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
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West Palm Beach, Florida 33411
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Prepared for: Joseph B. Kaller & Associates, P.A. Hollywood, FL

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

Kimley » Horn

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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.

NEVADA STREET

FIGURE 1
SITE LOCATION
NEVADA STREET PARKING GARAGE
040740001
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PROJECT SITE LEGEND





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.



CAL	CULATION	OF TRIP GI	ENERATIO	N POTENTIA	TABI		NG ARFAS	RASED ON MARCA	DITA\/II I E (:ITE				
	CALCULATION OF TRIP GENERATION POTENTIAL FOR PUBLIC PARKING AREAS BASED ON MARGARITA VILLE SITE (FORMERLY 826 PARKING SPACES)													
					PM PEA	K HOUR								
1/22/	1/22/2008 Michigan Street			Johnson	Street	To	tal	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%				
				SA	TURDAY I	PEAK HOUR	}							
2/11/	2012	Michiga	n Street	Johnson	Street	To	tal	Trips						
From	То	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 GENERATIO NEVADA STREET PARKIN						
LAND USE	INTENSITY		PM PEAK HO	SATUR	DAY PEAK	HOUR	
EARD OSE	INTENSITY	TOTAL	IN	OUT	TOTAL	IN	ОИТ
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 Saturday Peak Hour	[Johns on Street Garage]	=	0.33 trips per space (50.7% in, 49.3% out)				
Parking Garage	[Johns on Street Garage]		0.56 trips	per space (5	0.3% 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

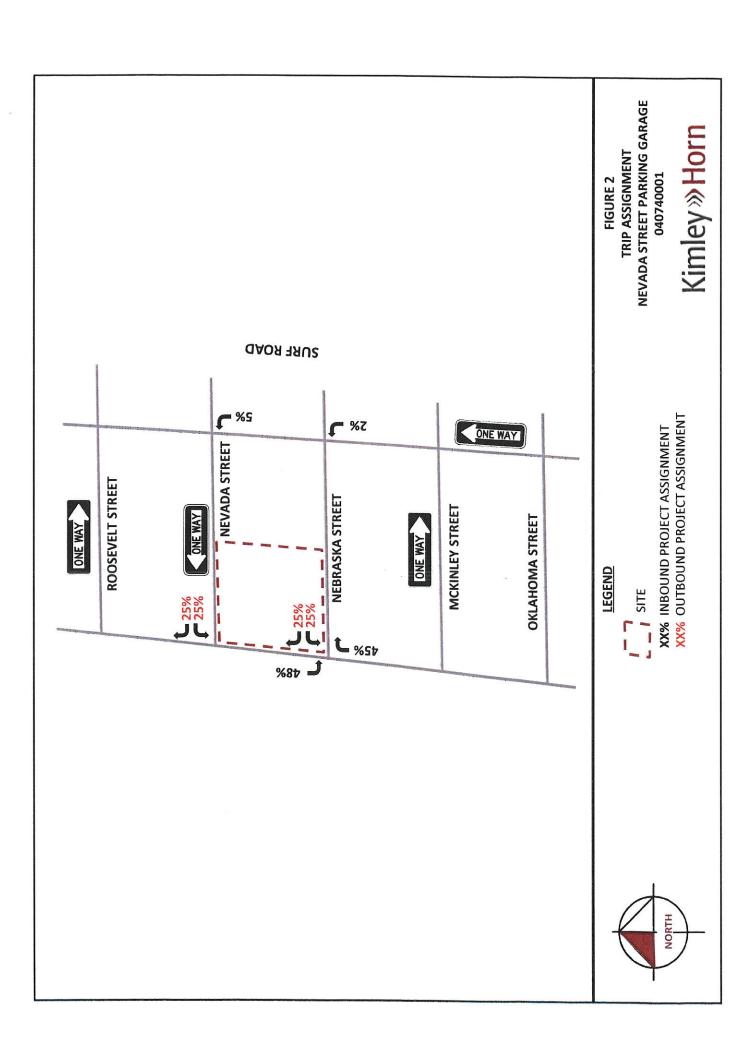
50 percent

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.





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-Hom 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 PEA	K SEASON CON		
		AK HOUR		
Intersection	Moven	nent LOS/Dela	y/Volume to C	apacity
intersection	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		Carried and
Intersection	Mover	nent LOS/Dela	y/Volume to C	apacity
intersection	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	U=
Nevada Street & SR A1A		-	-	B/14.9/0.01



TABLE 4		AK SEASON CON ECT TRAFFIC	NDITIONS								
	PM PE	AK HOUR									
Intersection	Movement LOS/Delay/Volume to Capacity										
intersection	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		A STORY OF THE STORY							
Intersection	Mover	nent LOS/Dela	y/Volume to C	apacity							
intersection	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		3	-	C/16.3/0.13							

		8 CONDITIONS OJECT TRAFFIC						
	PM PE	AK HOUR						
Intersection	Moven	nent LOS/Delay	//Volume to C	apacity				
intersection	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		w		C/18.1/0.01				
	SATURDAY	PEAK HOUR	er han silkery					
Intersection	Moven	nent LOS/Delay	OS/Delay/Volume to Capacity					
intersection	NB	SB left	EB left	WB				
Nebraska Street & SR A1A	4	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				



		8 CONDITIONS		
	T T T T T T T T T T T T T T T T T T T	ECT TRAFFIC		
	PM PE	AK HOUR		
Intersection	Mover	nent LOS/Dela	y/Volume to C	apacity
mersection	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	45.25	
Intersection	Mover	nent LOS/Dela	y/Volume to C	apacity
mersection	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



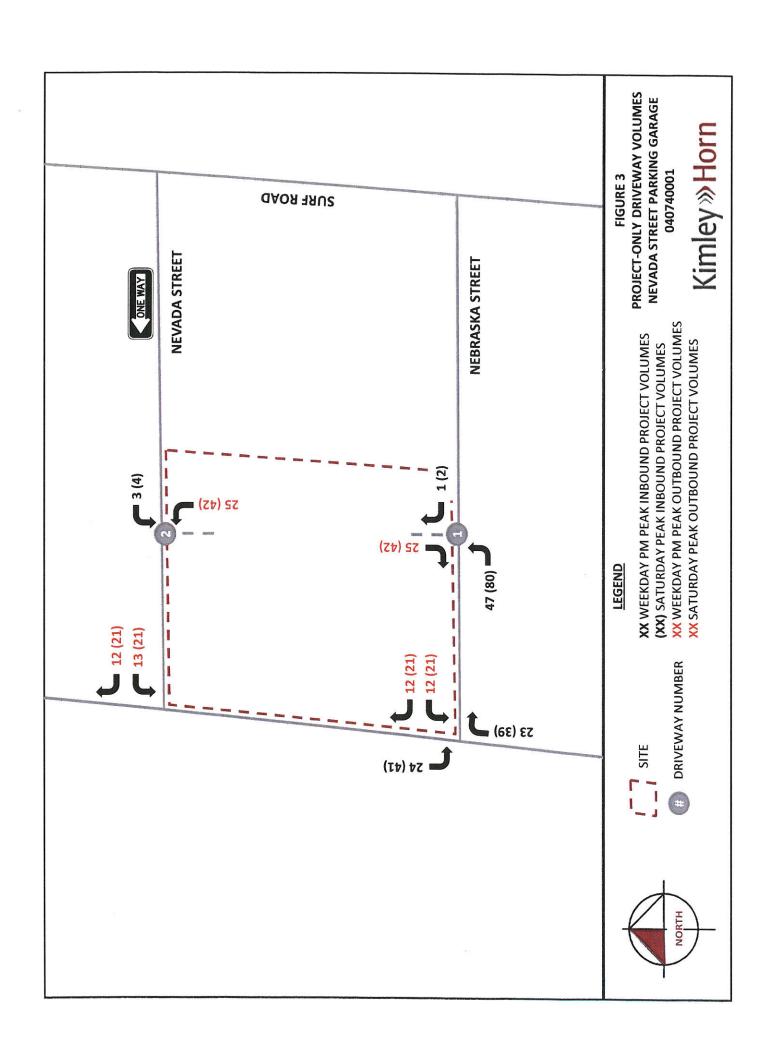
SITE CIRCULATION

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: 2	WITH PRO	ONS: DRIVEWA JECT TRAFFIC AK HOUR	Y QUEUES	
		PEAK HOUR		
Intersection	9.	5th Percentile C	Queue (vehicle	s)
intersection	EBL	SBR	WBL	NBL
Nebraska Street & Project Driveway	0.1	0.08	-	-
Nevada Street & Project Driveway	-	-	0.01	0.09
	SATURDAY	PEAK HOUR		
Intersection	9.	5th Percentile C	Queue (vehicle	s)
intersection	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.



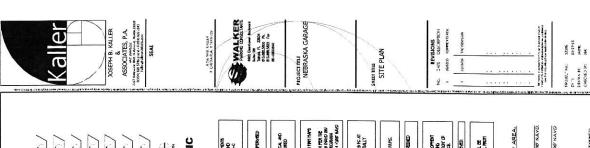


CONCLUSION

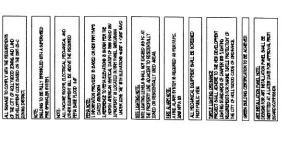
An eight-level parking garage with 304 parking spaces is proposed to be developed between Nevada Street and Nebraska Street, just east of SR A1A, in Hollywood Florida. The foregoing analysis indicates that the intersections of Nebraska Street & SR A1A, Nevada Street & SR A1A, and Nebraska Street & Surf 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



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APPENDIX B: TURNING MOVEMENT COUNTS



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NEBRASKA STREET & A1A

COUNTED BY: AMBER PALOMINO

HOLLYWOOD, FLORIDA

NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

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

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7:45	0	3	142	0	1 0	1	0	4	0	0	130	0		0	0	0	280
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08:00	0	2	126	0	0	1	0	2	0	0	161	0	0	0	0	0	292
8:15	0	1	177	0	0	3	0	1) 0	0	156	0	0	0	0	0 1	338
8:30	0	1	178	0	0	3	0	1	2	0	167	3	0	0	0	0	35
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.7:15	0	2	218	0	0	1	0	2	1	0	218	3	0	0	0	0	445
7:30	0	0	217	0	0	3	0	5	0	0	208	1	0	0	0	0	434
7:45	0	5	237	0	0	1	0	1	111	0	201	1	0	0	0	0	447
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Traffic Survey Specialists, Inc. 624 Gardenia Terrace

624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255 Site Code: 00150059 Start Date: 03/26/15 File I.D.: NEBR_A1A

Page : 2

NEBRASKA STREET & A1A HOLLYWOOD, FLORIDA COUNTED BY: AMBER PALOMINO

NOT SIGNALIZED

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624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

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

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624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

NOT SIGNALIZED

NEBRASKA STREET & A1A

COUNTED BY: AMBER PALOMINO

HOLLYWOOD, FLORIDA

PEDESTRIANS & BIKES

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

Page : 1

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624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Start Date: 03/28/15
File I.D.: NEB_A1A

Page : 1

Site Code : 00150059

HOLLYWOOD, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

NEBRASKA STREET & AlA

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Delray Beach, Florida 33444

624 Gardenia Terrace Phone (561) 272-3255

NEBRASKA STREET & A1A

COUNTED BY: AMBER PALOMINO

HOLLYWOOD, FLORIDA

NOT SIGNALIZED

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

Page : 2

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624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00150059 Start Date: 03/28/15 File I.D. : NEB_A1A

File I.D.: NEB_A1A Page : 1

NOT SIGNALIZED
PEDESTRIANS & BIKES

NEBRASKA STREET & A1A

COUNTED BY: AMBER PALOMINO

HOLLYWOOD, FLORIDA

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11/6/1/2

Hollywood, Florida March 26, 2015 drawn by: Luis Palonci 10 Not signalized



NEBRASKA STREET & SURF ROAD

624 Gardenia Terrace Delray Beach, Florida 33444

HOLLYWOOD, FLORIDA Delray Beach, Florida 33 COUNTED BY: MARISA CRUZ Phone (561) 272-3255

NOT SIGNALIZED

NEBRASKA STREET & SURF ROAD

File I.D. : NEBRSURF
Page : 1

Site Code : 00150059

Start Date: 03/26/15

St	URF ROA	AD			NEBRASK	A STREE	Г		SURF RO	AD			NEBRASK	A STREET	ľ		
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08:15	0	0	0	0	0	0	2	0	0	2	1	0	1 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	1 0	3	0	0	14
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Traffic Survey Specialists, Inc. 624 Gardenia Terrace

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

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

File I.D. : NEBRSURF Page : 2

Site Code : 00150059

Start Date: 03/26/15

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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 : 3

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						0	l	. 11								
EBRASKA S	STRE	ET			-	0		ll 47 -		***				5	•	5
	STRE	ET			-		- - : VE			***************************************				5		5
EBRASKA S 8 0 0	STRE	ET 8			1		- 	47 -	S	***************************************						5
8 0 0	STRE						LL VE		S							
8 0	STRE	8	- - -		1		LL VE		S						•	
8 0 0	STRE						TL VE		s					0		
8 0 0	STRE	8		3	1		_ - _		s		9			0		0
8 0 0	STRE	8		3	1				s		9			0		0
8 0 0	STRE	22		1	1	· AI		HICLE		1	9	5		0		0
8 0 0	STRE	8	 23	1	1	· AI		HICLE:		1	9	5		0		0
8 0 0	STRE	22		1	1	· AI		HICLE		1	9	5		0		0 0
22 1	STRE	22		1	1	· AI		HICLE:		1	9	5		0		0
8 0 0	STRE	22		1	1	· AI		HICLE:		1	9		JRA SI	0 0	•	0 0 1 3
22 1	STRE	22		1	1	· AI		HICLES		1	9		BRASI	0 0		0 0 1 3
22 1	STRE	22		1	1	· AI		HICLE:	Tota		9		RASI	0 0	•	0 0 1 3
22 1	STRE	22 1 0		1	1	· AI		tion 59		1 -	9		BRASI	0 0	•	0 0 1 3
22 1	STRE	22	- - 23	1	1	· AI	ersec	HICLES	Tota		9		BRASI	0 0	•	0 0 1 3
22 1	STRE	22 1 0	 23	1	1	· AI	ersec	tion 59	Tota	1 -	9	NEE	BRASI	0 0 4 KA S	•	0 0 1 3
22 1	STRE	22 1 0		1	1	· AI	ersec	tion 59	Tota	1 -	9	NEE	BRASI	0 0 4 KA S	•	0 0 1 3
22 1	STRE	22 1 0		1	1	· AI	ersec	tion 59	Tota	20	9	NEB	BRASI	0 0 4 XA S7	•	0 0 1 3
22 1	STRE	22 1 0		1	1	· AI	ersec	tion 59	Tota	1 -	9	NEE	BRASI	0 0 4 KA S	•	0 0 1 3
1 0	STRE	22 1 0		1	1	· AI	ersec	tion 59	Tota	20	9	NEB	BRASI	0 0 4 XA S7	•	0 0 1 3

NEBRASKA STREET & SURF ROAD

COUNTED BY: MARISA CRUZ

HOLLYWOOD, FLORIDA

NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

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

Page : 1

Site Code : 00150059

PEDESTRIANS & BIKES

Date 03/2		BIKES							From So 	uth			From We	st			
Date 03/2	26/15 -		Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
												-					
07:00	0	0	0	0	1 0	0	0	0	1 0	0	0	0	1 0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1 0	0	0	0		0	0	0 1	0
07:30	0	1	0	0	. 0	0	0	0	1 0	2	0	0	. 0	0	0	0	3
07:45	0	1	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	1 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	1 0	0	0	0	2
08:30	0	0	0	2	1 0	0	0	0	0	0	0	2	I o	0	0	0	4
08:45	0	0	0	0	0	0	0	2	1 0	0	0	3		0	0	1	6
Hr Total	0	0	0	4	0	1	0	4	0	0	0	7	0	0	0	1	17
	* BR	EAK * -															
16:00	0	0	0	4	0	1	0	1	0	1	0	4	1 0	0	0	0 1	11
16:15	0	0	0	8	1 0	1	0	0	1 0	0	0	3		2	0	0	14
16:30	0	0	0	2	0	0	0	2	0	0	0	9		0	0	2	15
16:45	0	0	0	3	. 0	0	0	0] 0	0	0	3		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	1 0	0	0	0	0	0	0	8	1 0	0	0	2	18
17:15	0	0	0	1	0	0	0	0	0	0	0	2	1 0	0	0	0	3
17:30	0	0	0	0	0	0	0	2	0	0	0	0	1000	2	0	1	5
17:45	0	0	0	0	0	0	0	2	0	0	0	3	L 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	I 0	4	0	40	 I 0	4	0	8	105

624 Gardenia Terrace Delray Beach, Florida 33444

NEBRASKA STREET & SURF ROAD

COUNTED BY: MARISA CRUZ

HOLLYWOOD, FLORIDA

NOT SIGNALIZED

Phone (561) 272-3255

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

Page : 1

Date 03/	UTurn 28/15	Left			1	st			From So	uth			From We	est		ļ	
Jace 03/	20/13		Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
	37										nie Astronomonio (1						
13:00	0	0	0	0	0	0	0	0	1 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	1 0	0	0	0	0	9	17	0	0	6 .	. 3	0	35
13:45	0_	0	0	0		0	0	1	0	7	22	1	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		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	1 0	2	C	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	10	9	0	0	4	0	0	23
15:15	0	0	0	0	N. 10	0	0	0	0	2	8	0	0	6	0	0	16
15:30	0	0	0	0	1 0	0	1	1	A	1	8	1	0	5	0	0	17
15:45	0	0	0	0		0	1	1		2	6	1	0	5	1	0	17
Hr Total	0	0	0	0	1 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	1 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	I 0	0	 6	8	 0	83	208	7		78	6	0	396

Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444

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

Phone (561) 272-3255

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

Page : 2

WILL APULCIES	ALL	VEHI	CLES
---------------	-----	------	------

	URF ROAD				NEBRASKA From Eas		r		SURF RO. From So				NEBRASKA From Wes		т		
1	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 03/2																	
Peak Hour		в Ву	Entire	Interse		the Pe	eriod:	13:00 t			8/15						
Peak star	t 13:45	0	0	0	13:45	0	2	3	13:4	30	84	3	13:45	23	0	0	
Percent	0%	0%	0%	0%	100 mm	0%	40%	60%		26%	72%	3%	1	100%	0%	0 0%	
Pk total	0				5				117				23		15.0		
Highest	13:00				14:00				14:3	0			14:15			Î	
Volume	0	0	0	0	No.	0	0	2		6	26	1		10	0	0	
Hi total	0				2				33				10				
PHF	. 0				. 62				.89				.58				
					_			F RO									
		•		0 .	0		0		0		23 84 3						
				0	0						110				0	•	0
				Ĭ	J				~		110				U		
And the part of the part			ADVA C			.1	0	1	"						V ecclera		
NEBRAS		TRE	ET				7.7		110						3	•	3
	30 2 0		32				· AL	א חי	HICLE	5			— [— 5		2		2
. 2	23		23		5	5						8	-		0	•	0
					1							r	L				
	0	4	0	23 — 1	3		Inte		tion 145	Tota	1		5		3		0 0 3
	0			-													3
			0					-	117	11	7		NEB	RASI	KA ST	TREET	
	0	1 122	70 YOUR					1	- 1	1 L	, <u>1</u>					11 11 11 11	ALCO AL
			0	l			0	ı	30	•	84	•	3 •		0		
						-	0		30		84		3		0		
							SUR	F RO	AD				I				

Traffic Survey Specialists, Inc.

NEBRASKA STREET & SURF ROAD

COUNTED BY: MARISA CRUZ

HOLLYWOOD, FLORIDA

NOT SIGNALIZED

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00150059

Page : 1

PEDESTRIANS & BIKES

	SURF RO	AD			NEBRASE	CA STREE	T		SURF RO	AD			NEBRASK	A STREE	·T		
	From No	rth			From Ea	st			From Sc				From We		!	E E	
					l				l								
	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	1 0	0	0		1 0	_	20						
13:00	0	0	0	0		0	0	1 7	1	2	0	3	1 0	0	0	1	11
									0	0	0	4	0	0	0	0	11
13:30	0	0	0	2		0	0	6	0	0	0	11	0	0	0	0	19
13:45	0	1	0	2		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	1 0	0	0	1	47
14:00	0	0	0	0	0	0	0	0	0	0	0	6	1 0	0	0	0	6
14:15	0	0	0	1	0	3	0	1	1 0	4	0	9	1 0	0	0	0	18
14:30	0	1	0	0	0	0	0	1	1 0	0	0	2	I 0	1	0	1	6
14:45	0	0	0_	5	0	0	0	2	0	0	0	10	i 0	0	0	0 1	17
Hr Total	0	1	0	6	0	3	0	4	0	4	0	27	1 0	1	0	1	47
15:00	0	0	0	2) 0	0	0	0	0	1	0	2	1 0	0	0	0	5
15:15	0	0	0	2	0	0	0	0		0	0	1		0	0	0	3
15:30	0	0	0	3	1 0	0	0	1	I o	0	0	7		0	0	0	
15:45	0	0	0	1		0	0	1	1 0	0	0	6		0	0	0	11
Hr Total	0	0	0	8	0	0	0	2		1	0	16		0	0	0	<u>8</u> 27
16:00	0	1	0	3	1 0	0	0	0	1 0	0	0	0	1 0	0	0	0	
16:15	0	0	0	3	. 0	0	0	0		0	0	7	1 0	0	0	10000 - 1000	4
16:30	0	0	0	0	0	0	0	0	1 0	1	0	3	1 0	0	0	0	10
16:45	0	0	0	7	0	0	0	1	1 0	0	0	8		0	0	0 3	4
Hr Total	0	1	0	13	0	0	0	1		1	0	18		0	0	3	19 37
																21 on 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
TOTAL	0	3	0	35	0	6	0	21	0	8	0	79	0	1	0	5	158

North

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

İ



NEVADA STREET & SR A1A

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

SR A1A @ Roosevelt St		Northbound	1		Southbound			Eastbound			Westbound	
SK AIA @ RODSEVER St	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					1.5		
Trip Assignment		50%			50%							
Trips		70			75							
Costa Hollywood Traffic:		-						-				
Trip Direction		out			in			1			1	
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		

Future Year Trips 0 1,433

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

		Northbound	1		Southbound	1		Eastbound			Westbound	
SR A1A @ Nevada St	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
								200	702		100	
Background Growth*	0	124	0	0	92	0	0	0	0	0	0	0
Nebraska Garage Traffic:		T					(Hallingson)	Ī				
Trip Direction		out			in							
Trip Assignment		50%			50%		SCHOOL ST					A CONTRACT
Trips		29			29					101 - 102 - MA		
											4. 2	
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:		-						-		1		
Trip Direction		in			out						1	
Trip Assignment		30%			30%							_
Trips		1			1							
Hollywood Beach Resort Traffic		-								-		
Trip Direction		+ -						-			+1	
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)

SR A1A @ Nebraska St		Northbound	1		Southbound			Eastbound			Westbound	
SK AIA @ Nebraska St	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%					7.1100350		
Trips		70			75							
Costa Hollywood Traffic:						~~						
Trip Direction		out			in							
Trip Assignment		40%			40%	- 20						

BASELINE TURNING VOLUME DATA UTILIZED FOR THIS ANALYSIS

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

CD 414 @ Dla C4		Northbound			Southbound			Eastbound			Westbound	
SR A1A @ Roosevelt St	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	727 L 18 L	30%			30%							
Trips		1			1							
Hollywood Beach Resort Traffic					-						-	
Trip Direction		out			in							
Trip Assignment		20%		i asamuros	20%							
Trips		75			80							
Future Year Trips	0	1,176	12	0	1,196	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

		Northbound	1		Southbound			Eastbound			Westbound	
SR A1A @ Nevada St	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Righ
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
lebraska Garage Traffic:					PHILIDE TO BE						GILO HILITOPES	
Trip Direction		out			in					-	1	
Trip Assignment		50%			50%							
Trips		46			47							
Margaritaville Traffic:	سادتين	-		100000								A. Carrier
Trip Direction		out			in					-		
Trip Assignment		50%		J. C	50%						1	
Trips		83			100					1		
Costa Hollywood Traffic:	-				1					4.7		
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		26			33							
Positano II:	-		أسمعتنا									
Trip Direction		in			out			+			_	
Trip Assignment		30%		77.72	30%							
Trips		1			1							
follywood Beach Resort Traffic		-								-	1.7	
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

SR A1A @ Nebraska St		Northbound			Southbound			Eastbound			Westbound	
2K ATA @ Mediaska 2t	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:											1	
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:		+-+			-							
Trip Direction		out			in							
Trip Assignment	W.	40%			40%					C		
Trips		26			33		0,000					



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

Traffic Survey Specialists, Inc.

MICHIGAN STREET & A1A

COUNTED BY: SEBASTIAN SALVO

HOLLYWOOD, FLORIDA

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

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

Page : 1

MICHIGAN STREET

	SR A1A				MICHIGA	N STREE	r		SR A1A							l	
	From No	rth			From Ea	st			From So	uth			From We	st		1	
		100K C. ATHERAN	2002200001000		1	507 Selection (17)	PV-020-1-111	500 mile - 100 mile	I				l			1	
	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	1 0	9	0	3	0	0	181	8	0	0	0	0	394
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16:15	0	5	201	0	1 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

MICHIGAN STREET & A1A

COUNTED BY: SEBASTIAN SALVO

HOLLYWOOD, FLORIDA

Delray Beach, Florida 33444

Phone (561) 272-3255

Phone (561) 272-3255

Site Code : 00120025 Start Date: 02/11/12 File I.D. : MICH_A1A Page : 2

MICHIGAN STREET

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Traffic Survey Specialists, Inc.

624 Gardenia Terrace Delray Beach, Florida 33444

Phone (561) 272-3255

SIGNALIZED

JOHNSON STREET & A1A

COUNTED BY: MAURICE GOMEZ

HOLLYWOOD, FLORIDA

File I.D. : JOHN_A1A Page : 1

Site Code : 00120025

Start Date: 02/11/12

JOHNSON STREET

	SR A1A				JOHNSON	STREET			SR AlA							1	
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15:00	0	16	185	0	0	23	0	20] 0	0	176	25		0	0	0	445
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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
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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

COUNTED BY: MAURICE GOMEZ SIGNALIZED

JOHNSON STREET & Ala

HOLLYWOOD, FLORIDA

JOHNSON STREET

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

Page : 2

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JOHNSON STREET & SR A1A
HOLLYWOOD BEACH, FLORIDA
COUNTED EY: 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

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JOHNSON STREET & SR ALA 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 : 2

																		
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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

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Hollywood Beach, Florida January 24, 2008 drawn by Luis Palomino Signalized 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 : 1

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MICHIGAN STREET & SR AlA 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

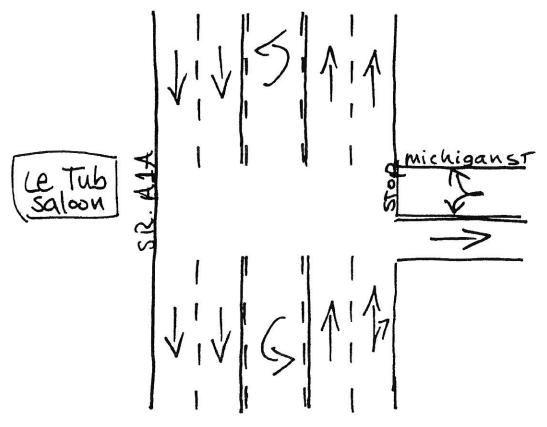
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MICHIGAN STREET & SR AlA HOLLYWOOD BEACH, FLORIDA COUNTED BY: VICTOR TORRES SR NOT SIGNALIZED

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

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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	AM	Peak H	lour	PM	Peak H	Hour
Early 030	Titorisity	Trips	Total	ln	Out	Total	In	Out
David David David								
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
	C-90000000000	410	15	8	7	19	10	9
Pass-By Reduction							green and a	1
High-Turnover Sit-Down Restaurant	25.00%	683	73	38	35	62	36	27
	\$-07 (See Manage - See See See See See See See See See	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

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	Peak H	lour of Gei	nerator
Land Ose	interisity	Trips	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 Associate

and Associates, Inc.

k:\wpb_tpto\1444\14453000 margaritaville hollywood\report\december 2011\[tia december 2011xls]trip gen_sat

December 5, 2011

COSTA HOLLYWOOD / POSITANO II SATURDAY PEAK HOUR TRIPS

		Daily	Peak I	lour of Gen	erator
Land Use	Intensity	Trips	Total	ln.	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

		Daily	A	M Peak Ho	PM Peak Hour			
Land Use	Intensity	Trips	Total	ln .	Out	Total	- In	Out
<u>Proposed</u> 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:

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 Trip	s		
		Marg	aritaville:			Background Growth Rate = 0.50%
Project Trips:	in=	86	in = 19	9		Growth Years = 3
	out=	84	out = 16	6		6
Costa Hollywood Saturday Trips:	in=	83	Positano II	in=	4	3
	out=	65		out=	3	

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Nebraska Street & Surf Road	Northbound			Southbound			Eastbound			Westbound			
Neprusia Serece a Suri Noda	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%							1			++		
Trips	2												
Future Year Trips	27	77	2	0	0	0	21	0	0	0	2	2	

Nebraska Street & Project Driveway		Northbound	i		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			
		Marg	aritaville:			Background Growth Rate = 0.50%
Project Trips:	in=	86	in = 19	9		Growth Years = 3
	out=	84	out = 16	6		6
Costa Hollywood Saturday Trips:	in=	83	Positano II	in=	4	3
	out=	65		out=	3	

Nevada Street & SR A1A		Northbound	1		Southbound			Eastbound			Westbound	
Nevada Street & SKAIA	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
				W. Drinkland							4.00	
Project Traffic:												
Trip Direction										out		out
Trip Assignment										25%		25%
Trips										21		21
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Margaritaville Traffic:												
Trip Direction		out			in							
Trip Assignment		50%			50%							
Trips		83			100							
Costa Hollywood Traffic:										- 1		e v s
Trip Direction		out			in						1	
Trip Assignment	3889	40%			40%							
Trips		26			33						1.000	
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Positano II:							And and the same			2000		-2-2-2-1
Trip Direction		in			out							
Trip Assignment		30%			30%							
Trips		1			1							
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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	
Nevaua Street & Project Driveway	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:				10 m 140				97,833	34.152.20		100000000000000000000000000000000000000	
Trip Direction	out									in		
Trip Assignment	50%			200001-0000100-000			L			5%		
Trips	42									4		
Future Year Trips	42	0	0	0	0	0	0	0	0	4	2	0

		V	VEEKDAY PM Peak H	our Trips		
		Marg	aritaville Trips:			Background Growth Rate = 0.50%
Project Trips:	in=	50	in = 14	9		Growth Years = 3
	out=	50	out = 14	0		4
Costa Hollywood Trips:	in=	87	Positano II	in=	4	1
	out=	54		out=	2	

Nebraska Street & SR A1A		Northbound	1		Southbound			Eastbound			Westbound	
Nebraska Street & Sk AIA	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	Ľ	10
Background Growth*	0	12	0	0	13	0	0	0	0	0	0	0
Project Traffic									anne de la company			
Trip Direction			in	in	out					out		out
Trip Assignment			45%	48%	25%					25%		25%
Trips			23	24	13					13		13
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Trip Direction		out			in							_
Trip Assignment		50%			50%		The second					
Trips		70			75							
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Costa Hollywood Traffic:												
Trip Direction		out			in							
Trip Assignment		40%			40%							
Trips		22			35	TABLE SESSION	PARTICIPATION				10.2 (1.100.10.2)	
Positano II:	00-22-7-52		LA CONTRACTOR OF THE CONTRACTO			STE #6 48 5	devi/a	Act of the same				2 (1)
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	i		Southbound			Eastbound			Westbound	
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2015 PM Peak Hour Volumes (5:00-6:00)	9	19	4				17	1			1	5
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Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:		NAME OF THE OWNER.		100 97 00							TRAILS ATTENDED	10000
Trip Direction	in										1	
Trip Assignment	2%										1	
Trips	1		4.512.512.50.55									
Future Year Trips	10	19	4	0	0	0	17	1	0	0	1	C

Nebraska Street & Project Driveway		Northbound	j	Southbound				Eastbound		Westbound		
Nebraska Street & Project Driveway	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2015 PM Peak Hour Volumes (5:00-6:00)								21			15	
	1.00											
Background Growth*	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic:	Name of the			12 13 14 15								
Trip Direction						out	in					in
Trip Assignment	and the second					50%	93%					2%
Trips						25	47					1
Future Year Trips	0	0	0	0	0	25	47	21	0	0	15	1

		V	VEEKDAY PM Peak H	our Trips		
		Marg	aritaville Trips:			Background Growth Rate = 0.50%
Project Trips:	in=	50	in = 14	9		Growth Years = 3
	out=	50	out = 14	0		4
Costa Hollywood Trips:	in=	87	Positano II	in=	4	1
	out=	54		out=	2	

Nevada Street & SR A1A		Northbound	i		Southbound			Eastbound			Westbound	
Nevada Street & SKAIA	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
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Trips		13								13		13
Margaritaville Traffic:												
Trip Direction		out			in						-	
Trip Assignment		50%			50%						+-+	
Trips		70			75							
Costa Hollywood Traffic:												
Trip Direction		out			in						1	
Trip Assignment		40%			40%							
Trips		22			35							
Positano II:								-				
Trip Direction		in			out						1	
Trip Assignment		30%			30%							
Trips		1			1							
Future Year Trips	0	1,251	0	0	961	0	0	0	0	14	0	14

Future Year Trips	0	1,251	0	0	961	0	0	0	0	14	0	14
Nevada Street & Project Driveway		Northbound	1		Southbound			Eastbound			Westbound	
Nevada Street & Project Driveway	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Rig
2014 Wednesday Volumes (4:00 to 5:00)								0			2	7.18
Adj.2015 Wednesday Volumes (4:00 to 5:00)	0	0	0	0	0	0	0	0	0	0	2	
Background Growth*	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	



APPENDIX E: INTERSECTION ANALYSIS



NEBRASKA STREET & SR A1A

		O-WAY STOP									
General Information	n		Site I	nform	atic	n					
Analyst	KHA		Interse				Nebrask	a Street	& A1A		
Agency/Co.	KHA		Jurisdi	2010/12/2019/19/2							
Date Performed	1/16/201		Analys	is Year			2015 wit	hout proj	ect		
Analysis Time Period		PM Peak Hour									
Project Description Ne		rking Garage									
ast/West Street: Nebr			North/S								
ntersection Orientation:	North-South		Study Period (hrs): 0.25								
/ehicle Volumes ar	nd Adjustme	nts									
lajor Street		Northbound					Southbound				
Movement	1	2	3			4	5		6		
	L	Т	R			L	Т		R		
/olume (veh/h)		828		8		13	873				
Peak-Hour Factor, PHF	0.95	0.95	0.95			0.95	0.95		1.00		
lourly Flow Rate, HFR veh/h)	0	871	8			13	918		0		
Percent Heavy Vehicles	2				2						
ledian Type			Two V	Vay Lef	t Tui	rn Lane					
RT Channelized			0						0		
anes	0	2	0			1	2		0		
Configuration		T	TR			L	T				
Jpstream Signal		0					0				
linor Street	T	Eastbound				Westbou	ınd				
Movement	7	8	9	9		10	11	T	12		
	L	Т	R			L	Т		R		
/olume (veh/h)						5			10		
Peak-Hour Factor, PHF	0.95	0.95	1.00			0.95	0.95		0.95		
lourly Flow Rate, HFR veh/h)	0	0	0		5		0		10		
Percent Heavy Vehicles	2	0	0			2	0		2		
Percent Grade (%)		0					0				
lared Approach		N					N				
Storage	1	0	1				0				
RT Channelized			0	\dashv					0		
anes	0	0	0	_		0	0				
Configuration	 	 	+ -	-		U	LR	-	0		
elay, Queue Length, a	and Level of Se	nvico					LR				
Approach	Northbound	Southbound	1	Mooth-				F=-4	- 1		
	3.0000000000000000000000000000000000000			Westbo	und			Eastbou			
Novement	1	4	7	8		9	10	11	12		
ane Configuration		L		LR	_						
(veh/h)		13		15							
C (m) (veh/h)		763		425							
/c		0.02		0.04	1						
5% queue length		0.05		0.11	1						
Control Delay (s/veh)		9.8	13.		-			†	+		
.OS		A		В	-			 	_		
approach Delay (s/veh)	-	-		13.8	$\overline{}$						
Approach LOS					,						
Approach LOS			L	В							

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		O-WAY STOP		<u> </u>	IIII/XIX I						
General Information	n		Site In	nformat	tion						
Analyst	KHA		Interse	ection		Nebraska	a Street &	& A1A			
Agency/Co.	KHA		Jurisdi	ction							
Date Performed	1/16/2017	7	Analys	is Year		2015 plu	s project				
Analysis Time Period	Weekday	PM Peak Hour					• •				
Project Description Ne	evada Street Pa	rking Garage									
ast/West Street: Nebr			North/S	South Stre							
ntersection Orientation:	North-South		Study Period (hrs): 0.25								
/ehicle Volumes aı	nd Adiustme	nts									
Major Street		Northbound				Southbound					
Movement	1	2	3		4	5		6			
	L	T	R		L	T		Ř			
olume (veh/h)		828	31		37	885					
eak-Hour Factor, PHF	0.95	0.95	0.95	0.95		0.95		1.00			
lourly Flow Rate, HFR veh/h)	0	871	32		38	931		0			
ercent Heavy Vehicles	2				2						
Median Type			Two V	Vay Left 1	Turn Lane						
RT Channelized			0					0			
anes	0	2	0		1	2		0			
Configuration		T	TR		L	T					
Jpstream Signal		0				0					
linor Street		Eastbound				Westbou	ınd				
Movement	7	8	9		10	11		12			
	T i	Ť	R		L	T		R			
/olume (veh/h)		—	<u> </u>	_	17	+	-+	22			
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95			
lourly Flow Rate, HFR veh/h)	0	0	0		17	0		23			
Percent Heavy Vehicles	2	0	0		2	0		2			
Percent Grade (%)		0				0					
lared Approach		N	T T			N					
Storage		0	†			0	_				
RT Channelized	 	 	0			 	_	0			
anes	0	0	0		0	0					
Configuration	+ -	+ -	1		<u> </u>	LR		0			
Delay, Queue Length, a	and lovel of C					LR					
opproach	Northbound	Southbound	,	Westbour	ad	T	C-04				
Movement	1		7				Eastbour				
		4	1	8	9	10	11	12			
ane Configuration		L		LR							
(veh/h)		38		40							
C (m) (veh/h)		747		373							
/c		0.05		0.11							
95% queue length		0.16		0.36							
Control Delay (s/veh)		10.1		15.8	1			\neg			
.OS		В		С				\neg			
Approach Delay (s/veh)				15.8		+	1				
Approach LOS				C		+					
Approacti LOS			l	C							

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		O-WAY STOP									
General Information	n		Site Ir	nformati	on						
Analyst	KHA		Interse	ction		Nebraska	Street &	A1A			
Agency/Co.	KHA		Jurisdi	ction							
Date Performed	1/16/201	7	Analys	is Year		2018 with	out proje	ct			
Analysis Time Period	Weekday	PM Peak Hour									
Project Description Ne	evada Street Pa	rking Garage									
ast/West Street: Nebra			North/S								
ntersection Orientation:	North-South		Study Period (hrs): 0.25								
/ehicle Volumes ar	nd Adjustme	nts									
Major Street		Northbound				Southbou	ınd				
Movement	1	2	3		4	5		6			
	L	T	R		L	T		R			
/olume (veh/h)			8		13	886					
eak-Hour Factor, PHF	r Factor, PHF 0.95 0		0.95		0.95	0.95		1.00			
lourly Flow Rate, HFR veh/h)	0	884	8		13	932		0			
Percent Heavy Vehicles	2				2	_					
ledian Type			Two V	Vay Left Tu	ırn Lane						
RT Channelized			0					0			
anes	0	2	0		1	2		0			
Configuration		T	TR		L	T					
Jpstream Signal		0				0					
linor Street		Eastbound				Westbou	nd				
Movement	7	8	9		10	11		12			
	L	T	R		L	T		R			
/olume (veh/h)					5			10			
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95			
lourly Flow Rate, HFR veh/h)	0	0	0		5	0		10			
Percent Heavy Vehicles	2	0	0		2	0		2			
Percent Grade (%)		0				0					
lared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
anes	0	0	0		0	0		0			
Configuration						LR					
Delay, Queue Length, a	and Level of Se	ervice									
Approach	Northbound	Southbound	,	Westbound	d		Eastboun	d			
Movement	1	4	7	8	9	10	11	12			
ane Configuration	90	L		LR				T			
(veh/h)		13		15				1			
C (m) (veh/h)		754		419		1					
//c		0.02		0.04	 	+		+			
95% queue length		0.05		0.11		1		+			
Control Delay (s/veh)		9.9		13.9							
					-			_			
_OS		Α		B 10.0		-					
Approach Delay (s/veh)				13.9							
Approach LOS			l	В							

		O-WAY STOP								
General Information	1		Site Ir	nformat	tion					
Analyst	KHA		Interse			Nebraska	Street &	A1A		
Agency/Co.	KHA		Jurisdi	-						
Date Performed	1/16/2017		Analys	is Year		2018 plus	project			
Analysis Time Period	Weekday	PM Peak Hour								
	vada Street Pa	rking Garage								
East/West Street: Nebra					eet: A1A					
ntersection Orientation:	North-South		Study Period (hrs): 0.25							
Vehicle Volumes ar	d Adjustme	nts								
Major Street		Northbound				Southbou	ınd			
Movement	1	2	3		4	5		6		
	L	T	R		L	Т		R		
/olume (veh/h)		877	45		60	1006				
Peak-Hour Factor, PHF	r Factor, PHF 0.95		0.95		0.95	0.95		1.00		
lourly Flow Rate, HFR veh/h)	0	923	47	47 63		1058		0		
Percent Heavy Vehicles	2				2	_				
Median Type			Two V	Vay Left	Turn Lane		-			
RT Channelized			0					0		
anes	0	2	0		1	2		0		
Configuration		T	TR		L	T				
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9	9 10		11		12		
	L	Т	R		L	Т		R		
/olume (veh/h)					35			30		
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95		
lourly Flow Rate, HFR veh/h)	0	0	0		36	0		31		
Percent Heavy Vehicles	2	0	0		2	0		2		
Percent Grade (%)	1	0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized	1		0					0		
anes	0	0	0		0	0		0		
Configuration						LR				
Delay, Queue Length, a	nd Level of Se	ervice	•							
Approach	Northbound	Southbound	.1	Westbou	nd		Eastboun	d		
Movement	1	4	7	8	9	10	11	12		
ane Configuration	·	L	**	LR	+ 	+ 10	- 11			
/ (veh/h)		63		67	+			+		
THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN		705		300				_		
C (m) (veh/h)					-	+		+-		
//c		0.09		0.22						
95% queue length		0.29		0.84						
Control Delay (s/veh)		10.6		20.4						
_OS		В		С						
Approach Delay (s/veh)				20.4						
Approach LOS			and the same of th	С						

		O-WAY STOP	00	JE 00	<i>-</i> 14110	IAIXI					
General Information	1		Site Ir	nform	atic	n					
Analyst	KHA		Interse	ction			Nebraska	Street &	A1A		
Agency/Co.	KHA		Jurisdi	ction							
Date Performed			Analys	is Year	1		2015 with	out proje	ect		
Analysis Time Period	Saturday	Peak Hour									
Project Description Ne	vada Street Pa	rking Garage									
ast/West Street: Nebra	aska Street		North/S	outh S	treet	t: A1A					
ntersection Orientation:	North-South		Study Period (hrs): 0.25								
Vehicle Volumes ar	d Adjustme	nts									
Major Street	T Tajaotino	Northbound					Southbou	ınd			
Movement	1	2				4	5	T T	6		
NO VOINOTIE	Ĺ	 	R			Ĺ	T		R		
/olume (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 V	Vay Let	ft Tui	rn Lane					
RT Channelized			0						0		
anes	0	2	0			1	2		0		
Configuration		T	TR			L	T				
Jpstream Signal		0					0				
Minor Street		Eastbound		-			Westbou	nd			
Movement	7	8	9	9 10		11	Tid T	12			
NOTOMONE	1 i	Ť		R L			T		R		
/olume (veh/h)						14	<u> </u>	_	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		0.57-131-00-1			0				
lared Approach		N			142		N				
Storage		0					0				
RT Channelized			0						0		
anes	0	0	0			0	0	_	0		
Configuration		- -	ا ٹ				LR				
Delay, Queue Length, a	nd lovel of Co						Lit				
The second secon	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME	Southbound		Mooth	لد جار ر						
Approach	Northbound			Westbo				Eastbour			
Movement	1	4	7	8	-	9	10	11	12		
ane Configuration		L		LR	_						
/ (veh/h)		20		23							
C (m) (veh/h)		816		361	1						
//c		0.02		0.06	6						
95% queue length		0.08	7.72	0.20	0				\top		
Control Delay (s/veh)		9.5		15.6							
				75.0 C							
_OS		Α									
Approach Delay (s/veh)				15.6	bi						
Approach LOS				С							

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		O-WAY STOP						
General Information	n		Site I	nformat	tion			
Analyst	KHA		Interse	ction		Nebraska	a Street &	A1A
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/16/2017	7	Analys	is Year		2015 plu	s project	
Analysis Time Period	Saturday	Peak Hour						
Project Description Ne	vada Street Pa	rking Garage						
East/West Street: Nebr			North/S	outh Stre	eet: A1A			
ntersection Orientation:	North-South		-		s): 0.25			
/ehicle Volumes ar	nd Adjustme	nte			-			
Major Street	T Adjustille	Northbound				Couthboo		
Movement	1 1	2	3		4	Southboo	una	-
Movement	1	T	R		4 	5 T		6
/olume (veh/h)	+	756	45		60			R
Peak-Hour Factor, PHF	0.95	0.95	-		1250	859		4.00
Hourly Flow Rate, HFR		0.95	0.95		0.95	0.95		1.00
veh/h)	0	795	47		63	904		0
Percent Heavy Vehicles	2	-			2	_		
Median Type			Two V	Vay Left 7	Turn Lane			
RT Channelized			0				The Section 1	0
anes.	0	2	0		1	2		0
Configuration		T	TR		Ĺ	T		
Jpstream Signal		0				0		
linor Street	 	Eastbound				Westbou	ınd	
Movement	7	8	9		10	11	ind	12
VIOVETTICITE	i i	Ť	R		L	 		
/olume (veh/h)						1		R
Peak-Hour Factor, PHF	0.95	0.95	1.00		35	0.05		30
Hourly Flow Rate, HFR		0.95	1.00		0.95	0.95		0.95
veh/h)	0	0	0	l	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	1		0					0
anes	0	0	0		0	0	_	0
Configuration		+ -	<u> </u>			LR		-
Delay, Queue Length, a	and Level of Sc					LIX		
Approach	Northbound	Southbound	,	Moothau			C41	1
Movement	1	4	7	Westbour 8	na 9		Eastbour	-
ane Configuration	I .	L L	<i>T</i>	LR	9	10	11	12
(veh/h)		63		67		-	-	
THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I		The second secon			-			+
C (m) (veh/h)		788		349		+		
//c		0.08		0.19				
95% queue length		0.26		0.70				
Control Delay (s/veh)		10.0		17.7				
.OS		Α		С				
Approach Delay (s/veh)				17.7				

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		O-WAY STOP	0011111	OL GOW	WI CALL			
General Information	n		Site Ir	nformati	on			
Analyst	KHA		Interse	ection		Nebraska	Street &	A1A
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/16/2017	the state of the s	Analys	is Year		2018 with	out proje	ct
Analysis Time Period	Saturday	Peak Hour						
Project Description Ne	evada Street Pa	rking Garage						
East/West Street: Nebr	Name and Address of the Owner, where the Parks of the Owner, where the Owner, which the Own		North/S	South Stree	et: A1A			
ntersection Orientation:	North-South		Study F	Period (hrs): 0.25			
/ehicle Volumes ar	nd Adjustme	nts						
Major Street		Northbound				Southbou	ınd	
Movement	1	2	3		4	5		6
	L	T	R		L	Т		R
/olume (veh/h)		877	6		19	1006		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	0	923	6		20	1058		0
Percent Heavy Vehicles	2				2	_		
Median Type			_	Vay Left Tu	ırn Lane			9
RT Channelized			0					0
anes	0	2	0		1	2		0
Configuration		T	TR		L	T		
Jpstream Signal		0				0		
Minor Street		Eastbound			1110-1110-1110-1110-1110	Westbou	nd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
/olume (veh/h)					14			9
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		14	0		9
Percent Heavy Vehicles	2	0	0		2	0		2
Percent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0			1		0
anes	0	0	0		0	0		0
Configuration						LR		
Delay, Queue Length, a	nd Level of Se	ervice						
Approach	Northbound	Southbound	1	Westbound	d	E	astboun	d
Movement	1	4	7	8	9	10	11	12
ane Configuration		L		LR	1			+
(veh/h)		20		23				+-
C (m) (veh/h)		730		309	†			+-
//c		0.03		0.07	†	+		+
95% queue length		0.08		0.24	 	+		_
Control Delay (s/veh)		10.1			+	+		+
				17.6		-		+-
OS		В		C 17.0				
Approach Delay (s/veh)				17.6				
Approach LOS			С			1		

		O-WAY STOP	Jacobson Committee		STANDED COMPANIES NO. 12			
General Informatio	n		Site I	nformat	ion			
Analyst	KHA		Interse	ection		Nebraska	Street &	A1A
Agency/Co.	KHA		Jurisdi	THE RESIDENCE OF THE PARTY OF T				
Date Performed	1/16/201		Analys	sis Year		2018 plus	project	
Analysis Time Period	Saturday	Peak Hour						
Project Description Ne	evada Street Pa	rking Garage						
East/West Street: Nebr	aska Street		North/S	South Stre	et: A1A		18	
ntersection Orientation:	North-South		Study F	eriod (hrs	s): 0.25			
Vehicle Volumes a	nd Adjustme	ents						
Major Street	Ta / tajaotino	Northbound		11		Southbou	nd	
Movement	1	2	3		4	5	iiu i	6
vio voimoni.	i	T	R		<u> </u>	T		R
/olume (veh/h)		877	45		60	1006	_	- 1
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 V	Vay Left T	urn Lane			
RT Channelized			0					0
anes	0	2	0		1	2		0
Configuration		T	TR		Ĺ	T	_	
Jpstream Signal		0				0	_	
Minor Street		Eastbound						
Movement	7	8	9		10	Westbou	na	40
viovement	 	 	R	-	10 L	11		12
/-l//b\		<u> </u>	R			Т		R
/olume (veh/h)	0.95	0.05	1.00		35	0.05		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	+	T N	1			T N		
			-					
Storage		0				0		
RT Channelized			0					0
_anes	0	0	0		0	0		0
Configuration						LR		
Delay, Queue Length, a	and Level of So	ervice						
Approach	Northbound	Southbound		Westboun	d	E	astboun	d
Movement	1	4	7	8	9	10	11	12
ane Configuration		L		LR	† 		- ''-	
/ (veh/h)		63		67	+	-		+
		The state of the s			+	-		+-
C (m) (veh/h)		705		300				
ı/c		0.09		0.22				
95% queue length		0.29		0.84				
Control Delay (s/veh)		10.6		20.4				
OS		В		С	T			
Approach Delay (s/veh)				20.4				
THE RESERVE THE PARTY OF THE PA								
Approach LOS				С				

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NEBRASKA STREET & SURF ROAD

<u> </u>			lou :	•				
General Information				forma	tion			
Analyst	KHA		Interse			Nebraska	Street &	Surf Roa
Agency/Co.	KHA		Jurisdi					
Date Performed	4/27/201	A PLANTAGE AND A PLAN	Analys	is Year		2015 with	out projed	ct
Analysis Time Period		PM Peak Hour						
Project Description Ne		rking Garage						
East/West Street: Nebro					eet: Surf R	oad		
ntersection Orientation:	East-West		Study F	Period (hi	rs): 0.25			
/ehicle Volumes ar	nd Adjustme	nts						
Major Street		Eastbound				Westbound		
Movement	1	2	3		4	5		6
	L	Т	R		L	T		R
/olume (veh/h)	17	1				1		5
Peak-Hour Factor, PHF	0.95	0.95	1.00		1.00	0.95		0.95
lourly Flow Rate, HFR veh/h)	17	1	0		0	1		5
Percent Heavy Vehicles	2				0			
ledian Type				Undivid	led			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration	LT							TR
Jpstream Signal		0				0		
Minor Street		Northbound				Southbou	nd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
/olume (veh/h)	9	19	4					2000
Peak-Hour Factor, PHF	0.95	0.95	0.95		1.00	1.00		1.00
lourly Flow Rate, HFR veh/h)	9	20	4		0	0		0
Percent Heavy Vehicles	2	2	2		0	0		0
Percent Grade (%)		0				0		
lared Approach		N				T N		
Storage	1	0				0		
RT Channelized			0					0
anes	0	1	0		0	0		0
Configuration		LTR	1			+	-	
Delay, Queue Length, a	nd Level of So							
Approach	Eastbound	Westbound	1	Northbou	ınd	T 0	outhbour	d
Movement	1	4	7	8	9	10	11	12
	LT	-	-		9	10		12
ane Configuration				LTR				+
(veh/h)	17			33				
(m) (veh/h)	1591			859				
/c	0.01			0.04				
5% queue length	0.03			0.12				
Control Delay (s/veh)	7.3			9.4				
.os	Α			Α				1
pproach Delay (s/veh)				9.4				
Approach LOS				A				
Aprodon LOO				А				

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General Information	1		Site In	formation	on			
Analyst	KHA		Interse			Nebraska	Stroot &	Surf Roa
Agency/Co.	KHA		Jurisdio			VCDraska	oli eet a	our rou
Date Performed	1/17/2017		Analysi			2015 with	project	
Analysis Time Period		PM Peak Hour					o. 0,000	
Project Description Ne								
ast/West Street: Nebra		g carage	North/S	outh Stree	t: Surf R	oad		
ntersection Orientation:				eriod (hrs)				
/ehicle Volumes an	d Adjustme	nts						
Major Street		Eastbound				Westbour	ıd	
Movement	1	2	3		4	5		6
NOVOINOIN	Ĺ	T	R		Ė	Ť	_	R
/olume (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	17	1	0		0	1		5
veh/h)								
Percent Heavy Vehicles	2				0	-		
Median Type				Undivided	1			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration	LT							TR
Jpstream Signal		0				0		
linor Street		Northbound				Southbou	nd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (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		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	1	0		0	0		0
Configuration		LTR				T		
Delay, Queue Length, a	nd Level of Se							
Approach	Eastbound	Westbound	-	Vorthbound	1	S	outhbour	nd
Movement	1	4	7	8	9	10	11	12
ane Configuration	LT		- 10	LTR	 	10		1 12
(veh/h)	17			34				_
The second secon	1591				 	-		+
C (m) (veh/h)				861	 	+		+
//C	0.01			0.04	-			
95% queue length	0.03			0.12	-	-		-
Control Delay (s/veh)	7.3			9.4				
_OS	Α			Α				
Approach Delay (s/veh)				9.4				
Approach LOS	122			Α				

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Generated: 1/17/2017 10:15 AM

General Information	1		Site In	formati	on			
Analyst	KHA		Interse			Nebraska	Street &	Surf Roa
Agency/Co.	KHA		Jurisdio			Vobraska	Oli eel Q	Gurritoa
Date Performed	1/17/2017	e.	Analysi			2018 with	out proje	ct.
Analysis Time Period		PM Peak Hour				ZOTO WILL	out proje	-
Project Description Ne								
ast/West Street: Nebra		King Garage	North/S	outh Stree	et: Surf R	oad		
ntersection Orientation:				Period (hrs		oau		
/ehicle Volumes an		nte	1-1-7		<i>j.</i> 0.20			
Major Street		Eastbound				Westbour	nd	
Movement	1 1	2	3		4	5		6
NOTORION	Ĺ	 	R		L	 		R
/olume (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				Undivide	d			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration	LT							TR
Jpstream Signal		0				0		
Minor Street		Northbound				Southbou	nd	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R
/olume (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		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	1	0		0	0		0
Configuration		LTR						
Delay, Queue Length, a	nd Level of Se	rvice						
Approach	Eastbound	Westbound	1	Northboun	d	S	outhbour	nd
Movement	1	4	7	8	9	10	11	12
ane Configuration	LT			LTR				
/ (veh/h)	17			33				
C (m) (veh/h)	1591			859	†			
//c	0.01			0.04	1			+
95% queue length	0.03			0.12				+
Control Delay (s/veh)	7.3			9.4	+	+		
						-		
_OS	Α			9.4		+		
Approach Delay (s/veh)								

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		O-WAY STOP	Ta:					
General Information			Site Ir	nformati	on			
Analyst	KHA		Interse	ction		Nebraska	Street &	Surf Road
Agency/Co.	KHA		Jurisdi					
Date Performed	1/17/2017		Analys	is Year		2018 with	project	
Analysis Time Period		PM Peak Hour						
Project Description Ne		rking Garage						
East/West Street: Nebra					et: Surf R	oad		
Intersection Orientation:			Study F	Period (hrs): 0.25			
Vehicle Volumes ar	nd Adjustme	nts						
Major Street		Eastbound				Westbou	nd	
Movement	1	2	3		4	5		6
	L	Т	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				Undivide	d			
RT Channelized			0					0
anes	0	1	0		0	1		0
Configuration	LT							TR
Jpstream Signal		0				0		
Minor Street		Northbound				Southbou	nd	
Movement	7	8	9		10	11	T	12
	L	Т	R		L	Т		R
/olume (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		T N				T N		
Storage		0		_	****	0		
RT Channelized	+	 	0			+ -	\dashv	0
yearsen - Jeanny on the sy through the region as	0	1	0		0	0	-	0
_anes Configuration	 	LTR	+ -	_	U	- U		0
Delay, Queue Length, a		WALL STREET, S		1 11 1	,			
Approach	Eastbound	Westbound		Northboun	200	_	outhbour	
Movement	11	4	7	8	9	10	11	12
ane Configuration	LT			LTR				
(veh/h)	17			34				
C (m) (veh/h)	1591			861				
ı/c	0.01			0.04				
95% queue length	0.03	1		0.12	1			_
Control Delay (s/veh)	7.3			9.4	1			+
					-			+
OS	A			A 0.4		-		
Approach Delay (s/veh)				9.4				
Approach LOS	** **		1	Α		1		

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Generated: 1/17/2017 10:18 AM

General Information	•		C:4- 1-	faurat'				
				formation	on	_		
Analyst	KHA		Intersed			Nebraska	Street &	Surf Roa
Agency/Co.	KHA	7	Jurisdic			10015 111		
Date Performed	1/17/2017		Analysi	s Year		2015 with	out projed	ct
Analysis Time Period		Peak Hour						
Project Description Ne		rking Garage	IN 11 10					
East/West Street: Nebra ntersection Orientation:					et: Surf Ro	oad		
			Study P	eriod (hrs)): 0.25			
/ehicle Volumes ar	id Adjustme							
Major Street	+	Eastbound	1 0			Westbound		
Movement	1 1	2	3		4	5		6
(aluma a (u.ala/la)	L	T 0	R		L	T		R
/olume (veh/h) Peak-Hour Factor, PHF	0.95	0.95	1.00		1.00	2		2
Hourly Flow Rate, HFR		0.95	1.00		1.00	0.95		0.95
veh/h)	22	0	0		0	2		2
Percent Heavy Vehicles	2	-		$\neg \vdash$	0			
Median Type			- Januari	Undivided				
RT Channelized	1		0			T		0
anes	0	1	0		0	1		0
Configuration	LT			_		-		TR
Jpstream Signal		0				0		
Minor Street		Northbound				Southbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
/olume (veh/h)	25	76	2			<u> </u>		
Peak-Hour Factor, PHF	0.95	0.95	0.95	72	1.00	1.00		1.00
Hourly Flow Rate, HFR	26	80	2		0	0		0
veh/h)					0			U
Percent Heavy Vehicles	2	2	2		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	1	0		0	0		0
Configuration		LTR						-
Delay, Queue Length, a	nd Level of Se	rvice						
Approach	Eastbound	Westbound	N	Vorthbound	<u> </u>	S	outhboun	ıd
Movement	1	4	7	8	9	10	11	12
ane Configuration	LT			LTR	t	+ .,	- ' '	+ '2
(veh/h)	22			108	1			
	1599							+
C (m) (veh/h)	0.01			797		+		-
//C				0.14				+
95% queue length	0.04			0.47				
Control Delay (s/veh)	7.3			10.2				
_OS	Α			В				
Approach Delay (s/veh)				10.2				
Approach LOS				В				1000

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Generated: 1/17/2017 10:37 AM

		O-WAY STOP						
General Informatio	n		Site Ir	nformati	on			
Analyst	KHA		Interse	ction		Nebraska	Street &	Surf Roa
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/17/201		Analys	is Year		2015 with	project	
Analysis Time Period	Saturday	Peak Hour						
Project Description Ne	evada Street Pa	rking Garage						
ast/West Street: Nebr			North/S	South Stree	et: Surf R	oad		
ntersection Orientation:	East-West			Period (hrs				
/ehicle Volumes ar	nd Adiustme	nts						
Major Street	1	Eastbound				Westbou	nd	
Movement	1	2	3		4	5	-	6
	L	T	R		L	T		R
/olume (veh/h)	21	0				2		2
Peak-Hour Factor, PHF	0.95	0.95	1.00		1.00	0.95		0.95
lourly Flow Rate, HFR veh/h)	22	0	0		0	2		2
Percent Heavy Vehicles	2	T			0			
Median Type				Undivide	d			
RT Channelized			0					0
anes.	0	1	0		0	1		0
Configuration	LT							TR
Jpstream Signal		0				0		
linor Street	T T	Northbound				Southbou	ind	
Novement	7	8	9		10	11		12
	L	Т	R		L	T		R
/olume (veh/h)	27	76	2			· ·		
eak-Hour Factor, PHF	0.95	0.95	0.95		1.00	1.00		1.00
lourly Flow Rate, HFR veh/h)	28	80	2		0	· 0		0
Percent Heavy Vehicles	2	2	2		0	0		0
Percent Grade (%)		0				0		
lared Approach		N N				N	$\neg \tau$	
Storage		0				0		
RT Channelized			0			+ -	_	0
anes	0	1	0		0	0		0
Configuration	+ -	LTR	+ -		U	+ -		U
	and Lovel of C-							
Delay, Queue Length, a	Eastbound	Westbound		North's	.d			
Approach				Northboun		-	outhbour	-
Movement	1	4	7	8	9	10	11	12
ane Configuration	LT			LTR				
(veh/h)	22			110				
(m) (veh/h)	1599			798				
/c	0.01			0.14				
5% queue length	0.04			0.48				
Control Delay (s/veh)	7.3			10.2				
.os	Α			В				
pproach Delay (s/veh)				10.2				
approach LOS	-			B				
The state of the s				۵				

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Generated: 1/17/2017 10:38 AM

General Information Analyst Agency/Co. Date Performed Analysis Time Period Project Description Neval East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	nda Street Par ka Street East-West	Peak Hour Pking Garage Ints Eastbound 2 T 0 0.95	Interse Jurisdid Analys North/S	ction	t: Surf Ro			
Agency/Co. Date Performed Analysis Time Period Project Description Neval East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	KHA 1/17/2017 Saturday ada Street Par ka Street East-West Adjustme 1 L 21 0.95	Peak Hour Pking Garage Ints Eastbound 2 T 0 0.95	Jurisdic Analys North/S Study F	ction is Year outh Stree		2018 witho		
Date Performed Analysis Time Period Project Description Neval East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	1/17/2017 Saturday ada Street Par ka Street East-West Adjustme 1 L 21 0.95	Peak Hour Pking Garage Ints Eastbound 2 T 0 0.95	North/S Study F	is Year outh Stree		pad	ut projed	ct
Analysis Time Period Project Description Neval East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	Saturday ada Street Par ka Street East-West Adjustme 1 L 21 0.95	Peak Hour Pking Garage Ints Eastbound 2 T 0 0.95	North/S Study F	outh Stree		pad	ut projed	ot
Project Description Neval East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	da Street Par ka Street East-West Adjustme 1 L 21 0.95	nts Eastbound T 0 0.95	Study F					
East/West Street: Nebrask Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	ka Street East-West Adjustme 1 L 21 0.95	Eastbound 2 T 0 0.95	Study F					
Intersection Orientation: E Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	Adjustme 1 L 21 0.95	Eastbound 2 T 0 0.95	Study F					
Vehicle Volumes and Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	1 L 21 0.95 22	Eastbound 2 T 0 0.95	3	Period (hrs)	: 0.25			
Major Street Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	1 L 21 0.95	Eastbound 2 T 0 0.95						
Movement Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	21 0.95 22	2 T 0 0.95				144		
Volume (veh/h) Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	21 0.95 22	T 0 0.95				Westboun	d	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	21 0.95 22	0 0.95	R		4	5		6
Peak-Hour Factor, PHF Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	0.95 22	0.95			L	Т		R
Hourly Flow Rate, HFR (veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	22					2		2
(veh/h) Percent Heavy Vehicles Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF		_	1.00		1.00	0.95		0.95
Median Type RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	2	0	0		0	2		2
RT Channelized Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF					0			
Lanes Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF				Undivided	1			
Configuration Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF			0					0
Upstream Signal Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	0	1	0		0	1		0
Minor Street Movement Volume (veh/h) Peak-Hour Factor, PHF	LT							TR
Movement Volume (veh/h) Peak-Hour Factor, PHF		0				0		
Volume (veh/h) Peak-Hour Factor, PHF		Northbound				Southbour	nd	
Peak-Hour Factor, PHF	7	8	9		10	11	T	12
Peak-Hour Factor, PHF	L	T	R		L	Т		R
	25	77	2					
	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			<u> </u>		0
Lanes	0	1	0		0	0		0
Configuration		LTR	<u> </u>				_	
Delay, Queue Length, and	I evel of Se							
	Eastbound	Westbound		Northbound	,	T 6-	41=1= =	
Movement	1	4	7		7	-	uthboun	-
AND THE PROPERTY OF THE PROPER	200	4	ı	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	Α			В				1
Approach Delay (s/veh)				10.2	-			
Approach LOS				В		†		

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I WO-W	AY STOP CO				G.		
		Site In	format	ion			
		Interse	ction		Nebraska	Street &	Surf Road
KHA		Jurisdio	ction				
1/17/2017		Analysi	is Year		2018 with	project	
Saturday Peak	Hour						
da Street Parking	Garage						
ka Street		North/S	outh Stre	et: Surf Ro	ad		
ast-West		Study F	eriod (hrs	s): 0.25			
Adjustments							
	Eastbound				Westbou	nd	
1	2	3		4	5		6
L	Т	R		L	Т	$\neg \vdash$	R
21	0				2		2
0.95	0.95	1.00		1.00	0.95		0.95
22	0	0		0	2		2
2				0			
			Undivide	ed			
		0					0
0	1	0		0	1		0
LT							TR
	0				0		
N	orthbound				Southbou	ind	
7	8	9		10	11		12
L	T	R		L	Т		R
27	77	2					
0.95	0.95	0.95		1.00	1.00		1.00
28	81	2		0	0		0
2	2	2		0	0		0
	0				0		
	N				N		
	0				0		
-		0				_	0
0	1	0	-+	0	0	_	0
	LTR			<u> </u>	 		U
Level of Service							
	estbound	N	Northboun	ıd		outhboun	d
1	4	7	8	9	10		
LT	-	1	LTR	1 9	10	11	12
22							+
			111	+			-
1599			798	+	-		
0.01			0.14				
0.04			0.48				
7.3			10.2	000 00000010.00			
Α			В				
			10.2				
Α			Н	B 10.2 B	B 10.2	B 10.2 B	B 10.2 B



NEBRASKA STREET & PROJECT DRIVEWAY

General Informatio	n		Site In	nforma	tion			
Analyst	KHA		Interse		tion	Mahanala	04	5:
Agency/Co.	KHA		Jurisdic			vvebraska	Street &	Drivewa
Date Performed	1/17/201	7	Analysi			2018 plus	nroject	
Analysis Time Period	PM Peak		- I willing	io rour		2010 pius	project	
Project Description No								
ast/West Street: Nebr		g carage	North/S	outh Str	eet: Projec	t Driveway		
ntersection Orientation:	CHARLES OF THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.				rs): 0.25			
/ehicle Volumes a	nd Adjustme	nts						
Major Street		Eastbound				Westbou	nd	
Novement	1	2	3		4	5		6
	L	Т	R		L	T		R
/olume (veh/h)	47	21				15		1
Peak-Hour Factor, PHF	0.95	0.95	1.00		1.00	0.95		0.95
lourly Flow Rate, HFR veh/h)	49	22	0		0	15		1
ercent Heavy Vehicles	2				0			
Median Type				Undivia	led			
RT Channelized			0					0
anes.	1	1	0		0	1		0
Configuration	L	Τ						TR
Jpstream Signal		0				0		
linor Street		Northbound				Southbou	ınd	
Novement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)								25
eak-Hour Factor, PHF	0.95	0.95	0.95		1.00	1.00		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		0	0		26
Percent Heavy Vehicles	2	2	2		0	0		2
Percent Grade (%)		0				0		
lared Approach		N			S. 299135	N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		1
Configuration								R
elay, Queue Length, a	and Level of Se	rvice						
pproach	Eastbound	Westbound	N	Northbou	ind	S	outhboun	d
Novement	1	4	7	8	9	10	11	12
ane Configuration	L						 	R
(veh/h)	49							26
(m) (veh/h)	1583							1044
/c	0.03							
5% gueue length	0.10				_		 	0.02
	7.3					_		0.08
Control Delay (s/veh)						-		8.5
os	Α						<u></u>	Α
pproach Delay (s/veh)							8.5	
pproach LOS							Α	

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		O-WAY STOP						
General Informatio	n		Site I	nform	nation			
Analyst	KHA		Interse	ection		Nebrask	a Street 8	& Drivewa
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/17/201		Analys	sis Yea	r	2018 plu	is project	
Analysis Time Period	Saturday	PM Peak Hour						
Project Description Ne		rking Garage						
East/West Street: Nebr	aska Street		North/S	South S	Street: Pro	iect Driveway		
ntersection Orientation:	East-West		Study F	Period	(hrs): 0.25			
Vehicle Volumes ar	nd Adjustme	ents						
Major Street		Eastbound				Westbo	und	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
/olume (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				Undiv	<i>ided</i>			
RT Channelized			0					0
anes	1	1	0		0	1		0
Configuration	L	T						TR
Jpstream Signal		0				0		
linor Street		Northbound				Southbo	und	
Movement	7	8	9		10	11		12
	L	T	R		L	Т		R
/olume (veh/h)								42
Peak-Hour Factor, PHF	0.95	0.95	0.95		1.00	1.00		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		0	0		44
Percent Heavy Vehicles	2	2	2		0	0		2
Percent Grade (%)		0				0		
lared Approach		N				N	$\neg \neg$	
Storage		0				0		
RT Channelized			0			- 		0
anes	0	0	0		0	0		1
Configuration			+ <u> </u>			-		
elay, Queue Length, a	nd I evel of Se	rvice						R
pproach	Eastbound	Westbound	1	Northbo	ound		Southbou	nd
Movement	1	4	7	8	9	10		-
ane Configuration		7	- 1	l °	- 	10	11	12
(veh/h)	84				_		+	R
	1570						+	44
(m) (veh/h)							_	1031
/c	0.05							0.04
5% queue length	0.17							0.13
Control Delay (s/veh)	7.4							8.6
OS	Α							Α
pproach Delay (s/veh)							8.6	

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NEVADA STREET & SR A1A

		O-WAY STOP	OOMIN	OL GOM	INIVIXI			
General Informatio	n		Site I	nformati	on			
Analyst	KHA		Interse	ection		Nevada 3	Street & A	11A
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/16/201	7	Analys	is Year		2015 witl	nout proje	ct
Analysis Time Period	Weekday	PM Peak Hour						
Project Description Ne	evada Street Pa	rking Garage						
East/West Street: Neva	da Street	<u> </u>	North/S	South Stree	et: A1A			
ntersection Orientation:			-	Period (hrs				
Vehicle Volumes ar	nd Adiustme	ents						
Major Street	1	Northbound				Southbox	ınd	
Movement	1	2	3		4	5	1	6
	L	Т	R		L	Ť		R
/olume (veh/h)		1128				837		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	0	1187	0		0	881		0
Percent Heavy Vehicles	2				2	_		
Median Type			Two V	Vay Left To				
RT Channelized			0					0
anes	0	2	0		0	2		0
Configuration		T				T		
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbou	ind	
Movement	7	8	9 10		11		12	
	L	Т	R			T		R
/olume (veh/h)					1			1
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		1	0		1
Percent Heavy Vehicles	2	0	0		2	0		2
Percent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		0	0		0
Configuration						LR		
Delay, Queue Length, a	nd Level of Se	ervice						
Approach	Northbound	Southbound	1	Westbound	d		Eastboun	d
Movement	1	4	7	8	9	10	11	12
ane Configuration		1150		LR	 	10	 	12
(veh/h)				2	1			+-
C (m) (veh/h)				282				+-
//c				0.01	+	 		+
95% queue length				0.02				+
Control Delay (s/veh)					+		-	
				17.9				+
os				С				
Approach Delay (s/veh)				17.9				
Approach LOS		7 <u></u>	I	С				

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		O-WAY STOP	CONTR	OF 20M	WARY			
General Informatio	n		Site I	nformati	ion			
Analyst	KHA		Interse	ection		Nevada S	Street & A	11A
Agency/Co.	KHA		Jurisdi	ction				
Date Performed	1/16/201	7	Analys	sis Year		2015 plus	project	
Analysis Time Period	Weekda	y PM Peak Hour					, ,	
Project Description Ne	evada Street Pa	arking Garage						
East/West Street: Neva	nda Street		North/S	South Stre	et: A1A			
ntersection Orientation:	North-South		Study F	Period (hrs	s): 0.25			
/ehicle Volumes ar	nd Adjustme	ents				A CONTRACTOR OF THE CONTRACTOR		
Major Street	T	Northbound				Southbou	ınd	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
/olume (veh/h)		1141				837		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	0	1201	0		0	881		0
Percent Heavy Vehicles	2		-		2			
/ledian Type			Two V	Vay Left T	urn Lane		•	
RT Channelized			0					0
anes	0	2	0		0	2		0
Configuration		T				T		
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbou	nd	
Movement	7	8	9	9 10		11		12
	L	Т	R	L		Т		R
/olume (veh/h)					13			13
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		13	0		13
Percent Heavy Vehicles	2	0	0		2	0		2
Percent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0	-+	0	0		0
Configuration	 	1	T			LR		U
Delay, Queue Length, a	nd Level of S	ervice						
Approach	Northbound	Southbound		Westboun	Ч	1 -	Eastboun	.d
Movement	1	4	7	8	9	10		
ane Configuration		-		LR	9	10	11	12
(veh/h)				-	+			+-
				26		-		
(m) (veh/h)				278				
/c				0.09				
5% queue length				0.31				
Control Delay (s/veh)				19.3				
.OS				С				
pproach Delay (s/veh)				19.3				
				103 (100)				

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		O-WAY STOP	Secretaries de mare de como de la pre-	narwan a taza						
General Informatio	n		Site I	nforma	tion					
Analyst	KHA		Interse	ection		Nevada S	Street & A	11A		
Agency/Co.	KHA		Jurisd	iction						
Date Performed	1/16/201		Analys	sis Year		2018 with	out proje	ct		
Analysis Time Period	Weekday	PM Peak Hour								
	evada Street Pa	rking Garage								
East/West Street: Neva			North/South Street: A1A							
ntersection Orientation:	North-South		Study	Study Period (hrs): 0.25						
Vehicle Volumes a	nd Adjustme	ents								
Major Street		Northbound				Southbou	ınd			
Movement	1	2	3		4	5		6		
	L	Т	R		L	Т		R		
/olume (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 V	Vay Left	Turn Lane	- WANTED				
RT Channelized			0					0		
anes	0	2	0		0	2		0		
Configuration		T				T				
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9 10		11		12			
	L	Т	R			Т		R		
/olume (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				
lared Approach		N				N				
Storage		0				0	-			
RT Channelized	1		0			+ -		0		
anes	0	0	0	_	0	0	_	0		
Configuration	 	 	 	-+	U	LR		0		
Delay, Queue Length, a	and Lovel of Co	rvice				LK				
Approach	Northbound	Southbound	,	Mooth -		T -	- ,,			
				Westbou			astboun			
Movement	1	4	7	8	9	10	11	12		
ane Configuration				LR						
(veh/h)				2						
C (m) (veh/h)				276						
r/c				0.01						
95% queue length				0.02				1		
Control Delay (s/veh)				18.1				+-		
.OS				C				+-		
Approach Delay (s/veh)										
				18.1						
Approach LOS				С						

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	Т	WO-WAY STO	P CONTR	OL SUN	MARY			
General Informatio	n		Site I	nformat	tion			
Analyst	KHA		Interse	ection		Nevada :	11Δ	
Agency/Co.	KHA		Jurisdi			- Torada (ou our ar	1771
Date Performed	1/16/2	017		sis Year		2018 witi	h project	
Analysis Time Period		day PM Peak Hour				2010 1111	, project	
		Parking Garage						
East/West Street: Neva			North/S	South Stre	eet: A1A			
ntersection Orientation:		th		THE RESERVE OF THE PERSON NAMED IN	s): 0.25			
/ehicle Volumes a	nd Adjusti	nents						
Major Street		Northbound				Southboo	und	
Movement	1	2	3		4	5	T	6
	L	T	R		L	T		R
/olume (veh/h)		1158				850		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	0	1218	0		0	894		0
Percent Heavy Vehicles	2		1		2	_		
Median Type			Two V	Vay Left 1	Turn Lane			
RT Channelized			0					0
.anes	0	2	0		0	2		0
Configuration		T				T		
Jpstream Signal		0				0		
linor Street		Eastbound				Westbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
/olume (veh/h)					13			13
eak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		13	0		13
Percent Heavy Vehicles	2	0	0		2	0		2
ercent Grade (%)		0				0		
lared Approach		N				N		
Storage		0				0		
RT Channelized			0			-		0
anes	0	0	0		0	0		0
Configuration	—					LR		U
elay, Queue Length, a	and Level of	Service				1 41		
pproach	Northbound	With the same of t	1	Westbour	nd	T -	Eastha	4
Novement	1	4	7	8	9		Eastboun	
ane Configuration	<u> </u>		+ '	LR	+ 9	10	11	12
(veh/h)				26		+		+-
				-		-		_
C (m) (veh/h)				273				
/c				0.10				
5% queue length				0.31				
Control Delay (s/veh)				19.6				
.OS				С				
pproach Delay (s/veh)				19.6			-	
pproach LOS				С				
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	IW	O-WAY STOP	CONTRO	L SUMI	MARY			
General Information	n		Site In	formation	on		-	
Analyst	KHA		Intersec	tion		Nevada S	Street & A	A1A
Agency/Co.	KHA		Jurisdic			- Torrada (21.00t a 7	.,,,
Date Performed	1/16/201	7	Analysis	s Year		2015 with	out proje	ect
Analysis Time Period	Saturday	Peak Hour						
Project Description Ne	evada Street Pa	rking Garage						
ast/West Street: Neva		Maria Maria	North/So	outh Stree	t: A1A			
ntersection Orientation:	North-South		THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	eriod (hrs				
/ehicle Volumes ar	nd Adjustme	ents						
Major Street		Northbound				Southboo	und	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
/olume (veh/h)		866				847		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		1.00
lourly Flow Rate, HFR veh/h)	0	911	0		0	891		0
Percent Heavy Vehicles	2				2	_		
Median Type			Two W	ay Left Tu	rn Lane			
RT Channelized			0					0
anes.	0	2	0		0	2		0
Configuration		T					T	
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbou	nd	
Novement	7	8	9		10		ilu	12
	L	T	R	L		11 T		R
/olume (veh/h)				_	1	+ '-		1
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95		0.95
lourly Flow Rate, HFR veh/h)	0	0	0		1	0.00		1
Percent Heavy Vehicles	2	0	0		2	0		2
Percent Grade (%)		0				0		
lared Approach	1	T N		_		T N		
Storage		0	-	_				
RT Channelized			_			0		
			0					0
anes	0	0	0		0	0		0
Configuration						LR		
Delay, Queue Length, a	THE RESERVE THE PERSON NAMED IN							
Approach	Northbound	Southbound		estbound/			astboun	
Novement	1	4	7	8	9	10	11	12
ane Configuration				LR				
(veh/h)				2				
(m) (veh/h)				364				
/c				0.01				
5% queue length				0.02				
Control Delay (s/veh)			-	14.9				+
.OS				В	L			
pproach Delay (s/veh)				14.9				
pproach LOS				В				

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	TW	O-WAY STOP	CONTR	OL SUN	IMARY					
General Informatio	n		Site I	nformat	ion					
Analyst	KHA		Interse	ection		Nevada S	Street &	Δ1Δ		
Agency/Co.	KHA		Jurisdi			riorada	Jil GGL Q /	1//		
Date Performed	1/16/201	7		is Year		2015 plus	s project			
Analysis Time Period	The state of the s	Peak Hour	- ·····			2010 pia	s project			
	evada Street Pa									
East/West Street: Neva		9	North/S	South Stre	et A1A					
Intersection Orientation:				Period (hr						
Vehicle Volumes a		ents			· · · · · · · · · · · · · · · · · · ·					
Major Street		Northbound				Southboo	ınd			
Movement	1	2	3		4	5	and	6		
	L	T	R		L	Ť		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 V	Vay Left T						
RT Channelized			0					0		
Lanes	0	2	0		0	2		0		
Configuration		T				$\frac{-}{T}$				
Upstream Signal		0				0				
Minor Street	T T	Eastbound				Westbou	ınd			
Movement	7	8	9	10		11	TIG T	12		
	L	T	R			Т		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	0	0	0		23	0		23		
(veh/h)	-					1		100111600		
Percent Heavy Vehicles	2	0	0		2	0		2		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage	_	0	4			0				
RT Channelized			0					0		
Lanes	0	0	0		0	0		0		
Configuration			1			LR				
Delay, Queue Length, a										
Approach	Northbound	Southbound	,	Westboun	nd		Eastbour	ıd		
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				С		I				

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General Informatio	n		Site Ir	nforma	tion	~			
Analyst	KHA		Interse			Nevada Str	reet & A	1 Δ	
Agency/Co.	KHA		Jurisdi			Trovada on	ool an	///	
Date Performed	1/16/201	7	Analys	is Year		2018 with p	project		
Analysis Time Period	Saturday	Peak Hour							
Project Description Ne	evada Street Pa	rking Garage							
East/West Street: Neva	ida Street		North/S	South Stre	eet: A1A				
ntersection Orientation:	North-South		Study F	Period (h	rs): 0.25				
Vehicle Volumes ar	nd Adjustme	ents							
Major Street		Northbound				Southboun	d		
Movement	1	2	3		4	5		6	
	L	T	R		L	T		R	
/olume (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	122			2	_			
Median Type			Two V	Vay Left	Turn Lane				
RT Channelized			0	T				0	
anes	0	2	0		0	2		0	
Configuration		T				T			
Jpstream Signal		0				0	1		
Minor Street		Eastbound				Westbound			
Movement	7	8	9		10	11		12	
	L	Т	R		L	T		R	
/olume (veh/h)				\neg	22			22	
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.95	0.95	\neg	0.95	
Hourly Flow Rate, HFR veh/h)	0	0	0		23	0	0		
Percent Heavy Vehicles	2	0	0		2	0		2	
Percent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
RT Channelized			0	-+		+	+-	0	
anes	0	0	0	-+	0	0		0	
Configuration	 	 			U	LR	-	0	
Delay, Queue Length, a	nd Lovel of S					1 LK			
Approach	Northbound	Southbound	1	Mosth	ad	Т -	-4h-		
				Vestbour			stbound		
Movement	1	4	7	8	9	10	11	12	
ane Configuration				LR					
/ (veh/h)				46					
C (m) (veh/h)				359			575516		
<i>ı</i> /c				0.13			10		
95% queue length				0.44					
Control Delay (s/veh)				16.5		1			
.OS				C		1		+	
Approach Delay (s/veh)				16.5		+			
Approach LOS			-	C C					

	1 V	VO-WAY	SIOP	CONTR	OL SI	UMN	IARY				
General Information	n			Site I	nform	natio	on				
Analyst	KHA			Interse	ection			Nevada .	Street &	41A	
Agency/Co.	KHA			Jurisdi	ction						
Date Performed	1/16/20	17		Analys	sis Yea	r		2018 wit	hout proi	ect	
Analysis Time Period	Saturda	y Peak Ho	our						,		
Project Description Ne	evada Street F	Parking Ga	rage								
East/West Street: Neva				North/S	South Street: A1A						
ntersection Orientation:	North-South	7					: 0.25			- Versille de la company	
Vehicle Volumes ar	nd Adjustm	ents									
Major Street			hbound					Southbo	und		
Movement	1		2	3			4	5		6	
	L		T	R			L	Т		R	
/olume (veh/h)		- 8	379					859			
Peak-Hour Factor, PHF	0.95	0	0.95	0.95		0.95		0.95		1.00	
lourly Flow Rate, HFR veh/h)	0	9	925	0			0	904		0	
Percent Heavy Vehicles	2						2	_			
Median Type				Two V	Vay Le	ft Tu	rn Lane				
RT Channelized				0						0	
.anes	0		2	0			0	2		0	
Configuration			T					T	T		
Jpstream Signal			0					0			
Minor Street		Eas	tbound					Westbou	ınd		
Movement	7		8	9		10		11	and	12	
	L		T	R		L		Т		R	
/olume (veh/h)							1			1	
Peak-Hour Factor, PHF	0.95	0	0.95	1.00			0.95	0.95		0.95	
lourly Flow Rate, HFR veh/h)	0		0	0			1	0		1	
Percent Heavy Vehicles	2		0	0			2	0		2	
Percent Grade (%)			0					0			
lared Approach			Ν					N			
Storage			0					0			
RT Channelized				0						0	
anes.	0		0	0			0	0		0	
Configuration	1							LR			
Delay, Queue Length, a	nd Level of S	Service									
Approach	Northbound	South	oound	,	Westbo	ound			Eastbour	nd	
Novement	1		4	7	8		9	10	11	12	
ane Configuration		1			LR			1.0	 ''	1 12	
(veh/h)		1			2	-				+-	
C (m) (veh/h)		1		-	359	Market			\vdash	+	
/c		1			0.0	_			 	+	
95% queue length		+				-			 	+	
		_			0.02						
Control Delay (s/veh)		 			15.				ļ		
.OS					С						
Approach Delay (s/veh)					15.	-					
Approach LOS		_	_		C				MATERIAL ST.		

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NEVADA STREET & PROJECT DRIVEWAY

General Information	<u> </u>		Site I	- f	-4:			
					ation			
Analyst	KHA		Interse			Nevada	Street & L	Driveway
Agency/Co. Date Performed	KHA 1/17/201	7	Jurisdi			10010		
Analysis Time Period	PM Peak		Analys	sis yea	r	2018 plu	is project	
Project Description Ne East/West Street: Neva		rking Garage	N1 = -41= /C) II - C				
ntersection Orientation:						iect Driveway		
			Study	enoa	(hrs): 0.25			
Vehicle Volumes ar	nd Adjustme							
Major Street		Eastbound				Westbo	und	
Movement	1	2	3		4	5		6
/-l / /h-\	L	T	R		<u> </u>	Т		R
/olume (veh/h) Peak-Hour Factor, PHF	0.95	0.05	1.00		3	2		
Hourly Flow Rate, HFR	0.95	0.95	1.00	_	1.00	0.95		0.95
veh/h)	0	0	0		3	2		0
Percent Heavy Vehicles	2				0	_		
Median Type	 			Undiv				
RT Channelized			0	Char	1000			0
anes	0	0	0		0	1		0
Configuration	-	-	- 0	_	LT			0
Jpstream Signal		0		_	LI	0		
						0		
Minor Street Movement	7	Northbound	1 0	0 10		Southbo	und	40
Movement		8 T	9 10		11		12	
(-l., (.,- -/ -)	L		R L		Т		R	
/olume (veh/h) Peak-Hour Factor, PHF	25 0.95	0.05	0.05		4.00	- 100		
Hourly Flow Rate, HFR	0.95	0.95	0.95		1.00	1.00		0.95
veh/h)	26	0	0		0	0	0	
Percent Heavy Vehicles	2	2	2		0	0		2
Percent Grade (%)	 	0				0		
Flared Approach		T N	1					
						N		
Storage		0				0		
RT Channelized			0					0
anes	1	0	0		0	0		0
Configuration	L							
Delay, Queue Length, a		THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO						
Approach	Eastbound	Westbound		Northbo	ound		Southbou	nd
Movement	1	4	7	8	9	10	11	12
ane Configuration		LT	L					+
(veh/h)		3	26				+	+-
C (m) (veh/h)		1554	942		_		+	+
/c		0.00	0.03	-			+	
95% queue length		0.01	0.09					
Control Delay (s/veh)		7.3	8.9					
.OS		Α	Α					
Approach Delay (s/veh)				8.9			T-10-10-10-10-10-10-10-10-10-10-10-10-10-	
Approach LOS				A		-		

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		O-WAY STOP		assection and the second	5-25-25-X 300-53-2-00-05-05-05-05-05-05-05-05-05-05-05-05-	17.1				
General Information	n		Site I	nform	ation					
Analyst	KHA		Interse	ection			Nevada S	Street &	Driveway	
Agency/Co.	KHA		Jurisdi							
Date Performed	1/17/201		Analys	is Year	r		2018 plu:	s project		
Analysis Time Period	Saturday	PM Peak Hour								
Project Description Ne		rking Garage								
East/West Street: Neva							ct Driveway			
ntersection Orientation:	East-West		Study I	Period ((hrs): 0	25				
Vehicle Volumes ar	nd Adjustme	ents								
Major Street		Eastbound					Westbou	ınd		
Movement	1	2	3		4		5		6	
	L	Т	R		L		Т		R	
/olume (veh/h)					4		2			
Peak-Hour Factor, PHF	0.95	0.95	1.00		0.9	5	0.95		0.95	
lourly Flow Rate, HFR veh/h)	0	0	0		4		2		0	
Percent Heavy Vehicles	2	11			0		_			
Median Type				Undiv	rided					
RT Channelized			0						0	
anes	0	0	0		0		1		0	
Configuration					LT	•				
Jpstream Signal		0					0			
Minor Street		Northbound				Southboo	und			
Movement	7	8	9 10		11		12			
	L	T	R L		Т		R			
/olume (veh/h)	42									
Peak-Hour Factor, PHF	0.95	0.95	0.95		1.0	0	1.00		0.95	
lourly Flow Rate, HFR veh/h)	44	0	0		0		0		0	
Percent Heavy Vehicles	2	2	2		0		0		2	
Percent Grade (%)		0					0			
lared Approach		N					I N			
Storage		0					0			
RT Channelized			0			***************************************	-	_	0	
anes	1	0	0	-	0		0	_	0	
Configuration	L	 	T -		U		+ -		U	
Delay, Queue Length, a		I Price								
Approach	Eastbound	Westbound		Northbo	ound		1 6	South-b-		
	1		7					Southbou		
Movement	1	4		8		9	10	11	12	
ane Configuration		LT	L	<u> </u>						
(veh/h)		4	44							
C (m) (veh/h)		1554	939							
r/c		0.00	0.05							
95% queue length		0.01	0.15							
Control Delay (s/veh)		7.3	9.0							
os		Α	Α							
Approach Delay (s/veh)				9.0						
Approach LOS										
Approacti LOG			L	A						

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