0.04
95% queue length	0.17							0.13
Control Delay (s/veh)	7.4							8.6
LOS	A							A
Approach Delay (s/veh)	--	--				8.6		
Approach LOS	--	--				A		

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NEVADA STREET & SR A1A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 without project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1128			837	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1187	0	0	881	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		1
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	1
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				2				
C (m) (veh/h)				282				
v/c				0.01				
95% queue length				0.02				
Control Delay (s/veh)				17.9				
LOS				C				
Approach Delay (s/veh)	--	--	17.9					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 plus project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1141			837	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1201	0	0	881	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				13		13
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	13	0	13
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				26				
C (m) (veh/h)				278				
v/c				0.09				
95% queue length				0.31				
Control Delay (s/veh)				19.3				
LOS				C				
Approach Delay (s/veh)	--	--	19.3					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 without project
Analysis Time Period	Weekday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1145			850	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1205	0	0	894	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		1
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	1
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				2				
C (m) (veh/h)				276				
v/c				0.01				
95% queue length				0.02				
Control Delay (s/veh)				18.1				
LOS				C				
Approach Delay (s/veh)	--	--	18.1					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 with project
Analysis Time Period	Weekday PM Peak Hour		

Project Description	Nevada Street Parking Garage
East/West Street:	Nevada Street
North/South Street:	A1A
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1158			850	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	1218	0	0	894	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				13		13
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	13	0	13
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				26				
C (m) (veh/h)				273				
v/c				0.10				
95% queue length				0.31				
Control Delay (s/veh)				19.6				
LOS				C				
Approach Delay (s/veh)	--	--	19.6					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 without project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		866			847	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	911	0	0	891	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		1
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	1
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				2				
C (m) (veh/h)				364				
v/c				0.01				
95% queue length				0.02				
Control Delay (s/veh)				14.9				
LOS				B				
Approach Delay (s/veh)	--	--	14.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2015 plus project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street	North/South Street: A1A
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		866			847	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	911	0	0	891	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				22		22
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	23	0	23
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				46				
C (m) (veh/h)				364				
v/c				0.13				
95% queue length				0.43				
Control Delay (s/veh)				16.3				
LOS				C				
Approach Delay (s/veh)	--	--	16.3					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 with project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		879			859	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	925	0	0	904	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				22		22
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	23	0	23
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				46				
C (m) (veh/h)				359				
v/c				0.13				
95% queue length				0.44				
Control Delay (s/veh)				16.5				
LOS				C				
Approach Delay (s/veh)	--	--	16.5					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & A1A
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/16/2017	Analysis Year	2018 without project
Analysis Time Period	Saturday Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: A1A

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		879			859	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	925	0	0	904	0
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	0	2	0	0	2	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				1		1
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	1	0	1
Percent Heavy Vehicles	2	0	0	2	0	2
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	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration				LR				
v (veh/h)				2				
C (m) (veh/h)				359				
v/c				0.01				
95% queue length				0.02				
Control Delay (s/veh)				15.1				
LOS				C				
Approach Delay (s/veh)	--	--	15.1					
Approach LOS	--	--	C					

NEVADA STREET & PROJECT DRIVEWAY

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	KHA
Agency/Co.	KHA
Date Performed	1/17/2017
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Nevada Street & Driveway
Jurisdiction	
Analysis Year	2018 plus project

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: Project Driveway

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)				3	2	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	3	2	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration				LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	25					
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	26	0	0	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	2
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L					
v (veh/h)		3	26					
C (m) (veh/h)		1554	942					
v/c		0.00	0.03					
95% queue length		0.01	0.09					
Control Delay (s/veh)		7.3	8.9					
LOS		A	A					
Approach Delay (s/veh)	--	--	8.9					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	KHA	Intersection	Nevada Street & Driveway
Agency/Co.	KHA	Jurisdiction	
Date Performed	1/17/2017	Analysis Year	2018 plus project
Analysis Time Period	Saturday PM Peak Hour		

Project Description: Nevada Street Parking Garage

East/West Street: Nevada Street | North/South Street: Project Driveway

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)				4	2	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0	4	2	0
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	0	0	0	1	0
Configuration				LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	42					
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	0.95
Hourly Flow Rate, HFR (veh/h)	44	0	0	0	0	0
Percent Heavy Vehicles	2	2	2	0	0	2
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L					
v (veh/h)		4	44					
C (m) (veh/h)		1554	939					
v/c		0.00	0.05					
95% queue length		0.01	0.15					
Control Delay (s/veh)		7.3	9.0					
LOS		A	A					
Approach Delay (s/veh)	--	--	9.0					
Approach LOS	--	--	A					