



Pinnacle 441

Hollywood, Florida

prepared for:

Pinnacle 441, LLC

traffic study

TRAFTECH
ENGINEERING, INC.

May 2021

May 14, 2021

Mr. Timothy P. Wheat
Pinnacle – Regional Office
1645 Palm Beach Lakes Boulevard, Suite 1200
West Palm Beach, Florida 33401

Re: **Pinnacle 441 – Hollywood, Florida**

Dear Tim:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic evaluation associated with proposed residential development with retail/office uses to be located on the southwest corner of Johnson Street and SR 7/US 441 in the City of Hollywood in Broward County, Florida.

Project Description and Access

The project will consist of 113 multifamily residential units with 6,320 square feet of retail use and 1,363 square feet of office space. Access to the project is planned with two access driveways; one on Johnson Street (full access – all movement permitted) and the other driveway on SR 7/US 441 (right-in/right-out). Appendix A contains the site plan associated with the proposed development. For purposes of this traffic evaluation, the project is anticipated to be built and occupied in the year 2024. The following tasks were undertaken as part of this evaluation:

- o Documented the existing lane geometry of the study area. One (1) intersection and the two driveways were identified as the locations that will be impacted the most by the proposed project. The intersection includes Johnson Street at SR 7/US 441. Figure 1 illustrates the existing lane geometry of the study intersections.
- o Collected intersection turning movement counts during the critical peak periods (7:00 AM to 9:00 AM) and (4:00 PM to 6:00 PM) at the following location:
 - Johnson Street at SR 7/US 441 (traffic signal)

The above traffic counts were recorded on Wednesday, March 10, 2021. The traffic counts were collected during the peak season based on FDOT peak season adjustment factors. The traffic counts are included in Appendix B as well as the signal timing plans for the signalized intersection. The peak season adjustment factors and historical traffic counts are provided in Appendix C.

Additionally, an adjustment factor was applied to account for the effects of COVID-19. The calculations used to account for COVID-19 is reflected in Table D-1 and Table D-2, both located in Appendix D. Figure 2 shows the 2021 peak season AM and PM peak hour traffic volumes adjusted to account for Covid-19.

- o Determined the trip generation of the proposed land use based on the trip generation equations/rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition). Table 1 below documents the trip generation associated with the subject project. As presented in Table 1, the proposed project is projected to generate approximately 1,547 daily trips, approximately 49 AM peak hour trips (17 inbound and 32 outbound) and approximately 122 trips during the typical afternoon peak hour (65 inbound and 57 outbound).

TABLE 1 Trip Generation Pinnacle 441								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Multifamily LUC 221	113	615	41	11	30	50	31	19
G. Commercial (LUC820)	6,320	919	6	4	2	70	34	36
Office (LUC710)	1,363	13	2	2	0	2	0	2
Gross Trips		1,547	49	17	32	122	65	57

Source: ITE Trip Generation Manual (10th Edition)

- o The project's peak-hour trips documented in Table 1 were distributed and assigned to the study area based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The trip distribution assumed for the subject industrial development is summarized below:
 - 38% to and from the north via SR 7/US 441
 - 40% to and from the south via SR 7/US 441
 - 12% to and from the east via Johnson Street
 - 10% to and from the west via Johnson Street

Figure 3 document the project traffic assignment based on the above traffic percentages.

- o Figures 4 and 5 present the future traffic volumes for the study area. Figure 4 includes background traffic only (without the proposed project) and Figure 5 includes the additional traffic anticipated to be generated by the proposed development. The background traffic includes traffic growth based on historical traffic data within the study area (refer to Appendix E). As indicated in the growth analysis presented in Appendix E, a 2.11% growth rate, compounded annually was applied for the future traffic projections to account for approved developments not built. The future traffic volumes are presented in Appendix E in tabular format.
- o To determine the impacts created to the impacted intersections, capacity/level of service analyses were undertaken using the SYNCHRO software. The results of the capacity/level of service analyses are presented in Table 2. As summarized in Table 2, the intersection of Johnson Street and SR 7/US 441 is expected to operate deficiently (LOS "E") in the PM peak hour without and with the proposed project in place. However, the proposed project adds approximately five (5) seconds of intersection delay which is minimal. Additionally, the northbound left-turn lane has approximately 530 feet of storage dimension and the maximum projected length of queue, with the project in place, is approximately 260 feet. Finally, both project driveways are projected to operate at acceptable levels of services (LOS "B"). The SYNCHRO outputs are contained in Appendix F.

Please give me a call if you have any questions.

Sincerely,

TRAFTech ENGINEERING, INC.

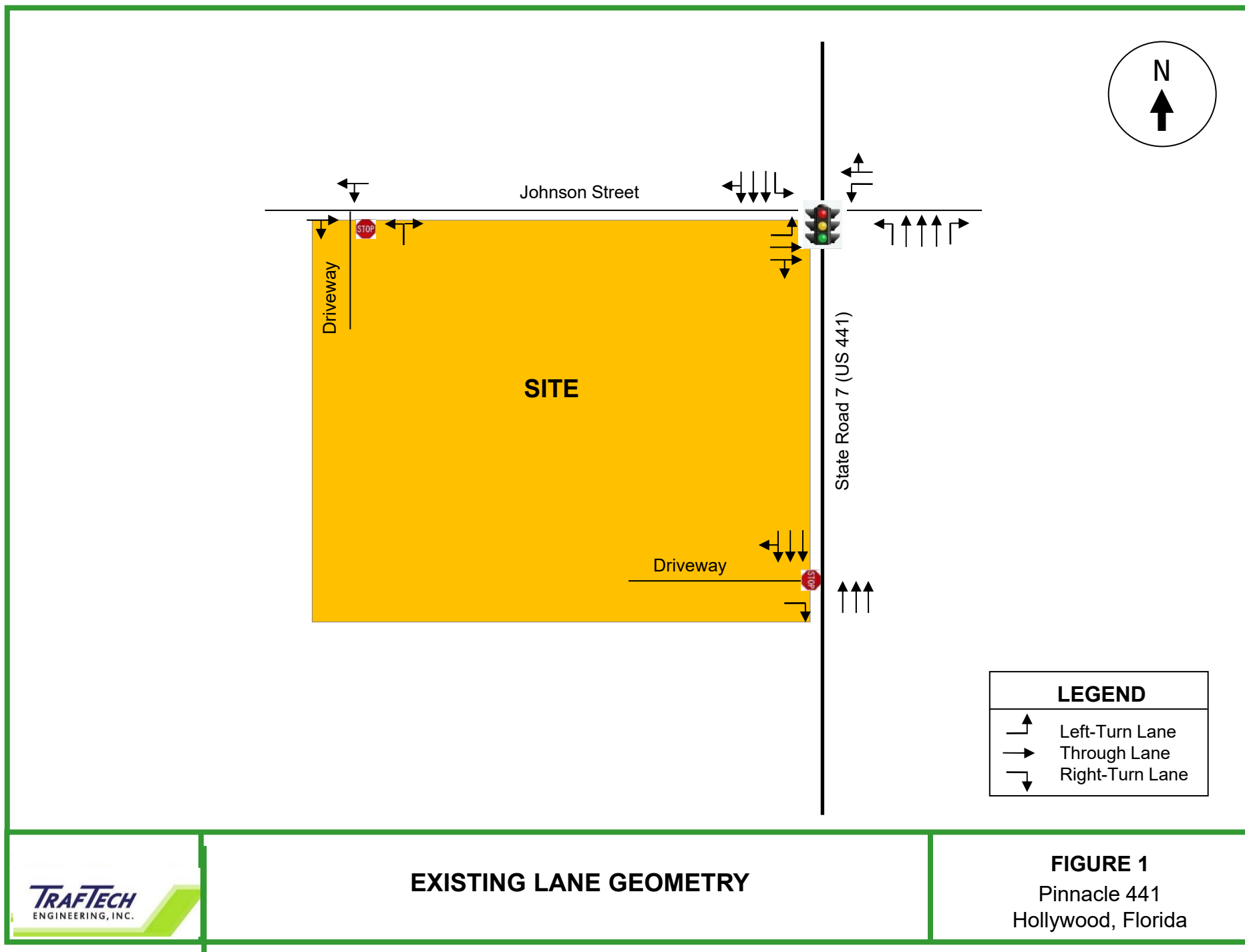
Joaquin E. Vargas, P.E.
Senior Transportation Engineer

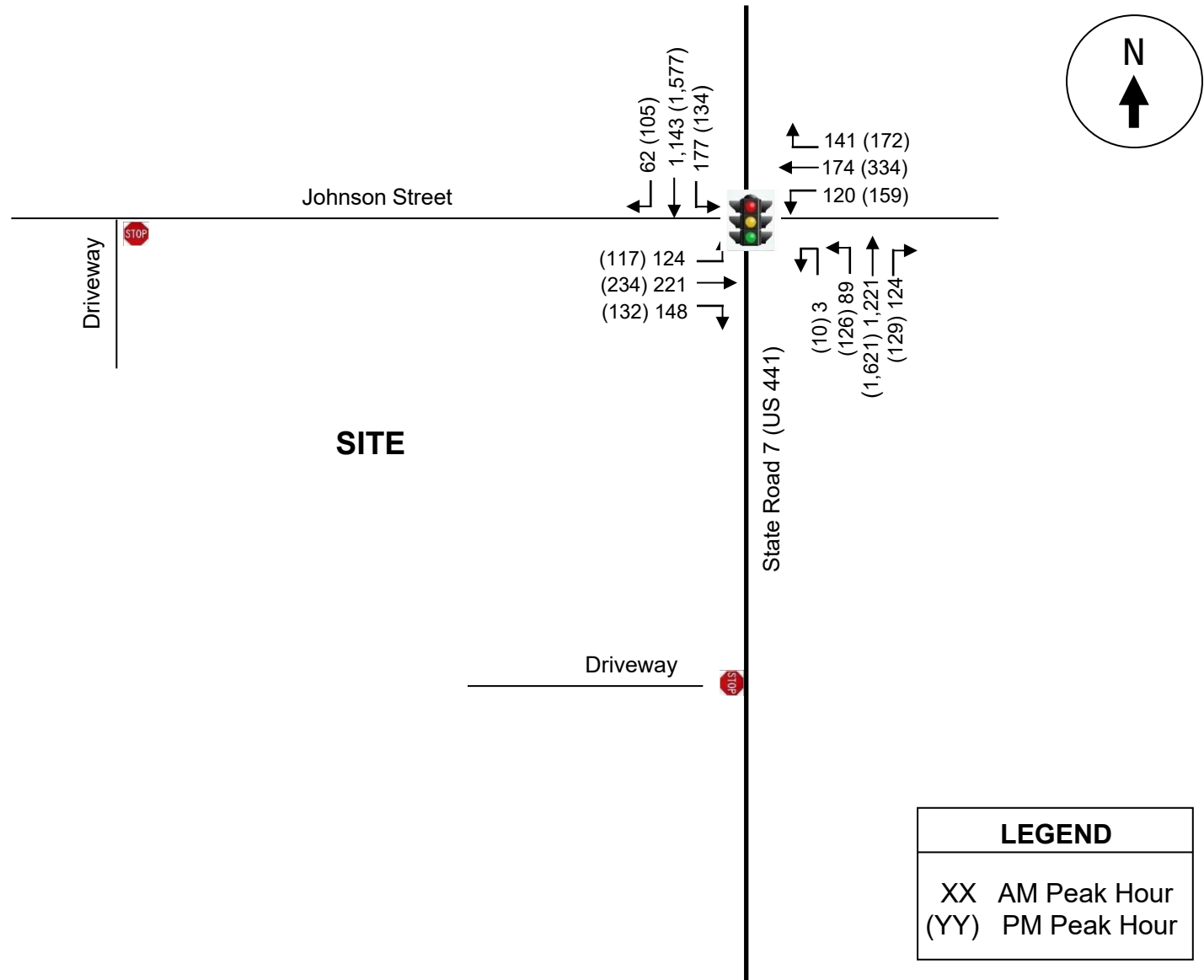
TABLE 2
Level of Service Analyses
Pinnacle 441

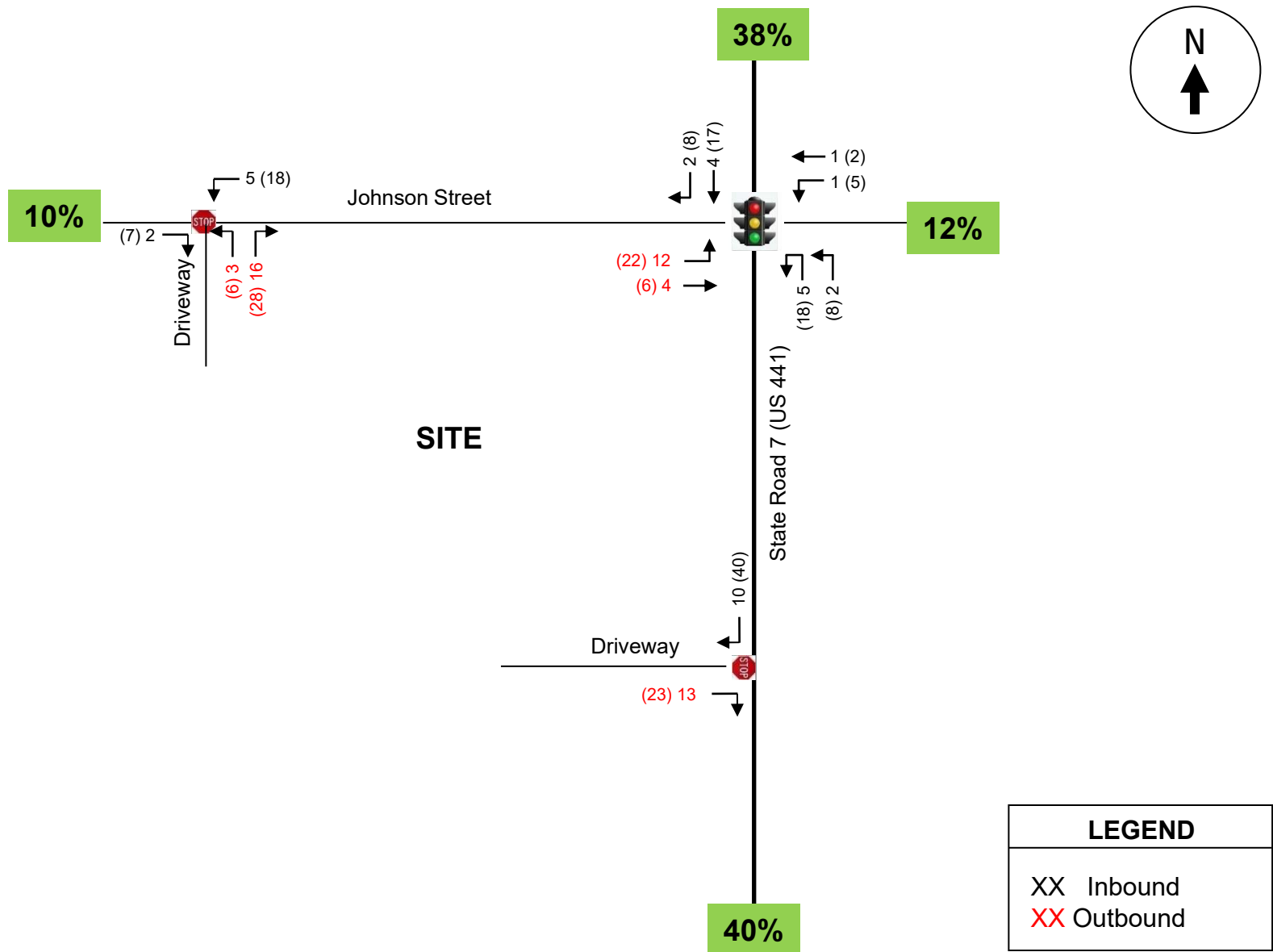
Intersection	Time Period	EASTBOUND		WESTBOUND		NORTHBOUND		SOUTHBOUND		Intersection	
		Approach		Approach		Approach		Approach		LOS	Delay (sec)
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
SR 7/US 441 & Johnson Street	AM	E (E) [E]	59.6 (61.1)[67.2]	E (E)[E]	71.1 (71.3)[71.3]	C (C) [C]	30.3 (34.9)[34.9]	C (C)[C]	27.3(31.2)[31.6]	D (D)[D]	37.8 (41.2)[42.2]
	PM	D (D) [D]	44.9 (46.3)[49.5]	E (F)[F]	75.9 (87.9)[92.6]	D (E) [E]	50.2 (56.2)[57.5]	D (E)[E]	54.2(64.2)[73.7]	D (E)[E]	54.7 (62.5)[67.5]
Johnson Street & Driveway	AM					[B]	[11.2]				
	PM					[B]	[12.4]				
SR 7/US 441 & Driveway	AM	[B]	[12.5]								
	PM	[B]	[14.6]								

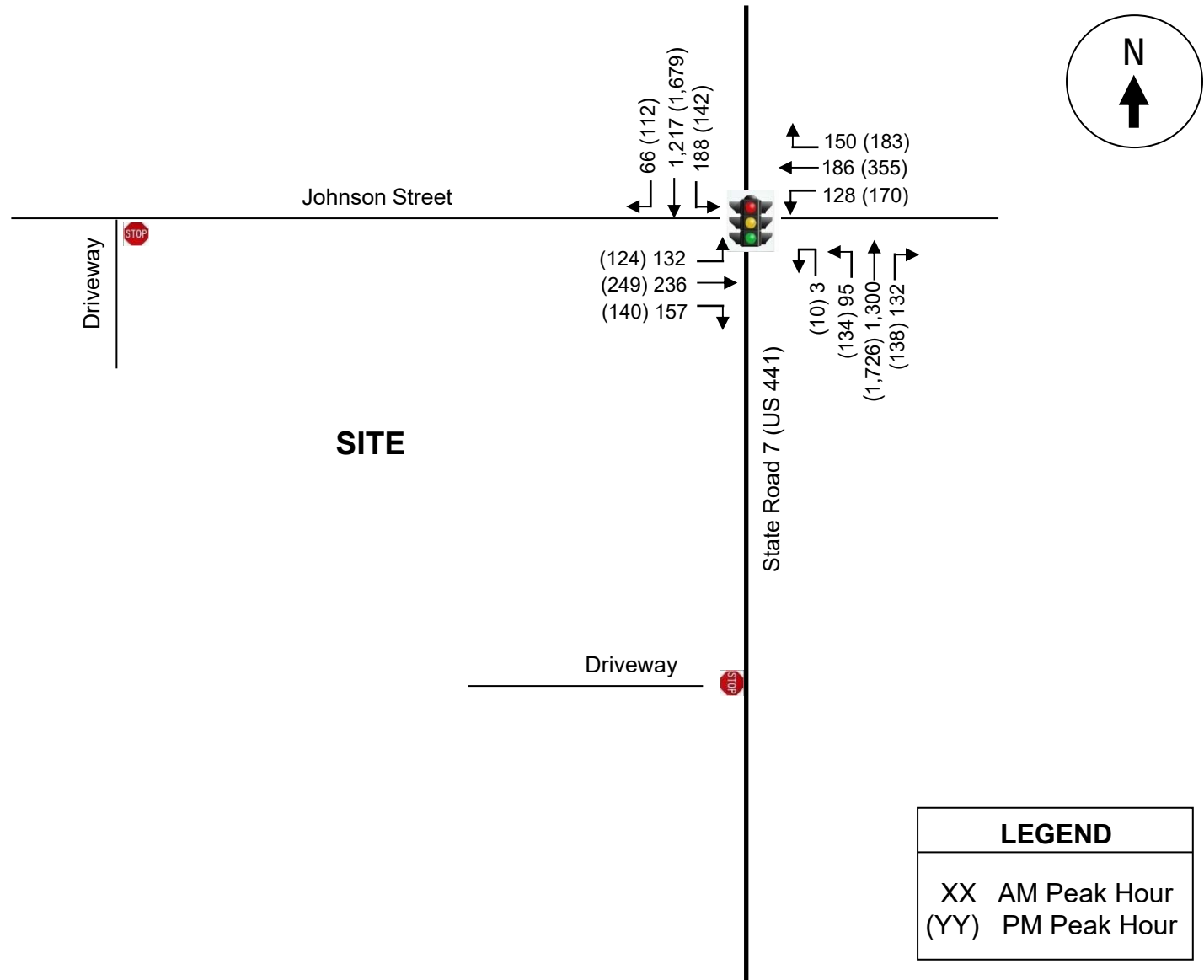
SOURCE: SYNCHRO. LEGEND: 2021 Existing (2024 Background)[2024 Future Total]

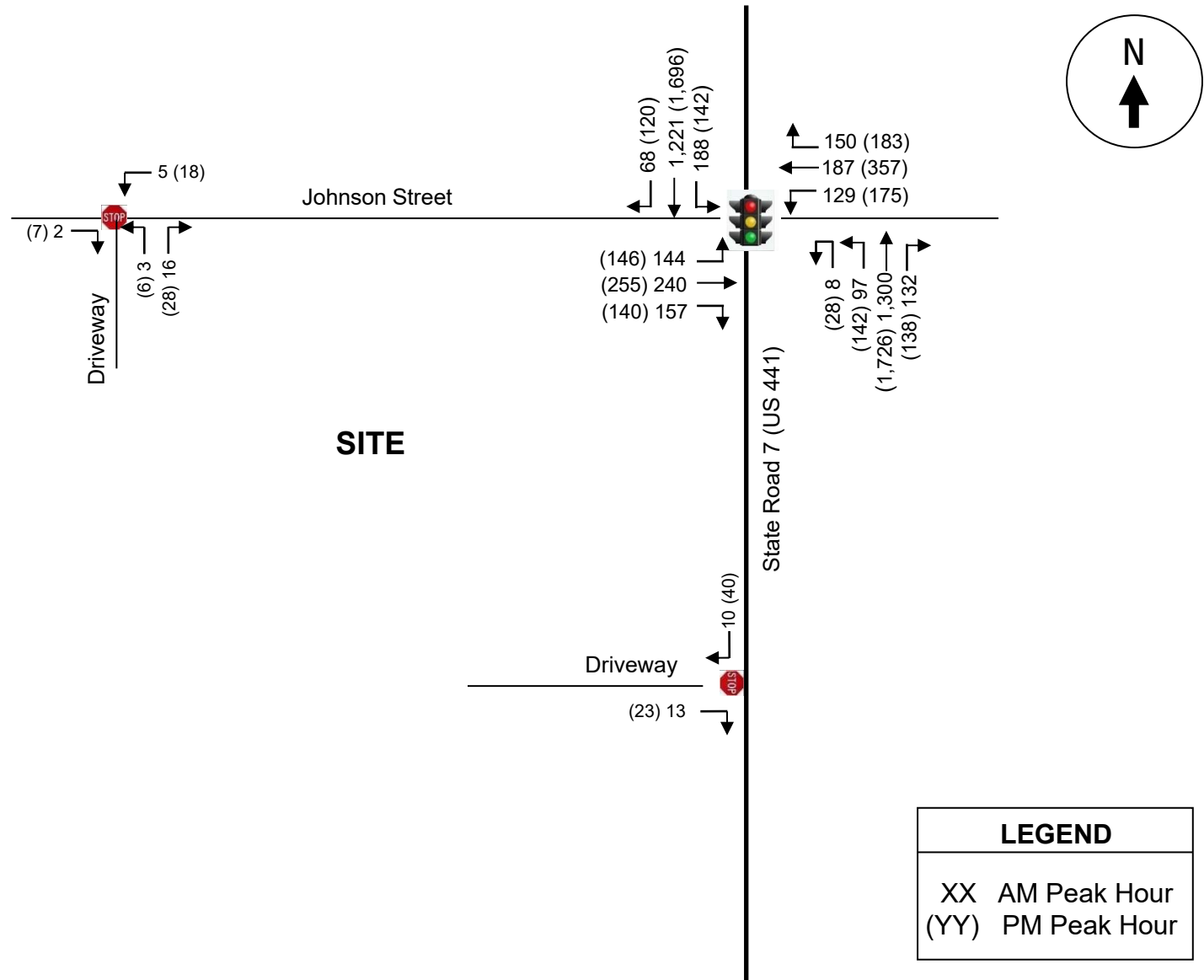
TABLE 3 Pinnacle 441 95th Percentile Queues			
Intersection	Time Period	NORTHBOUND	
		L	
		Storage (ft)	95th percentile (ft)
SR 7/US 441 & Johnson Street	AM	530	84 (90)[96]
	PM		173 (192)[260]





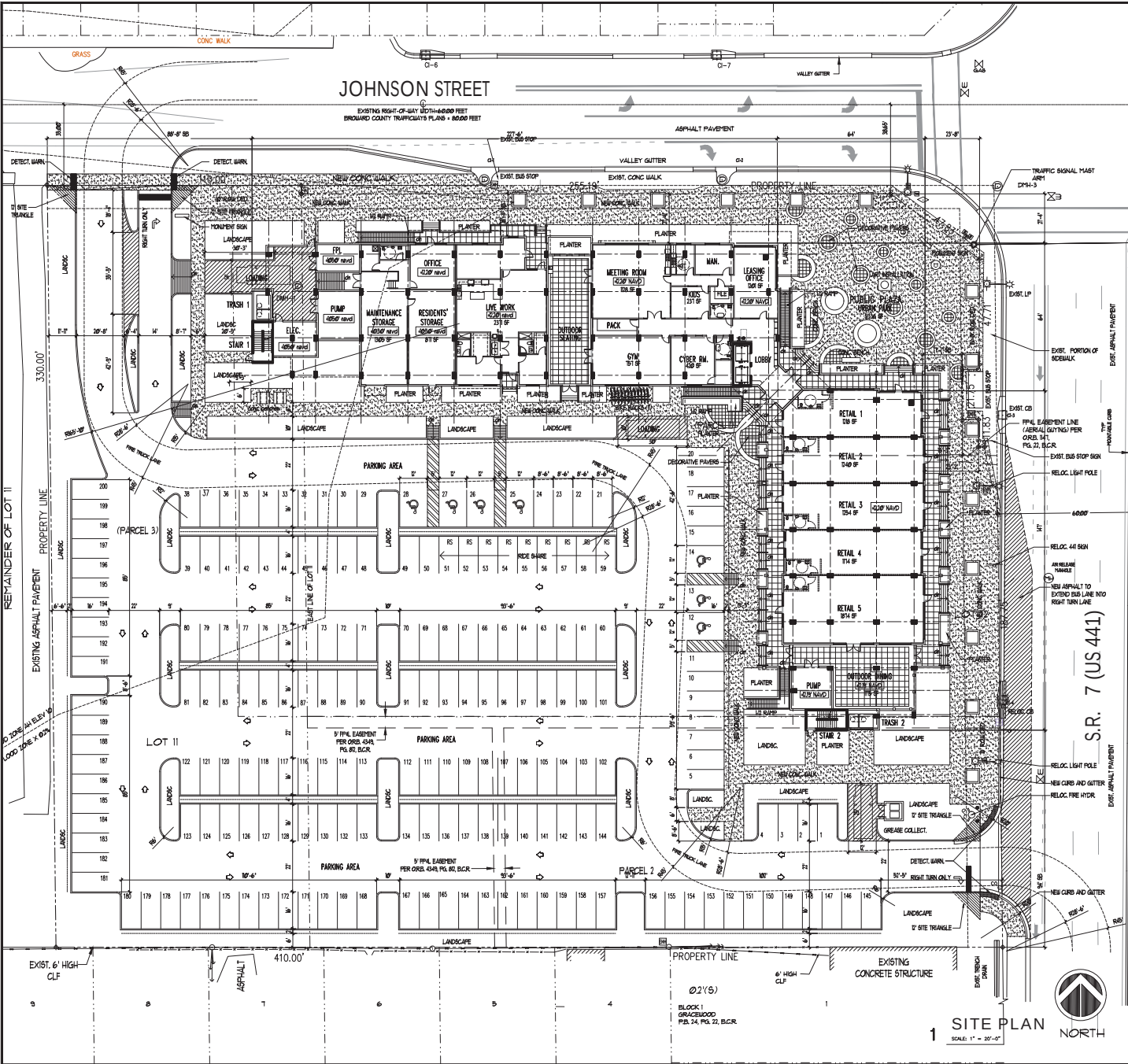






APPENDIX A

Site Plan – Pinnacle 441



1 SITE DATA

PROPERTY ADDRESSES

820 N SR7, 890 N SR7 AND 6024 JOHNSON ST
HOLLYWOOD, FL 33024

SITE INFORMATION

EXISTING ZONING:	C-JS-SR7 CENTRAL-JOHNSON STREET MIXED USE DISTRICT
LAND USE DESIGNATION:	TOC
NET LOT AREA:	133,223.0 SF (3.0 AC)
GROSS LOT AREA:	171,942.0 SF (3.947 AC)
DENSITY:	36 DU/AC = 142 UNITS 42 DU/AC MIXED USE BONUS = 165 UNITS
COMMERCIAL USE:	RETAIL 6320.0 SF OFFICE 1363.0 SF
RESIDENTIAL USE:	113 RESIDENTIAL UNITS
PARKING:	REQUIRED
RETAIL	6760 SF/ 250 = 27 SPACES
MANAGEMENT/ MAINTENANCE OFFICE	1501 SF/ 250 = 6 SPACES
GYM	RESIDENTS ONLY 0 SPACES
UNITS	1.5 PER UNIT = 170 SPACES
GUESTS	1 PER 5 UNITS = 23 SPACES
TOTAL	226 SPACES

PARKING REDUCTION

PROVIDED	REDUCTION %
1. PUBLIC PLAZA	5%
2. TWO BUS SHELTERS	10%
3. BIKE RACKS	5%
4. RIDE SHARE (9 SPACES)	5%
TOTAL	25%

PARKING ALLOWED AFTER REDUCTION = 226 X 75% = 170 SPACES
RIDE SHARE SPACES = 9 SPACES
TOTAL PARKING REQUIRED = 179 SPACES
PARKING PROVIDED = 200 SPACES (incl. 7 HC spaces)

LOADING:

	REQUIRED	PROVIDED
RETAIL/ OFFICE UNITS	0 SPACE 1 SPACE 1 SPACES	0 SPACE 1 SPACE 1 SPACES

SETBACKS:

	REQUIRED	PROVIDED
(a) FRONT (SR 7)	10'-0" (NON-RES) 15'-0" (RES)	17'-1" 21'-1"
(b) FRONT (JOHNSON ST)	10'-0" (NON-RES) 15'-0" (RES)	18'-4" 25'-4"
(c) SIDE INTERIOR (WEST)	0'-0" (NON-RES) 5'-0" (RES)	88'-8" 88'-8"
(d) SIDE INTERIOR (SOUTH)	0'-0" (NON-RES) 5'-0" (RES)	94'-0" 94'-0"

OPEN SPACE REQUIREMENTS:

REQUIRED	19,983.45 SF (15%)
PROVIDED	21,772.00 SF (16.3%)

1 FEMA B.F.E. CLASSIFICATION

CLASSIFICATION OF STRUCTURE IN FLOOD HAZARD AREA: PER ADGE 24-09:

STRUCTURE CATEGORY	DESIGN CLASS II
HINPOINT ELEVATION OF LOWEST FLOOR (TABLE 2-1)	BFE + OR DFE WHICHEVER IS HIGHER
HINPOINT ELEVATION BELOW WHICH FLOOD DAMAGE RESISTANT MATERIALS SHALL BE USED (TABLE 5-1)	BFE + OR DFE WHICHEVER IS HIGHER
HINPOINT ELEVATION OF UTILITIES AND EQUIPMENT (TABLE 3-1)	BFE + OR DFE WHICHEVER IS HIGHER
HINPOINT ELEVATION OF NON RESIDENTIAL STRUCTURES (TABLE 6-1)	BFE + OR DFE WHICHEVER IS HIGHER

NOTE:
BASE FLOOD ELEVATION (BFE) = 10.80' NAVD
PROPOSED FLOOR ELEVATION = 42.00' NAVD

KallerArchitecture
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954.920.5746
joseph@kallerarchitects.com

signed by
Joseph B Kaller
Date: 2021.03.18
08:23:52
JOSEPH B. KALLER
FLORIDA S.A. #00000000

PINNACLE 441
MIXED USE
820-890 N. SR7 & 6024 JOHNSON ST
HOLLYWOOD FLORIDA 33024

PROJECT TITLE
SITE PLAN AND DATA

REVISIONS
No. DATE DESCRIPTION

PROJECT No.: 19213
DATE: 10-17-19
DRAWN BY: TMS
CHECKED BY: JMK

SHEET
SP-1
SHEET 2 OF 3

APPENDIX B

Traffic Counts

Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

	SR-7 From North					Johnson Street From East					SR-7 From South					Johnson Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00	12	226	24	0	262	23	18	23	0	64	15	240	6	0	261	36	34	26	0	96	683
07:15	7	179	31	0	217	34	37	35	0	106	15	243	22	0	280	27	42	23	0	92	695
07:30	14	274	53	0	341	23	38	29	0	90	24	283	15	0	322	30	45	30	0	105	858
07:45	14	250	50	1	315	43	49	26	0	118	31	320	23	0	374	43	62	35	0	140	947
Total	47	929	158	1	1135	123	142	113	0	378	85	1086	66	0	1237	136	183	114	0	433	3183
08:00	15	264	29	0	308	38	53	33	0	124	31	236	20	2	289	33	70	33	0	136	857
08:15	15	280	30	2	327	28	23	24	0	75	30	302	25	1	358	32	30	18	0	80	840
08:30	9	256	22	3	290	25	34	32	0	91	17	273	20	4	314	40	68	41	0	149	844
08:45	11	305	24	2	342	21	26	29	0	76	22	271	17	2	312	36	49	25	0	110	840
Total	50	1105	105	7	1267	112	136	118	0	366	100	1082	82	9	1273	141	217	117	0	475	3381
*** BREAK ***																					
16:00	26	361	24	3	414	30	64	30	0	124	21	357	37	0	415	32	55	24	0	111	1064
16:15	22	361	17	1	401	50	69	30	0	149	26	335	24	9	394	51	49	17	0	117	1061
16:30	26	326	18	3	373	31	72	36	0	139	40	338	31	3	412	26	60	35	0	121	1045
16:45	20	374	25	0	419	42	66	33	0	141	31	387	27	2	447	32	52	28	0	112	1119
Total	94	1422	84	7	1607	153	271	129	0	553	118	1417	119	14	1668	141	216	104	0	461	4289
17:00	25	372	23	3	423	40	80	40	0	160	32	373	27	3	435	32	59	23	0	114	1132
17:15	24	348	27	0	399	43	102	40	0	185	26	371	30	3	430	35	57	23	0	115	1129
17:30	29	380	38	9	456	36	64	36	0	136	32	384	34	1	451	24	51	35	0	110	1153
17:45	22	331	29	6	388	37	74	39	0	150	15	362	32	2	411	38	52	21	0	111	1060
Total	100	1431	117	18	1666	156	320	155	0	631	105	1490	123	9	1727	129	219	102	0	450	4474
Grand Total	291	4887	464	33	5675	544	869	515	0	1928	408	5075	390	32	5905	547	835	437	0	1819	15327
Apprch %	5.1	86.1	8.2	0.6		28.2	45.1	26.7	0		6.9	85.9	6.6	0.5		30.1	45.9	24	0		
Total %	1.9	31.9	3	0.2	37	3.5	5.7	3.4	0	12.6	2.7	33.1	2.5	0.2	38.5	3.6	5.4	2.9	0	11.9	
Autos	284	4751									4928										14906
% Autos	97.6	97.2	98.1	100	97.3	98.3	97	97.3	0	97.5	97.8	97.1	96.4	100	97.1	96.7	97.1	98.2	0	97.3	97.3
Heavy Vehicles																					
% Heavy Vehicles	2.4	2.8	1.9	0	2.7	1.7	3	2.7	0	2.5	2.2	2.9	3.6	0	2.9	3.3	2.9	1.8	0	2.7	2.7

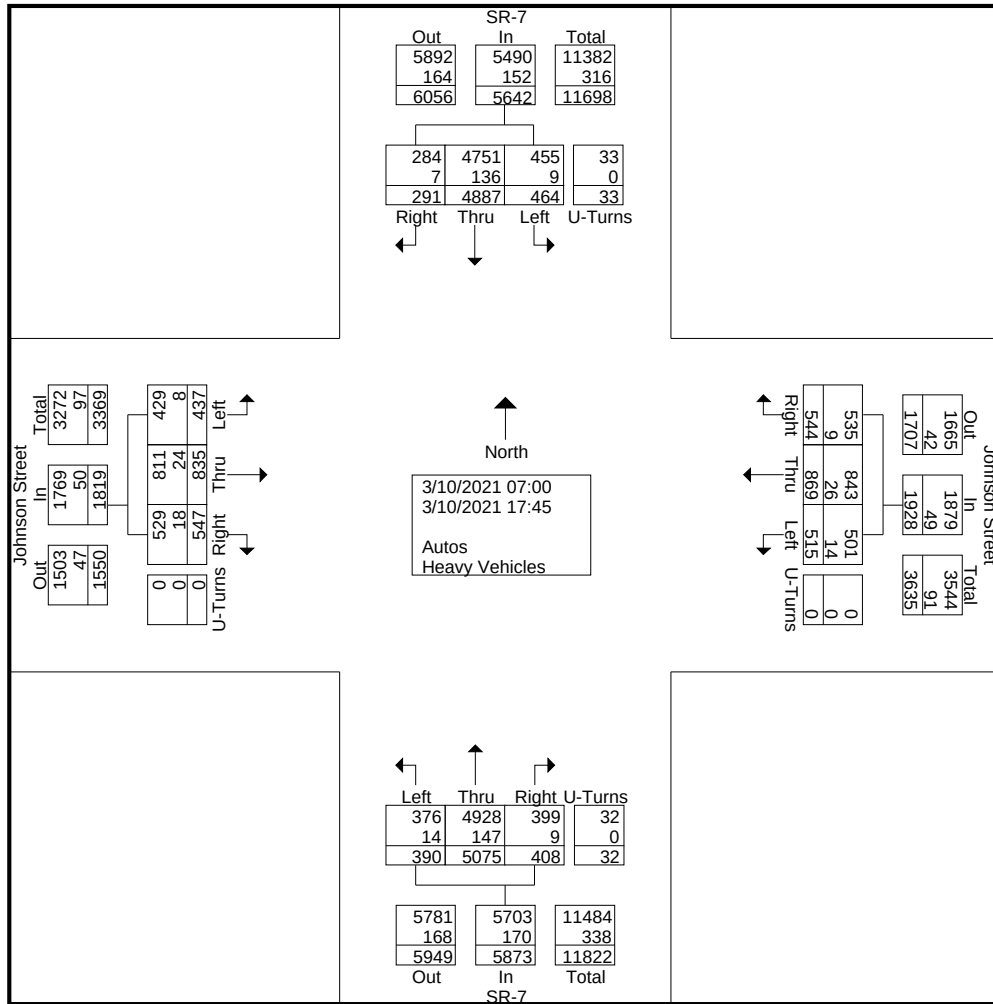
Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7

Site Code : 00000000

Start Date : 3/10/2021

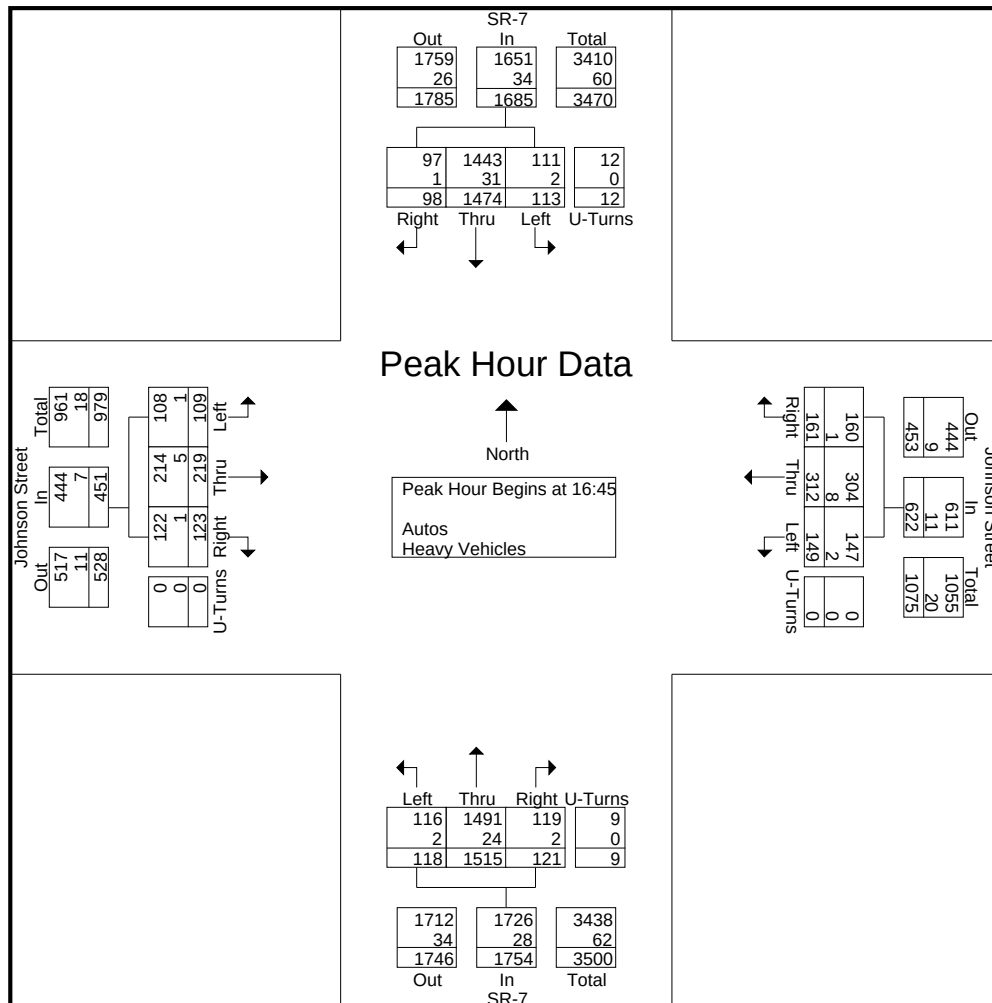
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 3

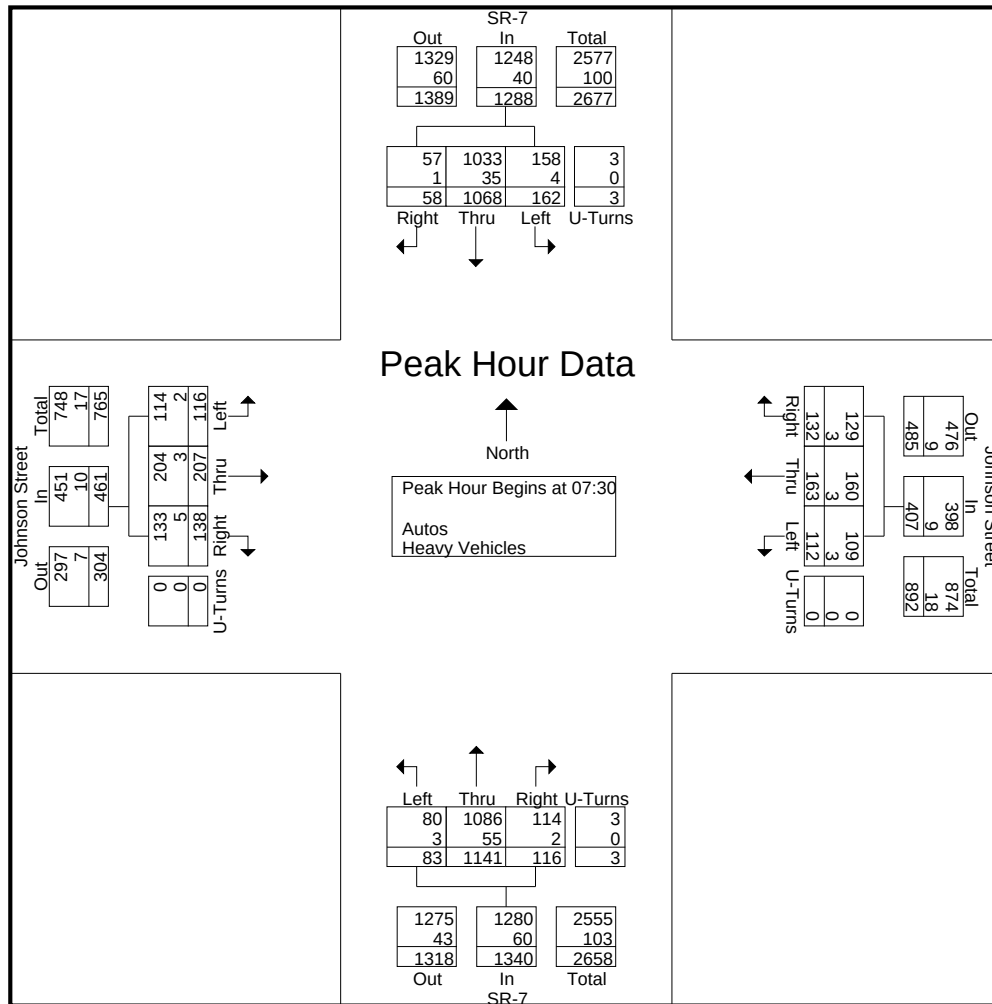
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Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	20	374	25	0	419	42	66	33	0	141	31	387	27	2	447	32	52	28	0	112	1119
17:00	25	372	23	3	423	40	80	40	0	160	32	373	27	3	435	32	59	23	0	114	1132
17:15	24	348	27	0	399	43	102	40	0	185	26	371	30	3	430	35	57	23	0	115	1129
17:30	29	380	38	9	456	36	64	36	0	136	32	384	34	1	451	24	51	35	0	110	1153
Total Volume	98	1474	113	12	1697	161	312	149	0	622	121	1515	118	9	1763	123	219	109	0	451	4533
% App. Total	5.8	86.9	6.7	0.7		25.9	50.2	24	0		6.9	85.9	6.7	0.5		27.3	48.6	24.2	0		
PHF	.845	.970	.743	.333	.930	.936	.765	.931	.000	.841	.945	.979	.868	.750	.977	.879	.928	.779	.000	.980	.983
Autos	97	1443									1491										
% Autos	99.0	97.9	98.2	100	98.0	99.4	97.4	98.7	0	98.2	98.3	98.4	98.3	100	98.4	99.2	97.7	99.1	0	98.4	98.2
Heavy Vehicles																					
% Heavy Vehicles	1.0	2.1	1.8	0	2.0	0.6	2.6	1.3	0	1.8	1.7	1.6	1.7	0	1.6	0.8	2.3	0.9	0	1.6	1.8



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 4

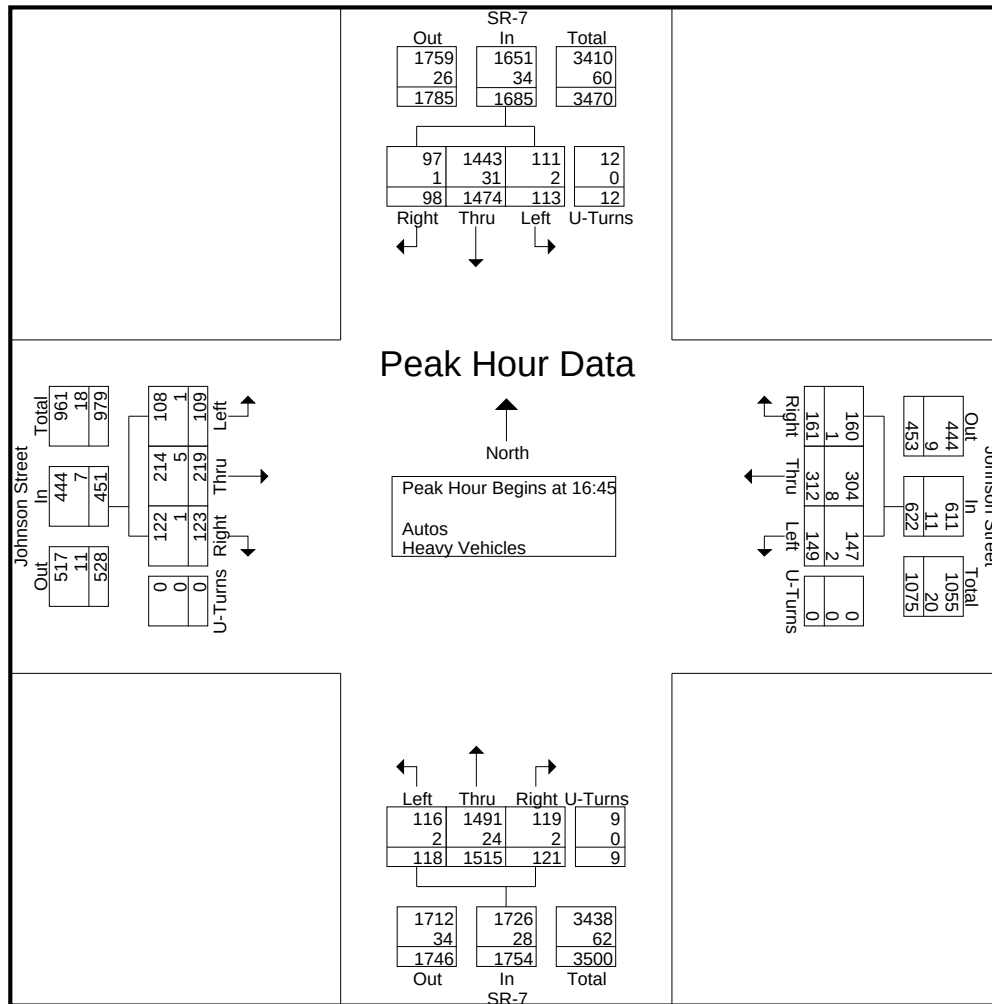
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Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	14	274	53	0	341	23	38	29	0	90	24	283	15	0	322	30	45	30	0	105	858
07:45	14	250	50	1	315	43	49	26	0	118	31	320	23	0	374	43	62	35	0	140	947
08:00	15	264	29	0	308	38	53	33	0	124	31	236	20	2	289	33	70	33	0	136	857
08:15	15	280	30	2	327	28	23	24	0	75	30	302	25	1	358	32	30	18	0	80	840
Total Volume	58	1068	162	3	1291	132	163	112	0	407	116	1141	83	3	1343	138	207	116	0	461	3502
% App. Total	4.5	82.7	12.5	0.2		32.4	40	27.5	0		8.6	85	6.2	0.2		29.9	44.9	25.2	0		
PHF	.967	.954	.764	.375	.946	.767	.769	.848	.000	.821	.935	.891	.830	.375	.898	.802	.739	.829	.000	.823	.924
Autos	57	1033									1086										
% Autos	98.3	96.7	97.5	100	96.9	97.7	98.2	97.3	0	97.8	98.3	95.2	96.4	100	95.5	96.4	98.6	98.3	0	97.8	96.6
Heavy Vehicles																					
% Heavy Vehicles	1.7	3.3	2.5	0	3.1	2.3	1.8	2.7	0	2.2	1.7	4.8	3.6	0	4.5	3.6	1.4	1.7	0	2.2	3.4



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 5

	SR-7 From North					Johnson Street From East					SR-7 From South					Johnson Street From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
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17:00	25	372	23	3	423	40	80	40	0	160	32	373	27	3	435	32	59	23	0	114	1132
17:15	24	348	27	0	399	43	102	40	0	185	26	371	30	3	430	35	57	23	0	115	1129
17:30	29	380	38	9	456	36	64	36	0	136	32	384	34	1	451	24	51	35	0	110	1153
Total Volume	98	1474	113	12	1697	161	312	149	0	622	121	1515	118	9	1763	123	219	109	0	451	4533
% App. Total	5.8	86.9	6.7	0.7		25.9	50.2	24	0		6.9	85.9	6.7	0.5		27.3	48.6	24.2	0		
PHF	.845	.970	.743	.333	.930	.936	.765	.931	.000	.841	.945	.979	.868	.750	.977	.879	.928	.779	.000	.980	.983
Autos	97	1443									1491										
% Autos	99.0	97.9	98.2	100	98.0	99.4	97.4	98.7	0	98.2	98.3	98.4	98.3	100	98.4	99.2	97.7	99.1	0	98.4	98.2
Heavy Vehicles																					
% Heavy Vehicles	1.0	2.1	1.8	0	2.0	0.6	2.6	1.3	0	1.8	1.7	1.6	1.7	0	1.6	0.8	2.3	0.9	0	1.6	1.8



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Peds & Bikes

	SR-7 From North				Johnson Street From East				SR-7 From South				Johnson Street From West				Int. Total
Start Time	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4
Total	1	0	0	0	0	0	0	2	1	0	0	2	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4
08:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Total	0	0	0	1	0	0	0	2	3	0	0	4	0	0	0	1	11
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	4
*** BREAK ***																	
16:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	1	0	0	2	0	0	0	3	0	0	0	1	0	0	0	1	8
17:00	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
*** BREAK ***																	
17:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
17:45	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	3	7
Total	2	0	0	2	0	0	0	0	0	0	0	2	3	0	0	4	13
Grand Total	4	0	0	5	0	0	0	7	4	0	0	9	3	0	0	6	38
Apprch %	44.4	0	0	55.6	0	0	0	100	30.8	0	0	69.2	33.3	0	0	66.7	
Total %	10.5	0	0	13.2	0	0	0	18.4	10.5	0	0	23.7	7.9	0	0	15.8	

Traf Tech Engineering Inc.

Date Start: 09-Mar-21
Johnson Street E of SR-7

Start Time	09-Mar-21 Tue	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		37	52	89	
01:00		22	36	58	
02:00		21	22	43	
03:00		24	26	50	
04:00		32	32	64	
05:00		77	68	145	
06:00		234	154	388	
07:00		420	367	787	
08:00		449	350	799	
09:00		348	321	669	
10:00		342	350	692	
11:00		325	360	685	
12:00 PM		371	379	750	
01:00		351	356	707	
02:00		410	442	852	
03:00		420	505	925	
04:00		415	541	956	
05:00		431	567	998	
06:00		437	398	835	
07:00		310	302	612	
08:00		229	255	484	
09:00		200	174	374	
10:00		130	126	256	
11:00		88	108	196	
Total		6123	6291	12414	
Percent		49.3%	50.7%		

Traf Tech Engineering Inc.

Date Start: 09-Mar-21
Johnson Street E of SR-7

Start Time	10-Mar-21 Wed	EASTBOUND	WESTBOUND	Combined Total	
12:00 AM		49	62	111	
01:00		28	30	58	
02:00		21	25	46	
03:00		25	27	52	
04:00		21	29	50	
05:00		67	67	134	
06:00		261	178	439	
07:00		414	365	779	
08:00		416	366	782	
09:00		351	314	665	
10:00		339	348	687	
11:00		349	387	736	
12:00 PM		399	392	791	
01:00		369	390	759	
02:00		434	432	866	
03:00		421	547	968	
04:00		407	538	945	
05:00		454	591	1045	
06:00		391	421	812	
07:00		249	327	576	
08:00		196	220	416	
09:00		159	140	299	
10:00		120	113	233	
11:00		67	86	153	
Total		6007	6395	12402	
Percent		48.4%	51.6%		
Grand Total		12130	12686		
Percentage		48.9%	51.1%		

ADT

ADT 12,367

AADT 12,367

Traf Tech Engineering Inc.

Date Start: 09-Mar-21
SR-7 S of Fillmore St

Start Time	09-Mar-21 Tue	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		304	364	668	
01:00		210	265	475	
02:00		140	211	351	
03:00		144	162	306	
04:00		165	173	338	
05:00		311	337	648	
06:00		731	746	1477	
07:00		1282	1265	2547	
08:00		1307	1431	2738	
09:00		1276	1425	2701	
10:00		1316	1268	2584	
11:00		1335	1370	2705	
12:00 PM		1436	1417	2853	
01:00		1419	1448	2867	
02:00		1471	1490	2961	
03:00		1616	1592	3208	
04:00		1647	1651	3298	
05:00		1720	1875	3595	
06:00		1497	1447	2944	
07:00		1310	1190	2500	
08:00		1002	966	1968	
09:00		756	813	1569	
10:00		612	635	1247	
11:00		451	488	939	
Total		23458	24029	47487	
Percent		49.4%	50.6%		

Traf Tech Engineering Inc.

Date Start: 09-Mar-21
SR-7 S of Fillmore St

Start Time	10-Mar-21 Wed	NORTHBOUND	SOUTHBOUND	Combined Total	
12:00 AM		296	349	645	
01:00		177	257	434	
02:00		157	199	356	
03:00		118	182	300	
04:00		160	199	359	
05:00		309	340	649	
06:00		731	772	1503	
07:00		1258	1223	2481	
08:00		1333	1364	2697	
09:00		1307	1398	2705	
10:00		1300	1261	2561	
11:00		1341	1338	2679	
12:00 PM		1384	1403	2787	
01:00		1489	1517	3006	
02:00		1480	1525	3005	
03:00		1616	1644	3260	
04:00		1668	1712	3380	
05:00		1758	1936	3694	
06:00		1510	1532	3042	
07:00		1187	1201	2388	
08:00		964	957	1921	
09:00		789	795	1584	
10:00		590	645	1235	
11:00		448	478	926	
Total		23370	24227	47597	
Percent		49.1%	50.9%		
Grand Total		46828	48256		
Percentage		49.2%	50.8%		

ADT

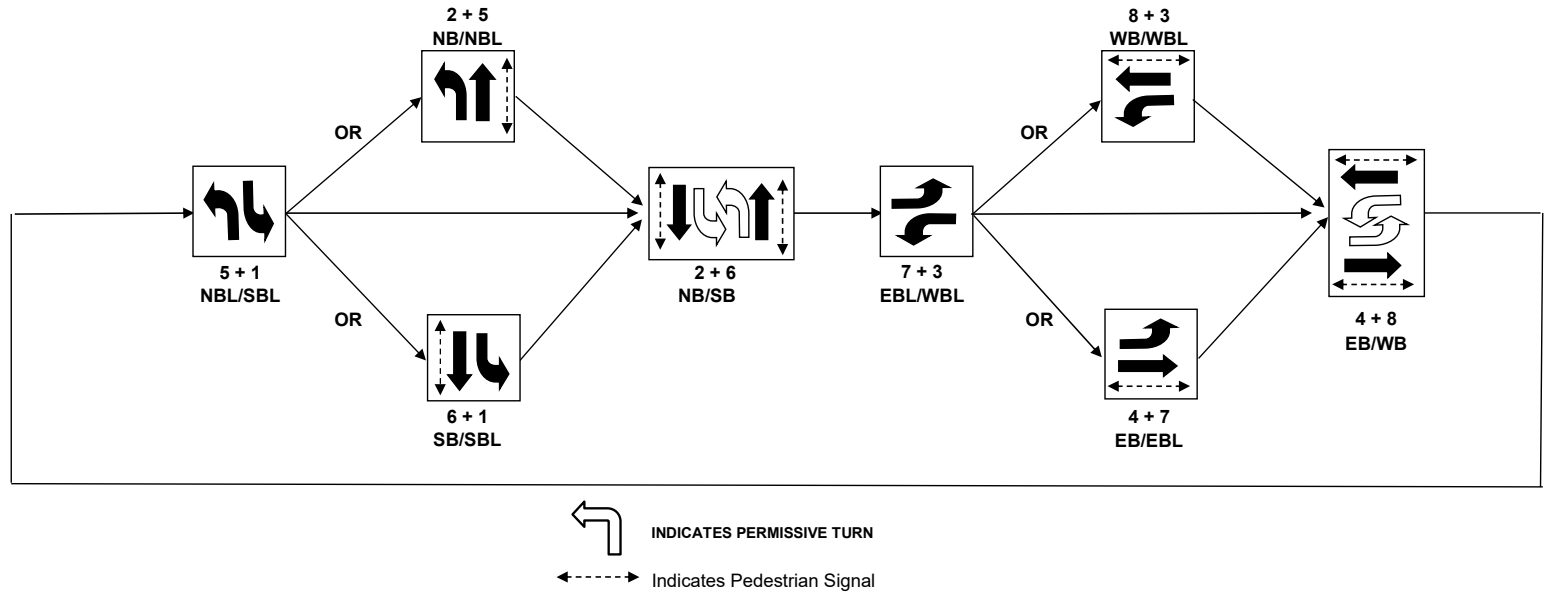
ADT 47,342

AADT 47,342

APPENDIX C

Signal Timing, PSCF, Historical Data, and Growth Rate

**SEQUENCE of OPERATION for SR 7 (US 441) and Johnson Street (3155)
HOLLYWOOD**



Station : 3155 - SR 7 & Johnson St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		39		18		33								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	30	40	12	50	12	40								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	4	4	2	2	4	4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green			1		1	
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Broward County

Timing Sheet

4/27/2021 2:46:10 PM

Station : 3155 - SR 7 & Johnson St (Standard File)

[illegible]

Scheduler

[illegible]



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3155	Initial Operation Date	9/28/55
Controller Type	2070 TS2 (BIU)	System Number	3155
Modification Number	16	Modification Date	07/27/2020
Drawing/Project No	227775-1-52-01	FPL Grid Number	87272025008
Intersection	SR 7 (US 441) and JOHNSON STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	4.0	4.0	2.0	2.0	4.0	4.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		18		39		18		33
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON --->OMIT PHASES 1+5.
2. DUAL ENTRY EAST/WEST.
3. PHOTO ENFORCEMENT, CITY OF HOLLYWOOD.
4. MOD. 16 REFLECTS TIMING UPDATE PER INTERSECTION REBUILD UNDER FDOT PROJECT.

Submitted By _____

Approved By _____

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

				MOCF: 0.97
WEEK	DATES		SF	PSCF
1	01/01/2019	- 01/05/2019	1.01	1.04
2	01/06/2019	- 01/12/2019	1.01	1.04
3	01/13/2019	- 01/19/2019	1.02	1.05
4	01/20/2019	- 01/26/2019	1.00	1.03
5	01/27/2019	- 02/02/2019	0.99	1.02
* 6	02/03/2019	- 02/09/2019	0.98	1.01
* 7	02/10/2019	- 02/16/2019	0.97	1.00
* 8	02/17/2019	- 02/23/2019	0.97	1.00
* 9	02/24/2019	- 03/02/2019	0.97	1.00
*10	03/03/2019	- 03/09/2019	0.97	1.00
*11	→ 03/10/2019	- 03/16/2019	0.97	→ 1.00
*12	03/17/2019	- 03/23/2019	0.97	1.00
*13	03/24/2019	- 03/30/2019	0.97	1.00
*14	03/31/2019	- 04/06/2019	0.97	1.00
*15	04/07/2019	- 04/13/2019	0.97	1.00
*16	04/14/2019	- 04/20/2019	0.97	1.00
*17	04/21/2019	- 04/27/2019	0.97	1.00
*18	04/28/2019	- 05/04/2019	0.98	1.01
19	05/05/2019	- 05/11/2019	0.99	1.02
20	05/12/2019	- 05/18/2019	1.00	1.03
21	05/19/2019	- 05/25/2019	1.01	1.04
22	05/26/2019	- 06/01/2019	1.02	1.05
23	06/02/2019	- 06/08/2019	1.02	1.05
24	06/09/2019	- 06/15/2019	1.03	1.06
25	06/16/2019	- 06/22/2019	1.04	1.07
26	06/23/2019	- 06/29/2019	1.04	1.07
27	06/30/2019	- 07/06/2019	1.05	1.08
28	07/07/2019	- 07/13/2019	1.05	1.08
29	07/14/2019	- 07/20/2019	1.06	1.09
30	07/21/2019	- 07/27/2019	1.05	1.08
31	07/28/2019	- 08/03/2019	1.04	1.07
32	08/04/2019	- 08/10/2019	1.02	1.05
33	08/11/2019	- 08/17/2019	1.01	1.04
34	08/18/2019	- 08/24/2019	1.01	1.04
35	08/25/2019	- 08/31/2019	1.02	1.05
36	09/01/2019	- 09/07/2019	1.02	1.05
37	09/08/2019	- 09/14/2019	1.03	1.06
38	09/15/2019	- 09/21/2019	1.03	1.06
39	09/22/2019	- 09/28/2019	1.02	1.05
40	09/29/2019	- 10/05/2019	1.01	1.04
41	10/06/2019	- 10/12/2019	1.00	1.03
42	10/13/2019	- 10/19/2019	0.98	1.01
43	10/20/2019	- 10/26/2019	0.99	1.02
44	10/27/2019	- 11/02/2019	0.99	1.02
45	11/03/2019	- 11/09/2019	0.99	1.02
46	11/10/2019	- 11/16/2019	0.99	1.02
47	11/17/2019	- 11/23/2019	1.00	1.03
48	11/24/2019	- 11/30/2019	1.00	1.03
49	12/01/2019	- 12/07/2019	1.00	1.03
50	12/08/2019	- 12/14/2019	1.00	1.03
51	12/15/2019	- 12/21/2019	1.01	1.04
52	12/22/2019	- 12/28/2019	1.01	1.04
53	12/29/2019	- 12/31/2019	1.02	1.05

* PEAK SEASON

14-FEB-2020 15:39:26

830UPD

4_8630_PKSEASON.TXT

COUNTY: 86
STATION: 0064
DESCRIPTION: SR 7/US 441 - N OF SR 820/HOLLYWOOD BLVD
START DATE: 10/29/2019
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	99	85	77	70	331	127	101	75	81	384	715	
0100	55	40	38	31	164	71	78	61	69	279	443	
0200	27	37	46	52	162	42	46	36	44	168	330	
0300	57	78	76	41	252	42	35	34	37	148	400	
0400	33	44	52	48	177	46	31	46	65	188	365	
0500	80	97	128	159	464	55	73	94	117	339	803	
0600	222	302	310	292	1126	136	146	220	239	741	1867	
0700	342	333	500	569	1744	267	319	364	428	1378	3122	
0800	469	452	336	394	1651	405	402	348	370	1525	3176	
0900	310	276	315	311	1212	325	314	313	330	1282	2494	
1000	281	272	316	300	1169	297	274	286	322	1179	2348	
1100	300	254	293	306	1153	272	316	325	317	1230	2383	
1200	284	320	301	319	1224	281	311	318	288	1198	2422	
1300	277	322	317	337	1253	281	346	314	338	1279	2532	
1400	318	316	389	319	1342	340	318	355	331	1344	2686	
1500	299	397	341	408	1445	364	417	375	373	1529	2974	
1600	364	377	352	370	1463	388	432	400	390	1610	3073	
1700	418	431	493	441	1783	466	471	385	426	1748	3531	
1800	371	401	339	350	1461	434	424	363	344	1565	3026	
1900	356	307	293	249	1205	352	299	285	260	1196	2401	
2000	241	234	212	194	881	259	226	222	203	910	1791	
2100	208	233	196	205	842	228	234	263	229	954	1796	
2200	192	167	159	138	656	236	198	212	189	835	1491	
2300	128	108	122	107	465	170	177	127	138	612	1077	
24-HOUR TOTALS:					23625						23621	47246

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME
	730	1990		730	1599	730	3589
P.M.	1700	1783		1700	1748	1700	3531
DAILY	730	1990		1700	1748	730	3589

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0064 - SR 7/US 441 - N OF SR 820/HOLLYWOOD BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2019	46000	C	N 23000		S 23000	9.00	54.60	4.50
2016	39000	S	N 21500		S 17500	9.00	54.10	8.30
2015	38500	F	N 21000		S 17500	9.00	54.00	8.30
2014	37500	C	N 20500		S 17000	9.00	54.20	8.30
2013	36000	C	N 20000		S 16000	9.00	53.60	9.40
2012	40500	C	N 21500		S 19000	9.00	52.20	5.20
2011	39000	C	N 20000		S 19000	9.00	52.50	5.20
2010	40000	C	N 20500		S 19500	8.35	52.69	5.20
2009	39000	C	N 18500		S 20500	8.53	53.89	8.90
2008	40500	C	N 20500		S 20000	8.81	54.16	8.90
2007	39500	C	N 19500		S 20000	8.63	55.75	9.50
2006	43500	C	N 21500		S 22000	8.40	55.34	2.30
2005	41500	C	N 20500		S 21000	8.20	51.70	2.30
2004	42500	C	N 21000		S 21500	9.10	55.30	2.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8010 - JOHNSON STREET, E OF SR 7

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2019	13100	R	E 7700		W 5400	9.00	54.60	5.50
2018	13100	T	E 7700		W 5400	9.00	54.50	6.00
2017	13100	S	E 7700		W 5400	9.00	51.90	6.20
2016	13100	F	E 7700		W 5400	9.00	54.10	2.90
2015	12900	C	E 7600		W 5300	9.00	54.00	3.40
2014	18500	X				9.00	54.20	7.40
2013	18500	X		0		9.00	53.60	7.60
2012	18500	T		0		9.00	52.20	5.90
2011	18500	S		0		9.00	52.50	6.30
2010	18500	F		0		8.35	52.69	9.30
2009	18500	C	E 0		W 0	8.53	53.89	5.30
2008	14000	C	E 0		W 0	8.81	54.16	6.50
2007	17500	C	E 0		W 0	8.63	55.75	4.80
2006	15500	C	E 0		W 0	8.40	55.34	2.90
2005	20500	C	E		W	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

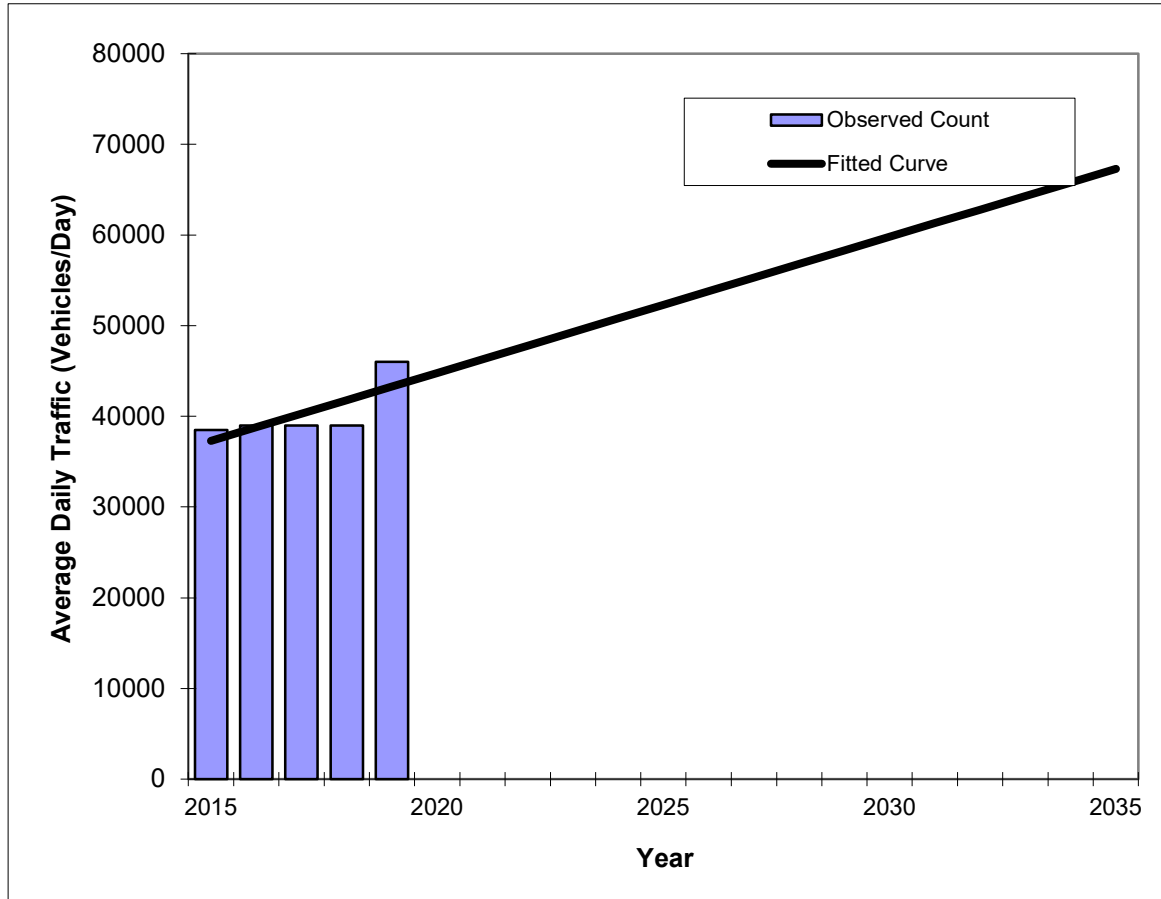
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 7 -- N OF SR 820/HOLLYWOOD BLVD

FIN#	0
Location	2

County:	Broward (86)
Station #:	0064
Highway:	SR 7



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	38500	37300
2016	39000	38800
2017	39000	40300
2018	39000	41800
2019	46000	43300
2021 Opening Year Trend		
2021	N/A	46300
2022 Mid-Year Trend		
2022	N/A	47800
2024 Design Year Trend		
2024	N/A	50800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,500
Trend R-squared:	55.15%
Trend Annual Historic Growth Rate:	4.02%
Trend Growth Rate (2019 to Design Year):	3.46%
Printed:	14-May-21
Straight Line Growth Option	

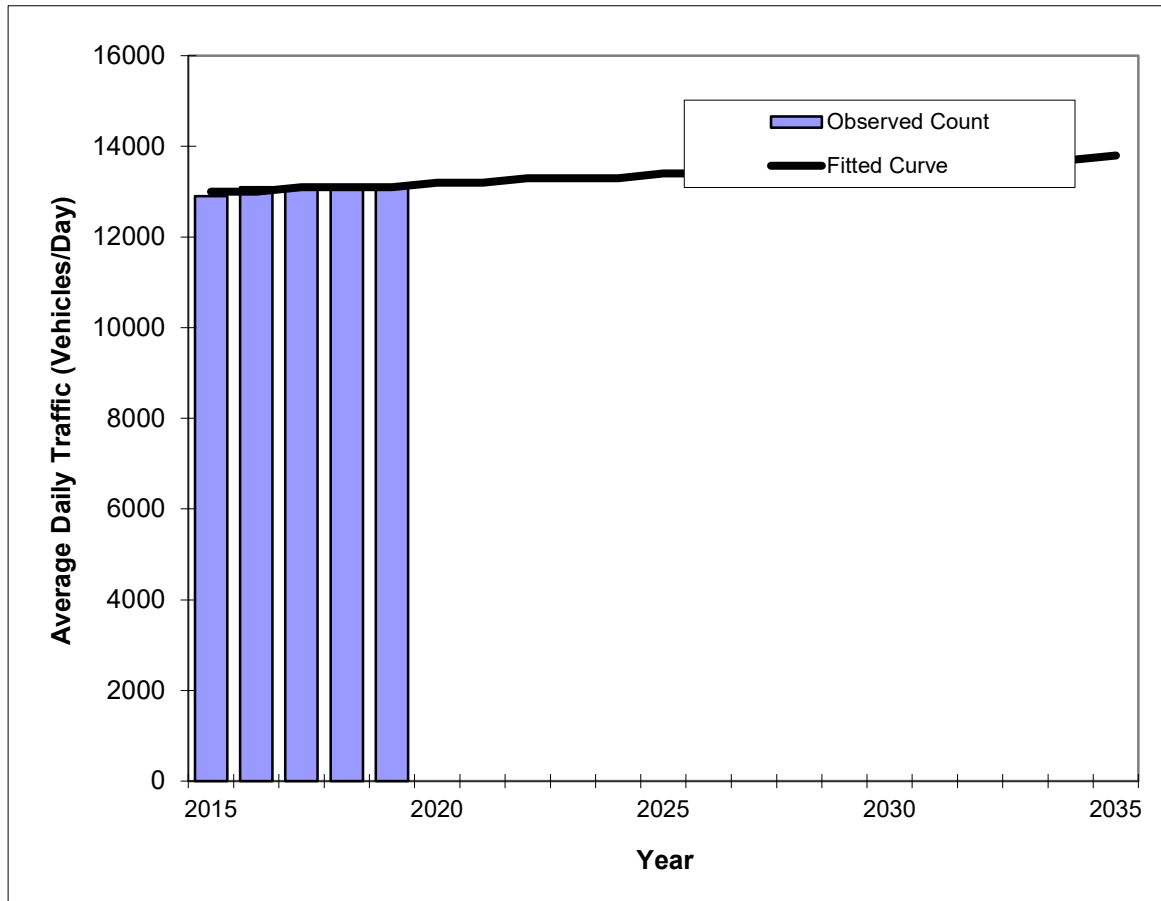
*Axle-Adjusted

Traffic Trends - V03.a

JOHNSON ST -- E. SR 7

FIN#	1234
Location	1

County:	Broward (86)
Station #:	8010
Highway:	JOHNSON ST



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	12900	13000
2016	13100	13000
2017	13100	13100
2018	13100	13100
2019	13100	13100
2021 Opening Year Trend		
2021	N/A	13200
2022 Mid-Year Trend		
2022	N/A	13300
2024 Design Year Trend		
2024	N/A	13300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	40
Trend R-squared:	50.00%
Trend Annual Historic Growth Rate:	0.19%
Trend Growth Rate (2019 to Design Year):	0.31%
Printed:	14-May-21
Straight Line Growth Option	

*Axle-Adjusted

Growth Rate Trend Analysis Calculations

Description	Station #		
	1080	0064	
Trend Growth Rate(1)	0.19	4.02	
Adjusted Trend Growth Rate	0.19	4.02	
Average Growth Rate			2.11
Growth Rate Used			2.11

Notes:

1: Refer to Trend Analysis Chart

APPENDIX D

Covid-19 Adjustment Factors

TABLE D
Covid-19 Adjustment Factor

Roadway	Location	Daily Volumes			Adjustment Factor
		2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	
Johnson St	E. of SR 7	13,100	13,659	12,391	1.10
SR 7	S. of Fillmore St	47,246	49,261	47,542	1.04
Totals		60,346	62,920	59,933	1.05

(1) SOURCE: FDOT

(2) A 2.11% growth was used to develop 2020 pre-covid traffic volumes.

(3) Average of 2-day counts

TABLE D-1
Covid-19 Adjustment Factor

Roadway	Location	AM Peak Hour			Adjustment Factor
		2019 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	
Johnson St	E. of SR 7		0	791	0.00
SR 7	S. of Fillmore St	3,589	3,742	2,722	1.37
Totals		3,589	3,742	3,513	1.07

(1) SOURCE: FDOT

(2) A 2.11% growth was used to develop 2020 pre-covid traffic volumes.

(3) Average of 2-day counts

TABLE D-2
Covid-19 Adjustment Factor

Roadway	Location	PM Peak Hour			Adjustment Factor
		2018 (1) Pre Covid-19	2021 (2) Pre Covid-19	2021 (3) Covid-19	
Johnson St	E. of SR 7		0	1,022	0.00
SR 7	S. of Fillmore St	3,589	3,742	3,645	1.03
Totals		3,589	3,742	4,667	0.80

(1) SOURCE: FDOT Synopsis Report

(2) A 2.11% growth was used to develop 2020 pre-covid traffic volumes.

(3) Average of 2-day counts

Info no available

APPENDIX E

Future Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Johnson Street & SR 7/US 441 AM Peak Hour

Description	SR 7/US 441 Northbound				SR 7/US 441 Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	U-turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	3	83	1,141	116	165	1,068	58	116	207	138	112	163	132
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	3	89	1221	124	177	1143	62	124	221	148	120	174	141
Annual Growth Rate	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%
2024 Background Traffic	3	95	1,300	132	188	1,217	66	132	236	157	128	186	150
Project Traffic	5	2				4	2	12	4		1	1	
2024 Total Traffic	8	97	1,300	132	188	1,221	68	144	240	157	129	187	150

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Johnson Street & SR 7/US 441 PM Peak Hour

Description	SR 7/US 441 Northbound				SR 7/US 441 Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	U-turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	9	118	1,515	121	125	1,474	98	109	219	123	149	312	161
Season Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Covide-19 Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
2021 Peak Season Traffic	10	126	1621	129	134	1577	105	117	234	132	159	334	172
Annual Growth Rate	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%	2.11%
2024 Background Traffic	10	134	1,726	138	142	1,679	112	124	249	140	170	355	183
Project Traffic	18	8				17	8	22	6		5	2	
2024 Total Traffic	28	142	1,726	138	142	1,696	120	146	255	140	175	357	183

APPENDIX F

SYNCHRO Analyses

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	124	221	120	174	3	89	1221	124	177	1143
Future Volume (vph)	124	221	120	174	3	89	1221	124	177	1143
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	19.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	11.9%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	42.1	34.1	42.1	34.1		82.8	74.8	74.8	94.1	80.8
Actuated g/C Ratio	0.26	0.21	0.26	0.21		0.52	0.47	0.47	0.59	0.50
v/c Ratio	0.79	0.51	0.54	0.87		0.44	0.56	0.17	0.72	0.51
Control Delay	74.1	42.2	49.7	78.2		22.6	33.2	5.1	34.9	28.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	42.2	49.7	78.2		22.6	33.2	5.1	34.9	28.5
LOS	E	D	D	E		C	C	A	C	C
Approach Delay		50.2		70.4			30.1			29.3
Approach LOS		D		E			C			C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 37.1

Intersection LOS: D

Intersection Capacity Utilization 82.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street

			
Ø1	Ø2 (R)	Ø3	Ø4
19 s	71 s	16 s	54 s
			
Ø5	Ø6 (R)	Ø7	Ø8
19 s	71 s	16 s	54 s

Queues

101: SR 7/US 441 & Johnson Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	135	401	130	342	100	1327	135	192	1309
v/c Ratio	0.79	0.51	0.54	0.87	0.44	0.56	0.17	0.72	0.51
Control Delay	74.1	42.2	49.7	78.2	22.6	33.2	5.1	34.9	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	42.2	49.7	78.2	22.6	33.2	5.1	34.9	28.5
Queue Length 50th (ft)	105	146	101	326	43	369	1	88	327
Queue Length 95th (ft)	#160	185	144	417	84	461	46	#207	438
Internal Link Dist (ft)		412		515		442			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	170	1022	240	518	274	2377	799	273	2551
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.39	0.54	0.66	0.36	0.56	0.17	0.70	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	124	221	148	120	174	141	3	89	1221	124	177	1143
Future Volume (vph)	124	221	148	120	174	141	3	89	1221	124	177	1143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.93			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3303		1768	1738			1770	5085	1558	1770	5046
Flt Permitted	0.20	1.00		0.38	1.00			0.16	1.00	1.00	0.12	1.00
Satd. Flow (perm)	381	3303		715	1738			290	5085	1558	223	5046
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	240	161	130	189	153	3	97	1327	135	192	1242
RTOR Reduction (vph)	0	80	0	0	20	0	0	0	0	71	0	3
Lane Group Flow (vph)	135	321	0	130	322	0	0	100	1327	64	192	1306
Confl. Peds. (#/hr)			4	4						2	2	
Confl. Bikes (#/hr)			1									
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	42.1	34.1		42.1	34.1			82.8	74.8	74.8	95.0	80.9
Effective Green, g (s)	42.1	34.1		42.1	34.1			82.8	74.8	74.8	95.0	80.9
Actuated g/C Ratio	0.26	0.21		0.26	0.21			0.52	0.47	0.47	0.59	0.51
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	169	703		240	370			224	2377	728	268	2551
v/s Ratio Prot	c0.04	0.10		0.03	c0.19			0.02	0.26		c0.06	c0.26
v/s Ratio Perm	0.17			0.12				0.21		0.04	c0.36	
v/c Ratio	0.80	0.46		0.54	0.87			0.45	0.56	0.09	0.72	0.51
Uniform Delay, d1	52.0	54.9		48.3	60.8			20.9	30.7	23.7	21.2	26.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.2	0.2		1.3	18.4			0.5	1.0	0.2	7.4	0.7
Delay (s)	73.3	55.0		49.6	79.2			21.4	31.6	23.9	28.6	27.1
Level of Service	E	E		D	E			C	C	C	C	C
Approach Delay (s)		59.6			71.1				30.3			27.3
Approach LOS		E			E				C			C
Intersection Summary												
HCM 2000 Control Delay		37.8			HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		82.2%			ICU Level of Service				E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	62
Future Volume (vph)	62
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	67
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 6th Signalized Intersection Summary

101: SR 7/US 441 & Johnson Street

HCM 6th Edition cannot analyze u-turn movements.

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	132	236	128	186	3	95	1300	132	188	1217
Future Volume (vph)	132	236	128	186	3	95	1300	132	188	1217
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	19.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	11.9%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	44.1	36.1	44.1	36.1		78.5	70.0	70.0	92.1	78.3
Actuated g/C Ratio	0.28	0.23	0.28	0.23		0.49	0.44	0.44	0.58	0.49
v/c Ratio	0.85	0.52	0.57	0.89		0.52	0.64	0.19	0.76	0.56
Control Delay	81.3	42.4	50.0	78.5		26.6	37.5	6.1	46.4	31.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	42.4	50.0	78.5		26.6	37.5	6.1	46.4	31.2
LOS	F	D	D	E		C	D	A	D	C
Approach Delay		52.1		70.6			34.1			33.1
Approach LOS		D		E			C			C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 40.4

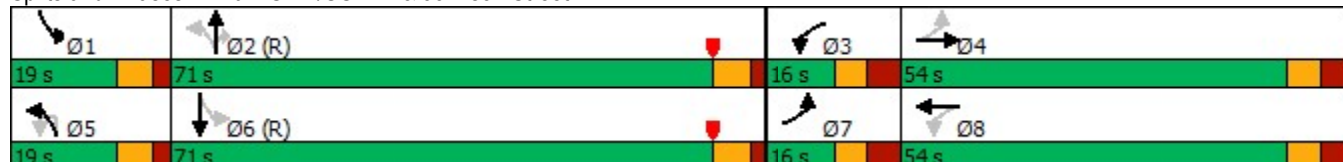
Intersection LOS: D

Intersection Capacity Utilization 86.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street



Queues

101: SR 7/US 441 & Johnson Street

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	428	139	365	106	1413	143	204	1395
v/c Ratio	0.85	0.52	0.57	0.89	0.52	0.64	0.19	0.76	0.56
Control Delay	81.3	42.4	50.0	78.5	26.6	37.5	6.1	46.4	31.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	42.4	50.0	78.5	26.6	37.5	6.1	46.4	31.2
Queue Length 50th (ft)	110	159	106	350	48	433	6	115	369
Queue Length 95th (ft)	#180	199	151	446	90	500	52	#315	492
Internal Link Dist (ft)		412		515		442			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	168	1021	242	517	249	2224	756	268	2473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.42	0.57	0.71	0.43	0.64	0.19	0.76	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	132	236	157	128	186	150	3	95	1300	132	188	1217
Future Volume (vph)	132	236	157	128	186	150	3	95	1300	132	188	1217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.93			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3304		1768	1738			1770	5085	1558	1770	5046
Flt Permitted	0.19	1.00		0.37	1.00			0.14	1.00	1.00	0.09	1.00
Satd. Flow (perm)	353	3304		684	1738			253	5085	1558	174	5046
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	257	171	139	202	163	3	103	1413	143	204	1323
RTOR Reduction (vph)	0	77	0	0	19	0	0	0	0	75	0	3
Lane Group Flow (vph)	143	351	0	139	346	0	0	106	1413	68	204	1392
Confl. Peds. (#/hr)			4	4						2	2	
Confl. Bikes (#/hr)			1									
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	44.1	36.1		44.1	36.1			78.5	70.0	70.0	93.4	78.4
Effective Green, g (s)	44.1	36.1		44.1	36.1			78.5	70.0	70.0	93.4	78.4
Actuated g/C Ratio	0.28	0.23		0.28	0.23			0.49	0.44	0.44	0.58	0.49
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	168	745		242	392			204	2224	681	270	2472
v/s Ratio Prot	c0.04	0.11		0.03	c0.20			0.03	0.28		c0.08	0.28
v/s Ratio Perm	0.19			0.13				0.23		0.04	c0.36	
v/c Ratio	0.85	0.47		0.57	0.88			0.52	0.64	0.10	0.76	0.56
Uniform Delay, d1	52.1	53.7		47.6	59.9			23.5	35.1	26.5	31.1	28.7
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.7	0.2		2.0	19.6			0.9	1.4	0.3	10.2	0.9
Delay (s)	82.8	53.8		49.7	79.5			24.4	36.5	26.8	41.3	29.7
Level of Service	F	D		D	E			C	D	C	D	C
Approach Delay (s)		61.1			71.3				34.9			31.2
Approach LOS		E			E				C			C
Intersection Summary												
HCM 2000 Control Delay		41.2			HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		86.0%			ICU Level of Service				E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	72
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	144	240	129	187	8	97	1300	132	188	1221
Future Volume (vph)	144	240	129	187	8	97	1300	132	188	1221
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	19.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	11.9%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	44.2	36.2	44.2	36.2		78.8	69.9	69.9	92.0	77.9
Actuated g/C Ratio	0.28	0.23	0.28	0.23		0.49	0.44	0.44	0.58	0.49
v/c Ratio	0.93	0.52	0.58	0.89		0.55	0.64	0.19	0.76	0.57
Control Delay	98.4	43.1	50.2	78.5		28.0	37.6	6.1	46.6	31.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	43.1	50.2	78.5		28.0	37.6	6.1	46.6	31.5
LOS	F	D	D	E		C	D	A	D	C
Approach Delay		57.9		70.7			34.2			33.5
Approach LOS		E		E			C			C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 41.3

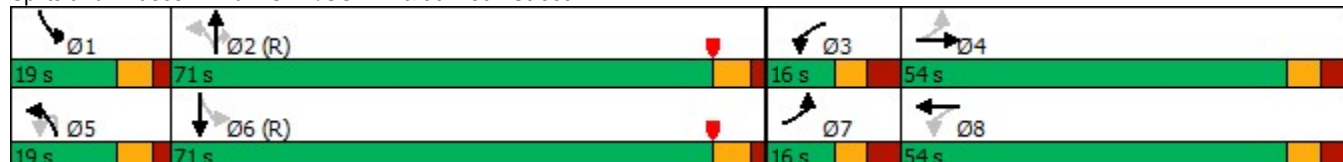
Intersection LOS: D

Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street



Queues

101: SR 7/US 441 & Johnson Street

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	157	432	140	366	114	1413	143	204	1401
v/c Ratio	0.93	0.52	0.58	0.89	0.55	0.64	0.19	0.76	0.57
Control Delay	98.4	43.1	50.2	78.5	28.0	37.6	6.1	46.6	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.4	43.1	50.2	78.5	28.0	37.6	6.1	46.6	31.5
Queue Length 50th (ft)	121	163	107	351	52	434	6	115	373
Queue Length 95th (ft)	#217	204	151	448	96	500	52	#315	494
Internal Link Dist (ft)		412		515		547			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	168	1019	241	517	246	2222	755	267	2460
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.42	0.58	0.71	0.46	0.64	0.19	0.76	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	240	157	129	187	150	8	97	1300	132	188	1221
Future Volume (vph)	144	240	157	129	187	150	8	97	1300	132	188	1221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.93			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3307		1768	1738			1770	5085	1558	1770	5045
Flt Permitted	0.19	1.00		0.36	1.00			0.13	1.00	1.00	0.09	1.00
Satd. Flow (perm)	352	3307		677	1738			248	5085	1558	174	5045
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	157	261	171	140	203	163	9	105	1413	143	204	1327
RTOR Reduction (vph)	0	74	0	0	19	0	0	0	0	75	0	3
Lane Group Flow (vph)	157	358	0	140	347	0	0	114	1413	68	204	1398
Confl. Peds. (#/hr)			4	4						2	2	
Confl. Bikes (#/hr)			1									
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	44.2	36.2		44.2	36.2			78.9	70.0	70.0	93.3	77.9
Effective Green, g (s)	44.2	36.2		44.2	36.2			78.9	70.0	70.0	93.3	77.9
Actuated g/C Ratio	0.28	0.23		0.28	0.23			0.49	0.44	0.44	0.58	0.49
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	168	748		241	393			206	2224	681	269	2456
v/s Ratio Prot	c0.05	0.11		0.03	0.20			0.03	0.28		c0.08	0.28
v/s Ratio Perm	c0.21			0.13				0.24		0.04	c0.36	
v/c Ratio	0.93	0.48		0.58	0.88			0.55	0.64	0.10	0.76	0.57
Uniform Delay, d1	54.2	53.7		47.7	59.8			23.6	35.1	26.5	31.2	29.1
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	49.7	0.2		2.3	19.6			1.8	1.4	0.3	10.4	1.0
Delay (s)	103.9	53.9		50.0	79.4			25.4	36.5	26.8	41.5	30.1
Level of Service	F	D		D	E			C	D	C	D	C
Approach Delay (s)		67.2			71.3				34.9			31.6
Approach LOS		E			E				C			C
Intersection Summary												
HCM 2000 Control Delay		42.2			HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio		0.83										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		86.7%			ICU Level of Service				E			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	68
Future Volume (vph)	68
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	74
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 6th TWSC
201: Driveway & Johnson Street

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	2	5	347	3	16
Future Vol, veh/h	525	2	5	347	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	571	2	5	377	3	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	573	0	959	572
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.12	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1000	-	364	683
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	362	683
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	686	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	599	-	-	1000	-	
HCM Lane V/C Ratio	0.034	-	-	0.005	-	
HCM Control Delay (s)	11.2	-	-	8.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th TWSC
202: SR 7/US 441 & Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	13	0	1537	1505	10
Future Vol, veh/h	0	13	0	1537	1505	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	0	1671	1636	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	824	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	4.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	497	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	497	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 497		-	-		
HCM Lane V/C Ratio	- 0.028		-	-		
HCM Control Delay (s)	- 12.5		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.1		-	-		

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	234	159	334	10	126	1621	129	134	1577
Future Volume (vph)	117	234	159	334	10	126	1621	129	134	1577
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	22.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	13.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	58.4	46.8	58.8	47.0		72.5	60.7	60.7	72.4	60.7
Actuated g/C Ratio	0.36	0.29	0.37	0.29		0.45	0.38	0.38	0.45	0.38
v/c Ratio	0.66	0.37	0.42	0.98		0.80	0.86	0.19	0.78	0.90
Control Delay	50.0	37.5	34.1	87.0		66.8	51.5	5.7	64.9	54.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	37.5	34.1	87.0		66.8	51.5	5.7	64.9	54.1
LOS	D	D	C	F		E	D	A	E	D
Approach Delay		40.5		74.4			49.4			54.9
Approach LOS		D		E			D			D

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 54.0

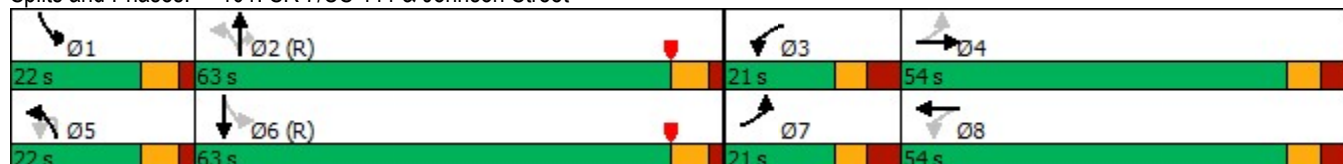
Intersection LOS: D

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street



Queues

101: SR 7/US 441 & Johnson Street

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	119	374	162	517	140	1654	132	137	1716
v/c Ratio	0.66	0.37	0.42	0.98	0.80	0.86	0.19	0.78	0.90
Control Delay	50.0	37.5	34.1	87.0	66.8	51.5	5.7	64.9	54.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	37.5	34.1	87.0	66.8	51.5	5.7	64.9	54.1
Queue Length 50th (ft)	77	134	108	530	94	586	0	91	620
Queue Length 95th (ft)	137	184	164	#782	173	675	47	168	#748
Internal Link Dist (ft)		412		515		442			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	196	1022	395	530	217	1929	683	217	1912
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.37	0.41	0.98	0.65	0.86	0.19	0.63	0.90

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	117	234	132	159	334	172	10	126	1621	129	134	1577
Future Volume (vph)	117	234	132	159	334	172	10	126	1621	129	134	1577
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.95			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3331		1769	1768			1770	5085	1583	1770	5030
Flt Permitted	0.10	1.00		0.46	1.00			0.07	1.00	1.00	0.07	1.00
Satd. Flow (perm)	178	3331		858	1768			123	5085	1583	123	5030
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	119	239	135	162	341	176	11	129	1654	132	137	1609
RTOR Reduction (vph)	0	49	0	0	11	0	0	0	0	82	0	4
Lane Group Flow (vph)	119	325	0	162	506	0	0	140	1654	50	137	1712
Confl. Peds. (#/hr)			2	2				1				
Confl. Bikes (#/hr)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	58.4	46.8		58.8	47.0			72.5	60.7	60.7	72.3	60.6
Effective Green, g (s)	58.4	46.8		58.8	47.0			72.5	60.7	60.7	72.3	60.6
Actuated g/C Ratio	0.36	0.29		0.37	0.29			0.45	0.38	0.38	0.45	0.38
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	180	974		382	519			177	1929	600	176	1905
v/s Ratio Prot	c0.05	0.10		0.03	c0.29			c0.06	0.33		0.06	c0.34
v/s Ratio Perm	0.19			0.12				0.30		0.03	0.29	
v/c Ratio	0.66	0.33		0.42	0.97			0.79	0.86	0.08	0.78	0.90
Uniform Delay, d1	39.6	44.4		35.4	55.9			39.7	45.7	31.8	38.4	46.8
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.9	0.1		0.3	32.6			19.7	5.2	0.3	17.7	7.2
Delay (s)	46.5	44.5		35.6	88.5			59.4	50.9	32.1	56.1	54.0
Level of Service	D	D		D	F			E	D	C	E	D
Approach Delay (s)		44.9			75.9				50.2			54.2
Approach LOS		D			E				D			D
Intersection Summary												
HCM 2000 Control Delay		54.7			HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio		0.89										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		99.1%			ICU Level of Service				F			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	107
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 6th Signalized Intersection Summary

101: SR 7/US 441 & Johnson Street

HCM 6th Edition cannot analyze u-turn movements.

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	124	249	170	355	10	134	1726	138	142	1679
Future Volume (vph)	124	249	170	355	10	134	1726	138	142	1679
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	22.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	13.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	58.8	47.0	59.2	47.2		72.1	59.8	59.8	71.9	59.7
Actuated g/C Ratio	0.37	0.29	0.37	0.30		0.45	0.37	0.37	0.45	0.37
v/c Ratio	0.72	0.39	0.46	1.03		0.81	0.93	0.21	0.80	0.97
Control Delay	57.9	38.4	35.0	99.9		69.2	57.4	6.9	67.3	63.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	38.4	35.0	99.9		69.2	57.4	6.9	67.3	63.6
LOS	E	D	D	F		E	E	A	E	E
Approach Delay		43.1		84.4			54.8			63.8
Approach LOS		D		F			D			E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 61.1

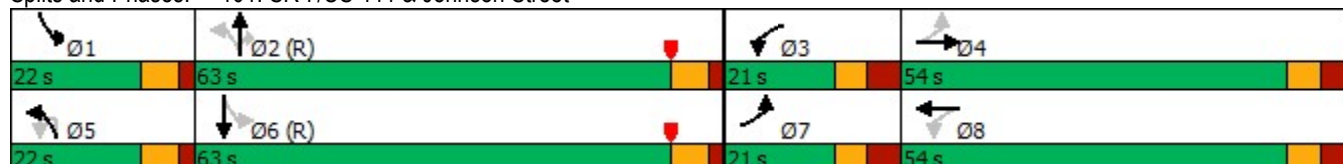
Intersection LOS: E

Intersection Capacity Utilization 103.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street



Queues

101: SR 7/US 441 & Johnson Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	127	397	173	549	148	1761	141	145	1827
v/c Ratio	0.72	0.39	0.46	1.03	0.81	0.93	0.21	0.80	0.97
Control Delay	57.9	38.4	35.0	99.9	69.2	57.4	6.9	67.3	63.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	38.4	35.0	99.9	69.2	57.4	6.9	67.3	63.6
Queue Length 50th (ft)	83	145	116	~615	102	649	5	99	689
Queue Length 95th (ft)	#165	197	174	#856	#192	#779	56	180	#836
Internal Link Dist (ft)		412		515		442			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	190	1026	385	532	217	1899	674	217	1882
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.39	0.45	1.03	0.68	0.93	0.21	0.67	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	124	249	140	170	355	183	10	134	1726	138	142	1679
Future Volume (vph)	124	249	140	170	355	183	10	134	1726	138	142	1679
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.95			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3331		1769	1768			1770	5085	1583	1770	5030
Flt Permitted	0.09	1.00		0.44	1.00			0.07	1.00	1.00	0.07	1.00
Satd. Flow (perm)	159	3331		820	1768			125	5085	1583	125	5030
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	127	254	143	173	362	187	11	137	1761	141	145	1713
RTOR Reduction (vph)	0	48	0	0	11	0	0	0	0	83	0	4
Lane Group Flow (vph)	127	349	0	173	538	0	0	148	1761	58	145	1823
Confl. Peds. (#/hr)			2	2				1				
Confl. Bikes (#/hr)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	58.8	47.0		59.2	47.2			72.1	59.8	59.8	71.9	59.7
Effective Green, g (s)	58.8	47.0		59.2	47.2			72.1	59.8	59.8	71.9	59.7
Actuated g/C Ratio	0.37	0.29		0.37	0.30			0.45	0.37	0.37	0.45	0.37
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	177	978		374	521			182	1900	591	181	1876
v/s Ratio Prot	c0.05	0.10		0.03	c0.30			c0.06	0.35		0.06	c0.36
v/s Ratio Perm	0.21			0.14				0.30		0.04	0.30	
v/c Ratio	0.72	0.36		0.46	1.03			0.81	0.93	0.10	0.80	0.97
Uniform Delay, d1	40.4	44.6		35.4	56.4			42.1	48.0	32.6	40.9	49.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.9	0.1		0.3	47.9			22.4	9.3	0.3	20.8	15.1
Delay (s)	51.3	44.7		35.7	104.3			64.5	57.4	32.9	61.7	64.4
Level of Service	D	D		D	F			E	E	C	E	E
Approach Delay (s)		46.3			87.9				56.2			64.2
Approach LOS		D			F				E			E
Intersection Summary												
HCM 2000 Control Delay		62.5			HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio		0.95										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		103.8%			ICU Level of Service				G			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	112
Future Volume (vph)	112
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	114
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings

101: SR 7/US 441 & Johnson Street

										
Lane Group	EBL	EBT	WBL	WBT	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	146	255	175	357	28	142	1726	138	142	1696
Future Volume (vph)	146	255	175	357	28	142	1726	138	142	1696
Turn Type	pm+pt	NA	pm+pt	NA	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		5	2		2	6	
Detector Phase	7	4	3	8	5	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	4.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	10.5	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	22.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	13.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effect Green (s)	59.4	46.9	58.6	46.5		73.6	59.8	59.8	70.4	58.2
Actuated g/C Ratio	0.37	0.29	0.37	0.29		0.46	0.37	0.37	0.44	0.36
v/c Ratio	0.81	0.39	0.48	1.05		0.88	0.93	0.21	0.80	1.01
Control Delay	69.1	39.0	35.5	105.0		80.1	57.4	6.9	67.0	73.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	39.0	35.5	105.0		80.1	57.4	6.9	67.0	73.2
LOS	E	D	D	F		F	E	A	E	E
Approach Delay		47.2		88.0			55.9			72.7
Approach LOS		D		F			E			E

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 65.7

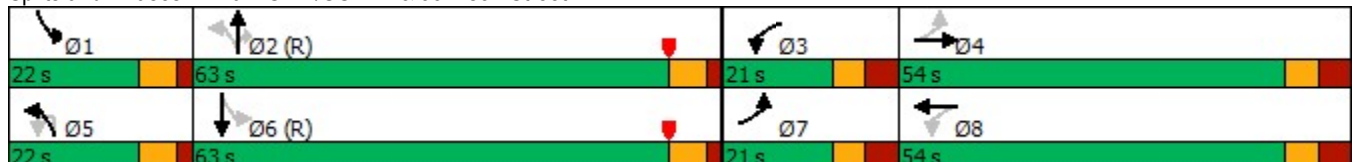
Intersection LOS: E

Intersection Capacity Utilization 107.1%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 101: SR 7/US 441 & Johnson Street



Queues

101: SR 7/US 441 & Johnson Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	149	403	179	551	175	1761	141	145	1853
v/c Ratio	0.81	0.39	0.48	1.05	0.88	0.93	0.21	0.80	1.01
Control Delay	69.1	39.0	35.5	105.0	80.1	57.4	6.9	67.0	73.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	39.0	35.5	105.0	80.1	57.4	6.9	67.0	73.2
Queue Length 50th (ft)	104	150	120	~619	130	649	5	100	~763
Queue Length 95th (ft)	#222	202	180	#861	#260	#779	56	178	#857
Internal Link Dist (ft)		412		515		547			475
Turn Bay Length (ft)	200		220		530		200	390	
Base Capacity (vph)	190	1022	382	525	217	1899	674	218	1833
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.39	0.47	1.05	0.81	0.93	0.21	0.67	1.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	146	255	140	175	357	183	28	142	1726	138	142	1696
Future Volume (vph)	146	255	140	175	357	183	28	142	1726	138	142	1696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	1.00			1.00	0.91	1.00	1.00	0.91
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.95			1.00	1.00	0.85	1.00	0.99
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3334		1769	1768			1770	5085	1583	1770	5027
Flt Permitted	0.09	1.00		0.44	1.00			0.07	1.00	1.00	0.07	1.00
Satd. Flow (perm)	159	3334		820	1768			125	5085	1583	128	5027
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.92	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	149	260	143	179	364	187	30	145	1761	141	145	1731
RTOR Reduction (vph)	0	46	0	0	11	0	0	0	0	83	0	5
Lane Group Flow (vph)	149	357	0	179	540	0	0	175	1761	58	145	1848
Confl. Peds. (#/hr)			2	2				1				
Confl. Bikes (#/hr)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4		3	8			5	2		1	6
Permitted Phases	4			8			5	2		2	6	
Actuated Green, G (s)	59.4	46.9		58.6	46.5			73.6	59.8	59.8	70.4	58.2
Effective Green, g (s)	59.4	46.9		58.6	46.5			73.6	59.8	59.8	70.4	58.2
Actuated g/C Ratio	0.37	0.29		0.37	0.29			0.46	0.37	0.37	0.44	0.36
Clearance Time (s)	8.0	8.0		8.0	8.0			6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	1.5	2.0		1.5	2.0			1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	184	977		372	513			199	1900	591	181	1828
v/s Ratio Prot	c0.06	0.11		0.04	c0.31			c0.08	0.35		0.06	c0.37
v/s Ratio Perm	0.24			0.14				0.33		0.04	0.29	
v/c Ratio	0.81	0.37		0.48	1.05			0.88	0.93	0.10	0.80	1.01
Uniform Delay, d1	40.7	44.8		35.9	56.8			47.0	48.0	32.6	40.4	50.9
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.3	0.1		0.4	54.1			31.8	9.3	0.3	20.8	23.8
Delay (s)	62.1	44.9		36.3	110.8			78.8	57.4	32.9	61.2	74.7
Level of Service	E	D		D	F			E	E	C	E	E
Approach Delay (s)		49.5			92.6				57.5			73.7
Approach LOS		D			F				E			E
Intersection Summary												
HCM 2000 Control Delay		67.5			HCM 2000 Level of Service				E			
HCM 2000 Volume to Capacity ratio		0.99										
Actuated Cycle Length (s)		160.0			Sum of lost time (s)				29.0			
Intersection Capacity Utilization		107.1%			ICU Level of Service				G			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

101: SR 7/US 441 & Johnson Street

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	120
Future Volume (vph)	120
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	122
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	1
Confl. Bikes (#/hr)	2
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 6th TWSC
201: Driveway & Johnson Street

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	513	7	18	601	6	28
Future Vol, veh/h	513	7	18	601	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	558	8	20	653	7	30
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	566	0	1255	562
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	-	-	4.12	-	5.5	4.5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1006	-	261	689
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1006	-	253	689
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	496	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		12.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	528	-	-	1006	-	
HCM Lane V/C Ratio	0.07	-	-	0.019	-	
HCM Control Delay (s)	12.3	-	-	8.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 6th TWSC
202: SR 7/US 441 & Driveway

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	23	0	2034	1999	40
Future Vol, veh/h	0	23	0	2034	1999	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	0	2211	2173	43

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1108	-	0 -
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 4.5	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.92	-	-
Pot Cap-1 Maneuver	0 396	0	-
Stage 1	0	0	-
Stage 2	0	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	- 396	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 396	-	-
HCM Lane V/C Ratio	- 0.063	-	-
HCM Control Delay (s)	- 14.7	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.2	-	-

355

70-141360

EASEMENT

RWO/~~810~~TRWO 3261
ER No. 41 Loc'n. 720
Pole No.

Section NW $\frac{1}{4}$ of 13
Township 51 South
Range 41 East
Nov. 11, 1970

Florida Power & Light Company
Miami, Florida

T. L. Sample

Gentlemen:

In consideration of the payment to me/us by you of \$1.00 and other good and valuable consideration which I/we have received, I/we and those holding through me/us, grant and give to you and your successors an easement for the construction, operation and maintenance of electric utility facilities (including wires, poles, guys, cables, conduits and appurtenant equipment) to be installed from time to time; with the right to reconstruct, improve, add to, change the size of or remove such facilities or any of them; to permit the attachment of conduits, wires or cables of any other Company or person; also, to cut, trim and keep clear all trees, brush and undergrowth or other obstructions that might endanger or interfere with said facilities, on, over, upon, under, and across my/our property described as follows:

The north 5 feet of the south 100 feet of Lot 12, Block 2 and the east 5 feet of the west 80 feet of the south 100 feet of Lot 12, Block 2, Pine Ridge Estates, in accordance with the Plat thereof as recorded in Plat Book 24 at page 10 of the Public Records of Broward County, Florida.

By accepting this easement and constructing the line, the Company agrees, upon request, to relocate on said property at the Company's cost and expense its line and fixtures so as to conform to or accommodate future development or improvements made by the owner upon said property.

BROWARD COUNTY 149005
STATE OF FLORIDA
DOCUMENTARY STAMP TAX
COMPTROLLER
NOV 13 '70
P.B. 10623
00.30

BROWARD COUNTY 023138
DOCUMENTARY SUR TAX
FLORIDA
NOV 13 '70
P.B. 10631
00.55

In the presence of:

T. L. Sample
Alvin R. Price

David Zell (Seal)
David Zell (Seal)
(Seal)
(Seal)

PLEASE RETURN TO
A. F. CROWLEY
P. O. BOX 8248 (FP&L CO.)
FT. LAUDERDALE, FLA.

70 NOV 13 PM 12:43

REC-4349 PAGE 812

5.00

OFF 2878 491

62- 38461

EASEMENT

DWO No. 453-62
ER No. 1-720
Pole No. 10

Section 13
Township 51 SOUTH
Range 41 EAST
APRIL 5, 19 62

FLORIDA POWER & LIGHT COMPANY
Miami, Florida

Gentlemen:

In consideration of the payment to me us by you of \$ 1.00 and other good and valuable consideration which I we have received, I we and those holding through me us, grant and give to you and your successors the right to set and maintain poles, guy stubs, guy wires and anchors for electric transmission and distribution lines and the necessary appurtenances for such lines, and the right to permit the attachment of conduits, wires or cables of any other Company or person; also, the right to cut, trim and keep clear all trees, brush and undergrowth that might endanger the proper construction, operation and maintenance of said lines, on my our property described as follows:

A 12 FOOT EASEMENT, THE CENTER LINE OF WHICH ENTERS THE NORTH PROPERTY LINE 29 FEET EAST OF THE WEST PROPERTY LINE AND EXTENDS IN A SOUTHWESTERLY DIRECTION TO A POINT ON THE WEST PROPERTY LINE 64 FEET SOUTH OF THE NORTH PROPERTY LINE, ALL ON LOT 12, BLOCK 2, PINE RIDGE ESTATES, A SUBDIVISION LOCATED IN SECTION 13, TOWNSHIP 51 SOUTH, RANGE 41 EAST IN ACCORDANCE WITH PLAT THEREOF RECORDED IN PLAT BOOK 24, AT PAGE 10, OF PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PLEASE RETURN TO
A. R. McCARTY
P.O. BOX 688 (P.O. & C.)
FT. LAUDERDALE, FLA.

62 APR 18 PM 3:28

In the presence of:

Clifford J. Johnson
John B. Probst

M. C. Tissot (SEAL)
Lillian Tissot (SEAL)
Lillian Tissot (SEAL)

RECORDED IN OFFICIAL RECORDS BOOK
OF BROWARD COUNTY, FLORIDA
FRANK H. MARKS
CLERK OF CIRCUIT COURT

BROWARD
COUNTY

STATE OF FLORIDA
DOCUMENTARY STAMP TAX
APR 16 62
COMPTROLLER
PB. 190119

(SEAL)

STATE OF FLORIDA AND COUNTY OF Broward

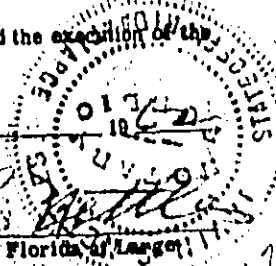
I, a Notary Public in and for the County and State aforesaid, do hereby certify that *M. C. Tissot*

and *Lillian Tissot* known to me, personally appeared before me and acknowledged the execution of the foregoing instrument for the uses and purposes therein expressed.

WITNESS my hand and official seal in said County and State this 6th day of April

Notary Public, State of Florida at Large
My Commission Expires 10-1-65
My Commission Expires 10-1-65

Irvin S. [Signature]
Notary Public, State of Florida at Large



58- 14898

EASEMENT

DWO No.

ER No. 4676

Pole No.

OFF
REC

1147

PAGE

22

5 FEB

1988

FLORIDA POWER & LIGHT COMPANY

Miami, Florida

Gentlemen:

In consideration of the payment to me us by you of \$ 1.00 which I we have received, I we and those holding through me us, grant and give to you and your successors the right to set and maintain poles, guy stubs, guy wires and anchors for an electric transmission and distribution line and the necessary appurtenances for such lines, also, the right to cut, trim and keep clear all trees, brush and undergrowth that might endanger the proper construction, operation and maintenance of said line, on my our property described as follows:



Aerial guy wire to run Westerly from the East line to a guy stub located approximately 124 feet West of the East line, a guy wire will run Westerly from the aforementioned guy stub to an anchor located approximately 14 feet West of the above mentioned guy stub, all being located approximately 117 feet South of the North line of Lot 12, Block 2, Pine Ridge Estates, a Subdivision as recorded in Plat Book 24, Page 10 of the Public Records of Broward County, Florida.



FEB 13 11 45 AM 1988

In the presence of:

Alan F. Crowley Willford C. Tissot (SEAL)
Dorothy J. Walsh Lillian A. Tissot (SEAL)

STATE OF FLORIDA AND COUNTY OF BROWARD.I, ALAN F. CROWLEY

a Notary Public in and for the County and State aforesaid,

do hereby certify that WILLFORD C. TISSOT and LILLIAN A. TISSOT personally appeared before me and acknowledged the execution of the foregoing instrument for the uses and purposes therein expressed.

1988 5 day of FEB WITNESS my hand and official seal in said County and State this

RECORDED IN OFFICIAL RECORDS BOOK
OF BROWARD COUNTY, FLORIDA
FRANK H. MARKS
CLERK OF CIRCUIT COURT

Notary Public, State of Florida at Large
My commission expires Aug. 19, 1988.
Bonded by American Surety Co. of N.Y.

My Commission expires: _____ 19____

Notary Public, State of Florida at Large

PLEASE RETURN TO:
M. V. BERGEN
P.O. BOX 5248 (F.P. & L.CO.)
FT. LAUDERDALE, FLA.



Alan F. Crowley
Notary Public, State of Florida at Large

1.75

62- 38464

EASEMENT

Section

2379 PAGE 497

DWO No. _____
 ER No. _____
 Pole No. _____

Township _____
 Range _____

, 19

FLORIDA POWER & LIGHT COMPANY
 Miami, Florida

Gentlemen:

In consideration of the payment to me us by you of \$ 1.00 and other good and valuable consideration which I we have received, I we and those holding through me us, grant and give to you and your successors the right to set and maintain poles, guy stubs, guy wires and anchors for electric transmission and distribution lines and the necessary appurtenances for such lines, and the right to permit the attachment of conduits, wires or cables of any other Company or person; also, the right to cut, trim and keep clear all trees, brush and undergrowth that might endanger the proper construction, operation and maintenance of said lines, on my our property described as follows:

Aerial guying facilities shall run Westerly from a point on the East line, said point being 121 feet South of the North line to a pole, said pole being 17 feet West of the East line and 119.5 feet South of the North line in Lot 12, Block 2 of Pine Ridge Estates, a Subdivision as recorded in Plat Book 24 at Page 10 of the Public Records of Broward County, Florida.

PLEASE RETURN TO
 A. R. McCARTY
 P. O. BOX 8248 (FP&L CO.)
 FT. LAUDERDALE, FLA.

RECORDED IN OFFICIAL RECORDS BOOK
 OF BROWARD COUNTY, FLORIDA
 FRANK H. MARKS
 CLERK OF CIRCUIT COURT

62 APR 18 PM

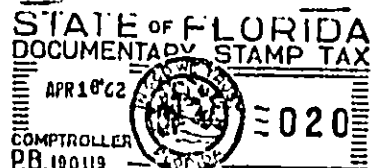
In the presence of:

Clifford J. Johnson
John B. Probst

M. C. Tisot (SEAL)
Lillian Tisot (SEAL)

(SEAL)

(SEAL)

BROWARD
COUNTYSTATE OF FLORIDA AND COUNTY OF Broward

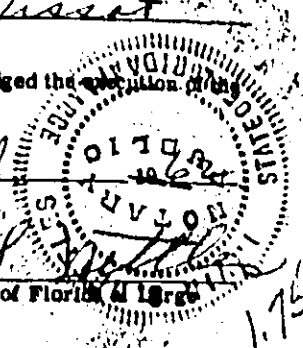
I, a Notary Public in and for the County and State aforesaid, do hereby certify that *M. C. Tisot*
 and *Lillian Tisot* known to me, personally appeared before me and acknowledged the execution of the foregoing instrument for the uses and purposes therein expressed.

WITNESS my hand and official seal in said County and State this 6th day of April

Notary Public, State of Florida at Large
 My Commission Expires July 14, 1963
 Bonded by American Surety Co. of N. Y.

My Commission expires: _____ 19 ____.

Irvin S. Matthews
 Notary Public, State of Florida at Large



1.75

ZONING : (PROVIDED BY KEITH PLANNING DEPARTMENT)

ZONING DISTRICT: C-JS-SR7-CENTRAL-JOHNSON STREET MIXED USE DISTRICT
MAXIMUM BUILDING HEIGHT: 175 FEET PER CODE.
PARKING REQUIREMENTS 166 SPACES MINIMUM (WITH REDUCTION PER CODE CRITERIA).

SETBACK REQUIREMENTS: (PROVIDED BY KEITH PLANNING DEPARTMENT)

FRONT (STATE ROAD 7 AND JOHNSON STREET) – 10’ MINIMUM (NON-RESIDENTIAL) AND 15’ MINIMUM (RESIDENTIAL)
SIDE INTERIOR (WEST) – 0’ MINIMUM (NON-RESIDENTIAL) AND 5’ MINIMUM (RESIDENTIAL)
SIDE INTERIOR (SOUTH) – 0’ MINIMUM (NON-RESIDENTIAL) AND 5’ MINIMUM (RESIDENTIAL)
REAR – 10’ MINIMUM

LAND USE: (PROVIDED BY KEITH PLANNING DEPARTMENT)

TRANSIT ORIENTED CORRIDOR (TOC)

ALTA NOTES:

THE UNDERSIGNED, TIMOTHY H. GRAY, PROFESSIONAL LAND SURVEYOR NO. 6604 DOES HEREBY CERTIFY TO THE AFORESAID PARTIES, AS OF THE DATE SET FORTH BELOW THAT I HAVE MADE A CAREFUL SURVEY OF THE TRACTS OF LANDS DESCRIBED AS FOLLOWS:

(LAND DESCRIPTION)
(PARCEL 1)

LOT 12, LESS THE SOUTH 100 FEET, IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; AND ALSO THE EAST 30 FEET OF LOT 11, LESS THE SOUTH 100 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; LESS THAT PORTION CONVEYED TO STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION BY DEEDS RECORDED IN INSTRUMENT NUMBERS 112853176 AND 112853177 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

(PARCEL 2)

THE SOUTH 100 FEET OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

ALSO TOGETHER WITH:

(PARCEL 3)

LOT 11, LESS THE WEST 220 FEET AND LESS THE NORTH 230 FEET OF THE EAST 30 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

1. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION IF ANY, OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SUBJECT PROPERTY. EXCEPT AS NOTED THERE ARE NO PARTY WALLS.

2. THE SUBJECT PROPERTY IS THE SAME AS THE PROPERTY DESCRIBED IN THAT CERTAIN TITLE POLICY, FILE NUMBER: 7941271, REVISION NUMBER: REV C, ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 13, 2021 @ 11:00 P.M. AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SUBJECT PROPERTY OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

3. THE SUBJECT PROPERTY DOES LIE WITHIN SPECIAL FLOOD HAZARD AREAS AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE SPECIAL FLOOD HAZARD AREA IS CLEARLY MARKED TO SHOW THE AREAS HAVING A ZONE DESIGNATION OF X 0.2% ANNUAL CHANCE FLOOD HAZARD, BASE FLOOD ELEVATION (NONE) AND ZONE AH, BASE FLOOD ELEVATION (10) BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 12011C0564H WITH A DATE OF IDENTIFICATION OF AUGUST 18TH, 2014, FOR COMMUNITY NO. 125113, IN BROWARD COUNTY, STATE OF FLORIDA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS SITUATED. THE ADDRESSES OF THE SUBJECT PROPERTY ARE 820 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024, 890 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 AND 6024 JOHNSON STREET, HOLLYWOOD, FL 33024.

4. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO STATE ROAD 7 (U.S. 441) AND JOHNSON STREET DEDICATED PUBLIC STREETS. THE WIDTH OF THE ADJACENT RIGHT-OF-WAYS ARE INDICATED BY PERPENDICULAR ARROWS ON THE SURVEY DRAWING TO CONFIRM THAT THE SUBJECT PROPERTY IS TIED TO SAME.

5. THE TOTAL NUMBER OF STRIPED PARKING SPACES ARE (80) REGULAR AND (4) ADA SPACES.

6. THERE WAS NO OBSERVABLE EVIDENCE OF A CEMETERY ON OR WITHIN 100--FEET OF THE SUBJECT PROPERTY.

7. THERE WAS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK AND BUILDING CONSTRUCTION.

8. THERE WAS NO OBSERVABLE EVIDENCE OF SUBJECT PROPERTY USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

9. PROPERTY ADDRESS: 890 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 – (PARCEL 1)
820 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 – (PARCEL 2)
6024 JOHNSON STREET, HOLLYWOOD, FL 33024 – (PARCEL 3)

10. THERE WAS NO OBSERVABLE EVIDENCE OF A LAKE LOCATED ON THE SUBJECT PROPERTY.

11. THERE WAS NO OBSERVABLE EVIDENCE OF WETLANDS LOCATED ON THE SUBJECT PROPERTY.

12. THERE ARE NO PROPOSED CHANGES IN THE STREET RIGHT-OF-WAY LINES AND NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

13. THE LAND SHOWN HEREON IS WHOLLY CONTAINED WITHIN FOLIO NUMBERS 514113-04-0110, 514113-04-0100 AND 514113-04-0090. SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA AND CONTAINING 132,642 SQUARE FEET OR 3.045 ACRES MORE OR LESS.

CERTIFICATION:

TO PINNACLE 441, LLC, A FLORIDA LIMITED LIABILITY COMPANY; FIDELITY NATIONAL TITLE INSURANCE COMPANY; SHUTTS & BOWEN, LLP

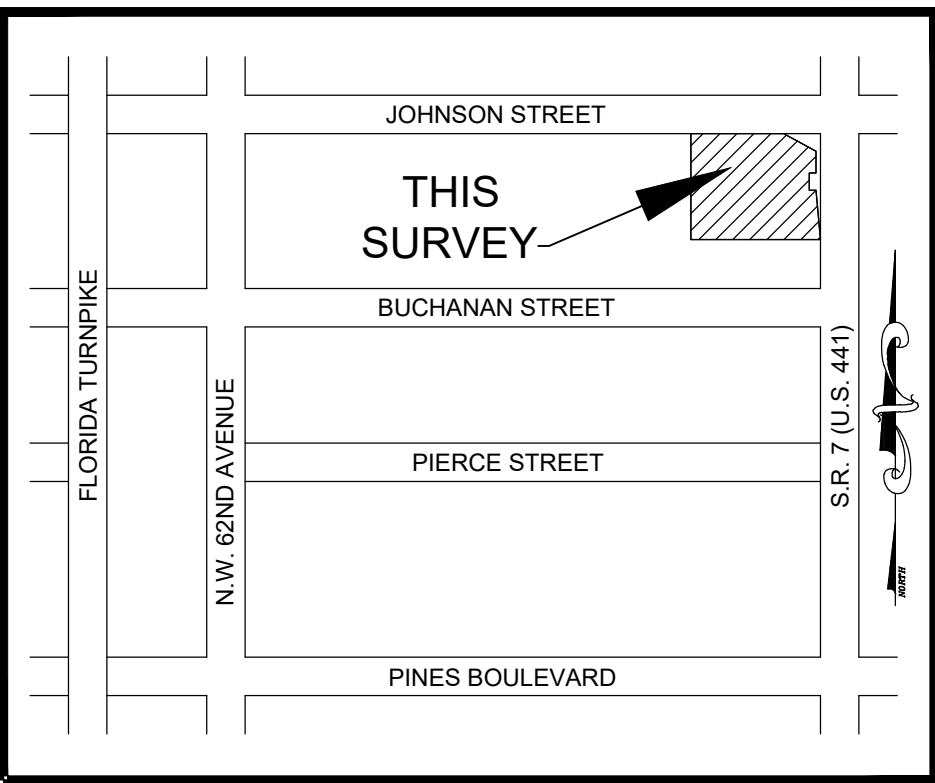
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 8, 9, 11, 13, 16, 17, 18 AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 4, 2021.

TIMOTHY H. GRAY
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA REGISTRATION NO. 6604
DATE OF PLAT OR MAP: MAY 12, 2021

AREA :

GROSS AREA: 171,540 SQUARE FEET OR 3.938 ACRES

NET AREA: 132,642 SQUARE FEET OR 3.045 ACRES



LOCATION SKETCH

NOT TO SCALE

ENCUMBRANCE NUMBER	DESCRIPTION	AFFECTS		PLOTTED ON SURVEY		COMMENT
		YES	NO	YES	NO	
1	DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY....					NOT A SURVEY MATTER
2	TAXES AND ASSESSMENTS FOR THE YEAR 2021 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE.					NOT A SURVEY MATTER
3(a)	ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND OF THE LAND.	X		X		AS SHOWN ON THIS SURVEY
3(b)	RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
3(c)	ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETO FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
3(d)	TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
4	ANY CLAIM THAT ANY PORTION OF THE INSURED LAND IS SOVEREIGN LANDS OF THE STATE OF FLORIDA, INCLUDING SUBMERGED, FILLED AND ARTIFICIALLY EXPOSED LANDS ACCRETED TO SUCH LANDS.					NOT A SURVEY MATTER
5	ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, F.S., IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY, FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND.					NOT A SURVEY MATTER
6	RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF PINE RIDGE ESTATES, RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X			X	NON PLOTTABLE MATTER
7	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED FEBRUARY 13, 1958 RECORDED IN OFFICIAL RECORDS, BOOK 1147, PAGE 22; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		FLORIDA POWER AND LIGHT COMPANY EASEMENT LINE FOR AERIAL GUYING.
8	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED APRIL 18, 1962 RECORDED IN OFFICIAL RECORDS, BOOK 2379, PAGE 491; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		FLORIDA POWER AND LIGHT COMPANY 12' SUBSURFACE EASEMENT.
9	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED APRIL 18, 1962 RECORDED IN OFFICIAL RECORDS, BOOK 2379, PAGE 497; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		FLORIDA POWER AND LIGHT COMPANY EASEMENT LINE FOR AERIAL GUYING.
10	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED NOVEMBER 13, 1970 RECORDED IN OFFICIAL RECORDS, BOOK 4349, PAGE 812 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		FLORIDA POWER AND LIGHT COMPANY 5' SUBSURFACE EASEMENT.
11	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED NOVEMBER 13, 1970 RECORDED IN OFFICIAL RECORDS, BOOK 4349, PAGE 816 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.		X		X	NOT A PART OF THE SUBJECT PROPERTY
12	TERMS AND CONDITIONS SET FORT IN EASEMENT AGREEMENT BETWEEN CONSTANTINE P. LANTZ AND DAVID E. ZELL, AS 'OWNER' AND WALGREENS CO., AN ILLINOIS CORPORATION, AS TENANT, FILED JANUARY 4, 1984 AND RECORDED IN OFFICIAL RECORDS BOOK 11384, PAGE 87 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		EASEMENT AGREEMENT
13	TERMS AND CONDITIONS SET FORT IN UNRECORDED LEASE DATED DECEMBER 1, 1983 BETWEEN CONSTANTINE P. LANTZ AND DAVID E. ZELL, AS LANDLORD AND WALGREENS CO., AN ILLINOIS CORPORATION, AS TENANT, AS MEMORIALIZED BY MEMORANDUM OF LEASE FILED JANUARY 4, 1984 AND RECORDED IN OFFICIAL RECORDS, BOOK 11384, PAGE 108; TOGETHER WITH JOINDER AND CONSENT RECORDED IN OFFICIAL RECORDS BOOK 11686, PAGE 188 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X			X	NON PLOTTABLE MATTER
14	CITY OF HOLLYWOOD PLANNING AND DEVELOPMENT BOARD RESOLUTION NO. 14-V-06, RE: PROPERTY CURE FOR EMINENT DOMAIN PROCEEDINGS TO CURE NON-CONFORMITY BY APPROVING THREE VARIANCES, FILED AUGUST 22, 2014 AND RECORDED IN OFFICIAL RECORDS BOOK 51033, PAGE 1408 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X			X	NON PLOTTABLE MATTER
15	CITY OF HOLLYWOOD PLANNING AND DEVELOPMENT BOARD RESOLUTION NO. 14-V-87, RE: VARIANCES, FILED JUNE 5, 2017 AND RECORDED IN INSTRUMENT NUMBER 114424213 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X			X	NON PLOTTABLE MATTER
16	EXISTING UNRECORDED LEASES AND ALL RIGHTS THEREUNDER OF THE LESSEES AND OF ANY PERSON CLAIMING BY, THROUGH OR UNDER THE LESSEES.					NOT A SURVEY MATTER

SURVEY NOTES:

1. THE LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.
2. NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ENCRYPTED DIGITAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. LANDS SHOWN HEREON WERE ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIPS OR OTHER INSTRUMENT OF RECORDS PER FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 13, 2021 @ 11:00 P.M. AND PER CHICAGO TITLE INSURANCE COMPANY CERTIFICATE OF SEARCH REPORT FROM FEBRUARY 25, 1948 @ 6:00 A.M. TO MAY 3, 2021 @ 11:00 P.M..
4. OTHER THAN AS SHOWN, THERE IS NO EVIDENCE THAT UNDERGROUND ENCROACHMENTS EXIST. HOWEVER A SUBSURFACE INVESTIGATION WAS NOT PERFORMED TO DETERMINE IF UNDERGROUND ENCROACHMENTS EXIST.
5. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENTS OF POTENTIAL JURISDICTIONAL BOUNDARIES.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF NORTH 88°10'35" WEST ALONG THE SOUTH LINE OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
7. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
8. THIS SURVEY IS CLASSIFIED AS COMMERCIAL/HIGH RISK AND EXCEEDS THE MINIMUM RELATIVE DISTANCE ACCURACY OF 1 FOOT IN 10,000 FEET AS REQUIRED BY THE STANDARDS OF PRACTICE (5J-17, F.A.C.). THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO EXCEED THIS REQUIREMENT.
9. THE INTENDED DISPLAY SCALE OF THIS SURVEY IS 1" = 30' OR SMALLER.
10. THE EXPECTED VERTICAL ACCURACY OF THE INFORMATION SHOWN HEREON IS ±0.02' FOR HARD SURFACE ELEVATIONS AND 0.1' FOR SOFT SURFACE ELEVATIONS. THE EXPECTED HORIZONTAL LOCATION ACCURACY IS +/- 0.1'.
11. HORIZONTAL FEATURE LOCATION IS TO THE CENTER OF THE SYMBOL WHICH MAY HAVE BEEN ALTERED FOR CLARITY. ALL MAPPED FEATURES SHOWN HEREON WERE OBTAINED BY KEITH & ASSOCIATES, INC. FOR THE PURPOSE OF THIS SURVEY. DISTANCES SHOWN HEREON ARE IN U.S. FEET.
12. THE HORIZONTAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 WITH THE NATIONAL SPATIAL REFERENCE SYSTEM 2011 ADJUSTMENT APPLIED (83/NSRS2011), TRANSVERSE MERCATOR, FLORIDA EAST ZONE.
13. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988). SAID ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) BENCHMARKS. ORIGIN BENCHMARK BC 22 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF A CONCRETE SIDEWALK 205 FEET +/- WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 108 FEET +/- SOUTH OF THE CENTERLINE OF JOHNSON STREET; ELEVATION = 10.19' AND BENCHMARK BC 21 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF CONCRETE CURB, 85 FEET +/- WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 175 FEET +/- NORTH OF THE CENTERLINE OF TAFT STREET; ELEVATION = 13.77'.
14. THE OWNERSHIP OF FENCES AND PERIMETER WALLS SHOWN HEREON ARE NOT KNOWN AND THUS ARE NOT LISTED AS ENCROACHMENTS.
15. ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 12011C0564H, EFFECTIVE DATE 8-18-2014, THIS PROPERTY LIES IN ZONE X 0.2% ANNUAL CHANCE FLOOD HAZARD, BASE FLOOD ELEVATION (NONE) AND ZONE AH, BASE FLOOD ELEVATION (10).
16. UNLESS OTHERWISE NOTED THE UTILITY LINES SHOWN HEREON REPRESENT A LOCATED SURFACE DESIGNATION (PAINT MARK OR FLAG) AS MARKED BY KEITH & ASSOCIATES' SUBSURFACE UTILITY ENGINEERING DIVISION. THE HORIZONTAL ACCURACY STATEMENT SHOWN IN NOTE 10 PERTAINS ONLY TO THE LOCATION OF THE PAINT MARK OR FLAG AND NOT THE ACTUAL UTILITY LOCATION.
16. PER CITY OF HOLLYWOOD REQUIREMENTS, THE GROSS AREA SHOWN HEREON CONSISTS OF THE LAND DESCRIPTION AREA TOGETHER WITH THE ADJACENT ROADWAYS RIGHT-OF-WAY AREA LIMITED TO THE CENTERLINES.

DATE	REVISION	BY
5/12/21	UPDATED PER CITY COMMENTS	S.M.

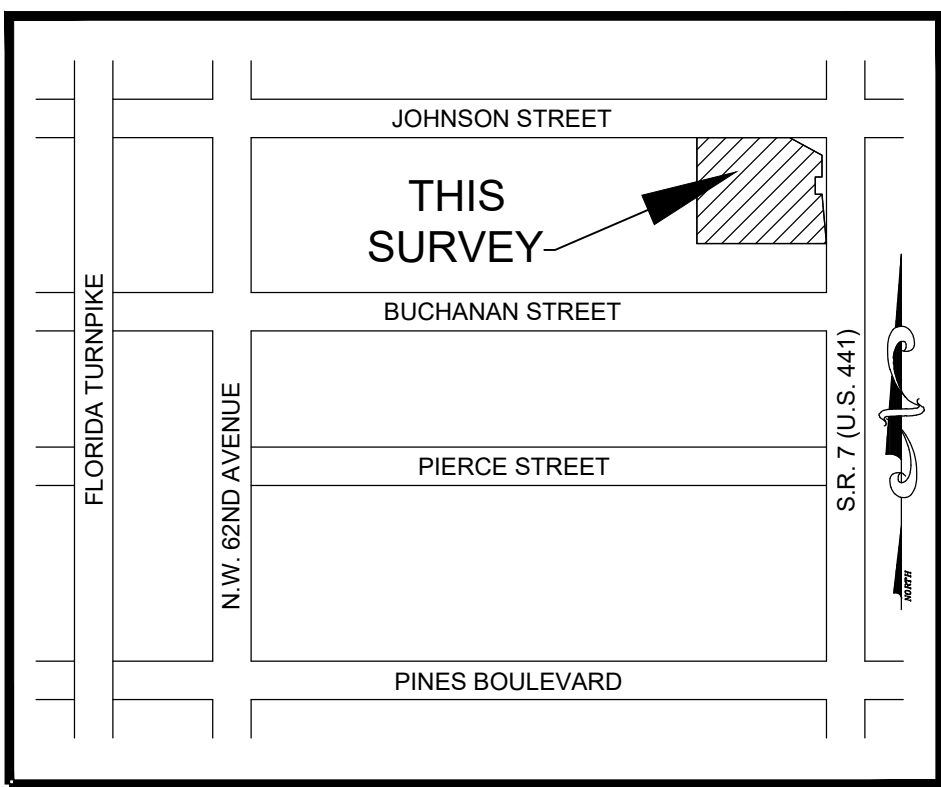
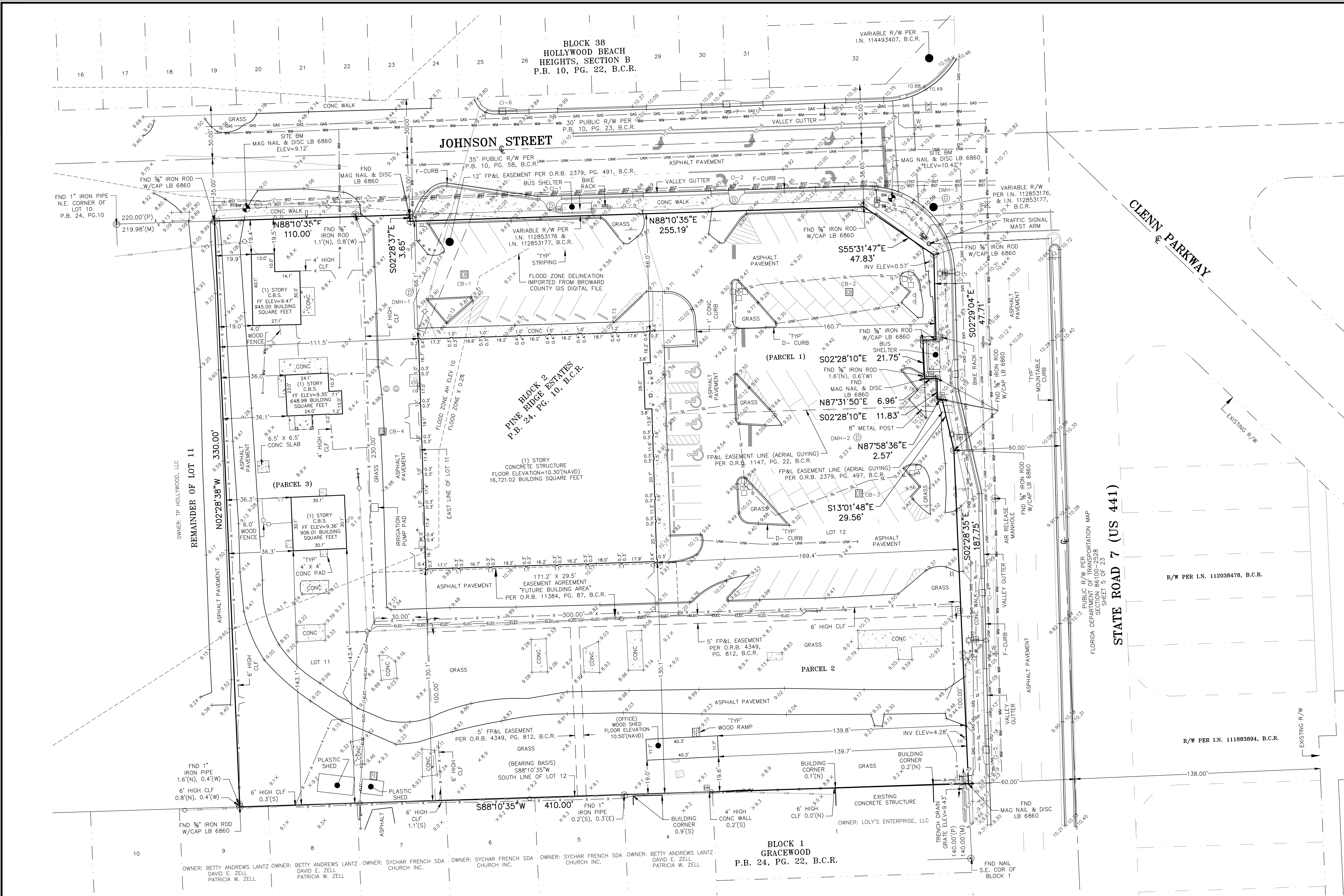
DATE	1/22/2021
SCALE	1" = 30'
FIELD BOOK	587
DRAWN BY	S.M.
CHECKED BY	T.G.

KEITH

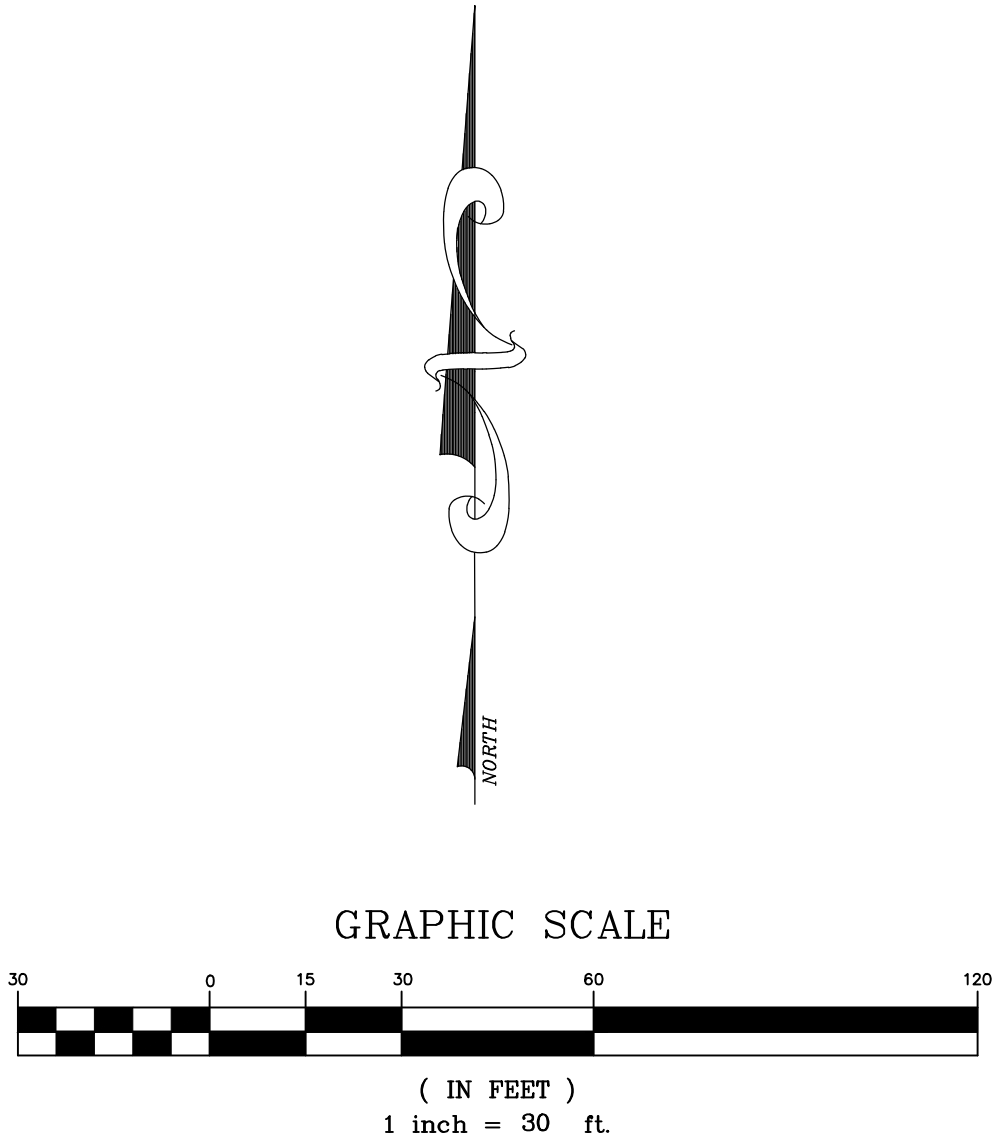
301 EAST ATLANTIC BOULEVARD
POMPANO BEACH, FLORIDA 33060-6643
(954) 788-3400 FAX (954) 788-3500
EMAIL: mail@KEITHteam.com Lb NO. 6860

ALTA/NSPS LAND TITLE SURVEY
PINNACLE 441

A PORTION OF LOTS 11 AND 12, PINE RIDGE ESTATES
PLAT BOOK 24, PAGE 10, B.C.R.
CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA



LOCATION SKETCH
NOT TO SCALE



LEGEND:

- | | | | |
|--------|---------------------------------------|--------------------------|------------------------|
| B.C.R. | BROWARD COUNTY RECORDS | BELL SOUTH MANHOLE | WATER METER |
| BM | BENCHMARK | BENCHMARK | WATER VALVE |
| CB | CATCH BASIN | BOLLARD | HARD SURFACE ELEVATION |
| CI | CURB INLET | CATCH BASIN | SOFT SURFACE ELEVATION |
| CLF | CHAIN LINK FENCE | CLEANOUT | CONCRETE |
| CONC | CONCRETE | DOUBLE POST SIGN | WOOD |
| DMH | DRAINAGE MANHOLE | ELECTRIC HAND HOLE | CHAIN LINK FENCE |
| ELEV | ELEVATION | FIRE HYDRANT | WOOD FENCE |
| FND | FOUND | GREASE MANHOLE | BST |
| FP&L | FLORIDA POWER AND LIGHT COMPANY | GUY WIRE ANCHOR | ELEC |
| GIS | GEOGRAPHIC INFORMATION SYSTEM | IRRIGATION CONTROL VALVE | GAS |
| ICV | IRRIGATION CONTROL VALVE | IRON PIPE | SL |
| IN | INSTRUMENT NUMBER | IRON ROD | TS |
| INV | INVERT | MAIL BOX | UNK |
| IRC | IRON ROD WITH CAP | METAL LIGHT POLE | WM |
| LB | FLORIDA LICENSED BUSINESS NUMBER | METAL LIGHT POLE | |
| MEAS | MEASURED | METAL LIGHT POLE | |
| NAVD | NORTH AMERICAN VERTICAL DATUM OF 1988 | SINGLE POST SIGN | |
| O.R.B. | OFFICIAL RECORDS BOOK | STORM DRAIN MANHOLE | |
| (P) | PLAT | TRAFFIC SIGNAL BOX | |
| P.B. | PLAT BOOK | | |
| PAGE | PAGE | | |
| PVC | POLYVINYL CHLORIDE PIPE | | |
| RCP | REINFORCED CONCRETE PIPE | | |
| R/W | RIGHT-OF-WAY | | |
| TYP | TYPICAL | | |

UTILITY TABLE:

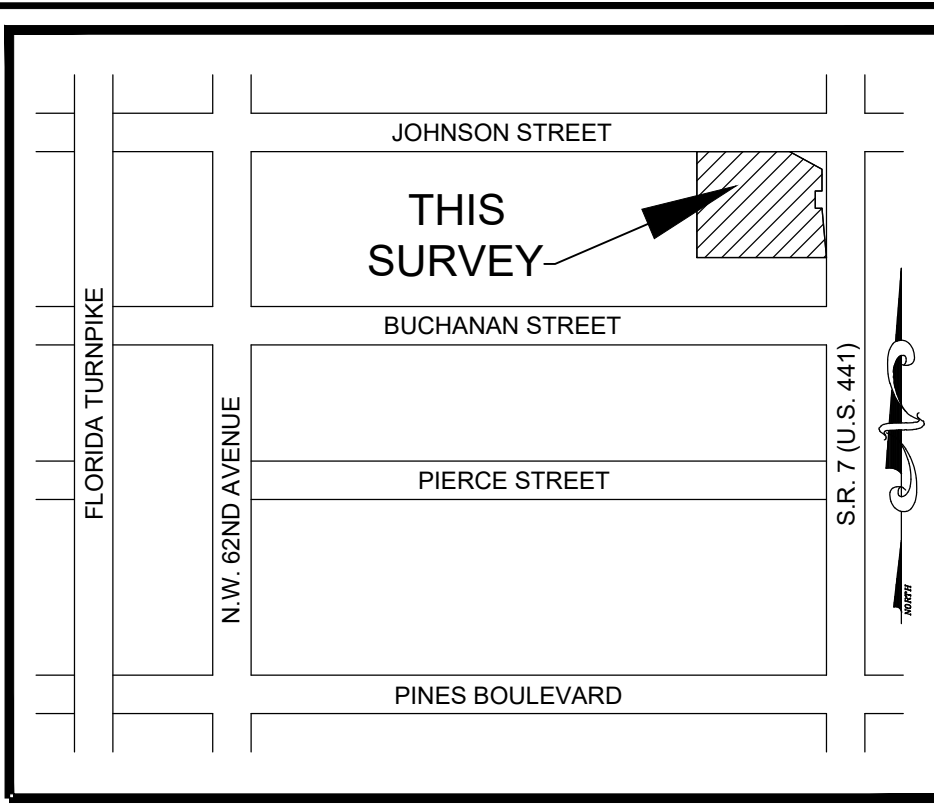
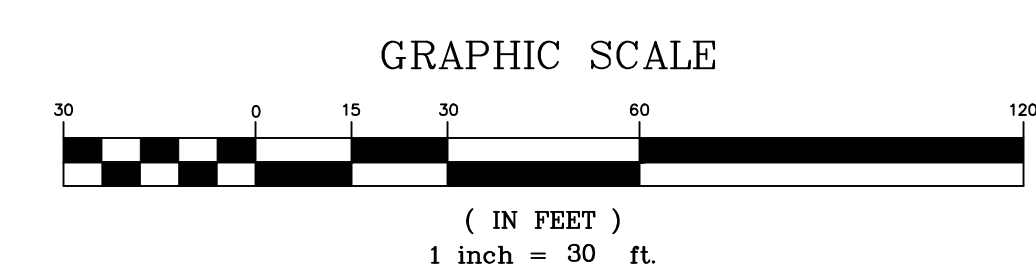
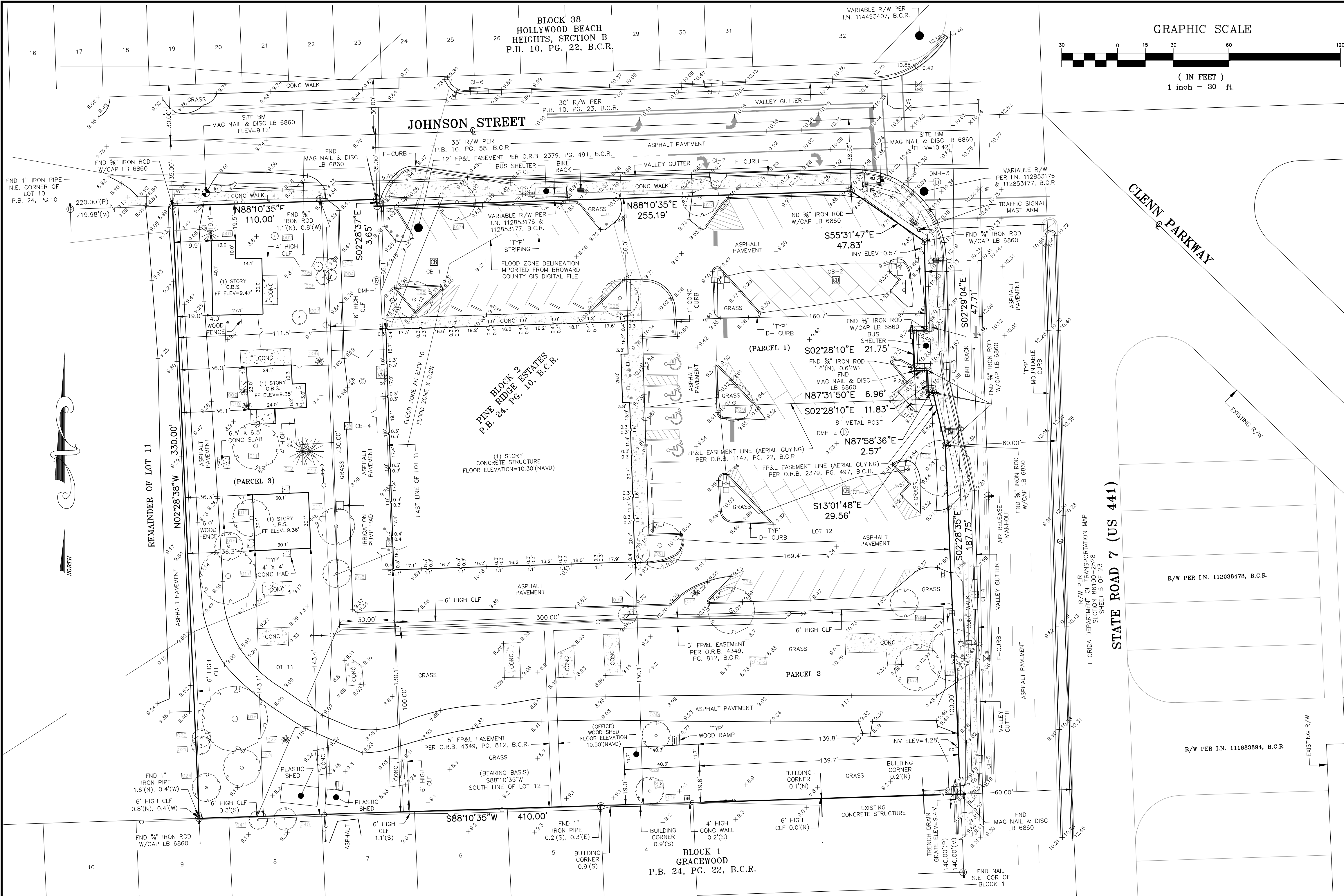
STRUCTURE	RIM ELEV	PIPE SIZE & TYPE	INVERT ELEV	BOTTOM OF BOX	COMMENT
DRAINAGE MANHOLE-1	9.37'	8" RCP	N/A (NE)		BOTTOMLESS STRUCTURE
DRAINAGE MANHOLE-2	9.25'	12" RCP	N/A(N)		BOTTOMLESS STRUCTURE
		12" RCP	6.43'(S)		
DRAINAGE MANHOLE-3	10.34'	18" RCP	2.22'(S)		
		18" RCP	2.28'(W)	1.92'	
CATCH BASIN-1	8.99'	8" RCP	7.05'(SW)	5.49'	
CATCH BASIN-2	8.90'	12" RCP	6.87'(S)	3.04'	
CATCH BASIN-3	8.95'	12" RCP	7.01'(N)	5.90'	
		12" RCP	6.84'(N)		
CATCH BASIN-4	8.66'	2" PVC	8.01'(S)	6.74'	
		18" RCP	2.90'(N)		
CURB INLET-1	9.78'	18" RCP	2.85'(E)	2.46'	RIM ELEVATION IS THE RIM OF THE MANHOLE
		18" RCP	2.91'(N)		
CURB INLET-2	10.06'	18" RCP	2.71'(E)	2.19'	RIM ELEVATION IS THE RIM OF THE MANHOLE
		18" RCP	2.71'(W)		
CURB INLET-3	9.58'	18" RCP	2.08'(N)	1.68'	
		18" RCP	2.08'(S)		
CURB INLET-4	8.93'	18" RCP	1.63'(N)	0.84'	
		18" RCP	4.69'(S)		
CURB INLET-5	9.19'	18" RCP	0.88'(E)		
		18" RCP	4.89'(N)		
CURB INLET-6	9.81'	18" RCP	6.61'(W)	4.56'	
		18" RCP	3.22'(S)	2.55'	
CURB INLET-7	10.06'	18" RCP	2.93'(S)	2.56'	

DATE	REVISION	BY
5/1/21	1	5/1/21

DATE	1/22/2021
SCALE	1" = 30'
FIELD BOOK	587
DRAWN BY	S.M.
CHECKED BY	T.G.

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301 EAST ATLANTIC BOULEVARD
POMPANO BEACH, FLORIDA 33060-6643
(954) 788-3400 FAX (954) 788-3500
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ALTA/NSPS LAND TITLE SURVEY
PINNACLE 441
A PORTION OF LOTS 11 AND 12, PINE RIDGE ESTATES
PLAT BOOK 24, PAGE 10, B.C.R.
CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA



LOCATION SKETCH

NOT TO SCALE

LAND DESCRIPTION:

(PARCEL 1)
LOT 12, LESS THE SOUTH 100 FEET, IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; AND ALSO THE EAST 30 FEET OF LOT 11, LESS THE SOUTH 100 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; LESS THAT PORTION CONVEYED TO STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION BY DEEDS RECORDED IN INSTRUMENT NUMBERS 112853176 AND 112853177 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
TOGETHER WITH:
(PARCEL 2)
THE SOUTH 100 FEET OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
ALSO TOGETHER WITH:
(PARCEL 3)
LOT 11, LESS THE WEST 220 FEET AND LESS THE NORTH 230 FEET OF THE EAST 30 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA
SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA CONTAINING 132,642 SQUARE FEET (3.045 ACRES) MORE OR LESS.

SURVEY NOTES:

1. THE LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.
2. NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. LANDS SHOWN HEREON WERE ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIPS OR OTHER INSTRUMENT OF RECORDS PER FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 13, 2021 @ 11:00 P.M..
4. OTHER THAN AS SHOWN, THERE IS NO EVIDENCE THAT UNDERGROUND ENCROACHMENTS EXIST, HOWEVER A SUBSURFACE INVESTIGATION WAS NOT PERFORMED TO DETERMINE IF UNDERGROUND ENCROACHMENTS EXIST.
5. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENTS OF POTENTIAL JURISDICTIONAL BOUNDARIES.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF NORTH 89°10'35" WEST ALONG THE SOUTH LINE OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
7. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
8. THIS SURVEY IS CLASSIFIED AS COMMERCIAL/HIGH RISK AND EXCEEDS THE MINIMUM RELATIVE DISTANCE ACCURACY OF 1 FOOT IN 10,000 FEET AS REQUIRED BY THE STANDARDS OF PRACTICE (5J-17, F.A.C.). THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO EXCEED THIS REQUIREMENT.
9. THE INTENDED DISPLAY SCALE OF THIS SURVEY IS 1" = 30' OR SMALLER.
10. THE EXPECTED VERTICAL ACCURACY OF THE INFORMATION SHOWN HEREON IS ±0.02' FOR HARD SURFACE ELEVATIONS AND 0.1' FOR SOFT SURFACE ELEVATIONS. THE EXPECTED HORIZONTAL LOCATION ACCURACY IS ±/− 0.1'.
11. HORIZONTAL FEATURE LOCATION IS TO THE CENTER OF THE SYMBOL WHICH MAY HAVE BEEN ALTERED FOR CLARITY. ALL MAPPED FEATURES SHOWN HEREON WERE OBTAINED BY KEITH & ASSOCIATES, INC. FOR THE PURPOSE OF THIS SURVEY. DISTANCES SHOWN HEREON ARE IN U.S. FEET.
12. THE HORIZONTAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 WITH THE NATIONAL SPATIAL REFERENCE SYSTEM 2011 ADJUSTMENT APPLIED (83/NSRS2011), TRANSVERSE MERCATOR, FLORIDA EAST ZONE.
13. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988). SAID ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) BENCHMARKS. ORIGIN BENCHMARK BC 22 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF A CONCRETE SIDEWALK 205 FEET ±/− WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 108 FEET ±/− SOUTH OF THE CENTERLINE OF JOHNSON STREET; ELEVATION = 10.19' AND BENCHMARK BC 21 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF CONCRETE CURB, 85 FEET ±/− WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 175 FEET ±/− NORTH OF THE CENTERLINE OF TAFT STREET; ELEVATION = 13.77'.
14. THE OWNERSHIP OF FENCES AND PERIMETER WALLS SHOWN HEREON ARE NOT KNOWN AND THUS ARE NOT LISTED AS ENCROACHMENTS.
15. ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 12011C0564H, EFFECTIVE DATE 8-18-2014, THIS PROPERTY LIES IN ZONE X 0.2% ANNUAL CHANCE FLOOD HAZARD, BASE FLOOD ELEVATION (NONE) AND ZONE AH, BASE FLOOD ELEVATION (10').
16. UNLESS OTHERWISE NOTED THE UTILITY LINES SHOWN HEREON REPRESENT A LOCATED SURFACE DESIGNATION (PAINT MARK OR FLAG) AS MARKED BY KEITH & ASSOCIATES' SUBSURFACE UTILITY ENGINEERING DIVISION. THE HORIZONTAL ACCURACY STATEMENT SHOWN IN NOTE 10 PERTAINS ONLY TO THE LOCATION OF THE PAINT MARK OR FLAG AND NOT THE ACTUAL UTILITY LOCATION.

LEGEND:

B.C.R.	BROWARD COUNTY RECORDS
BM	BENCHMARK
CB	CATCH BASIN
CI	CURB INLET
CLF	CHAIN LINK FENCE
CONC	CONCRETE
D.B.H.	DIAMETER AT BREAST HEIGHT
DMH	DRAINAGE MANHOLE
ELEV	ELEVATION
FND	FOUND
FP&L	FLORIDA POWER AND LIGHT COMPANY
GIS	GEOGRAPHIC INFORMATION SYSTEM
ICV	IRRIGATION CONTROL VALVE
I.N.	INSTRUMENT NUMBER
INVT	INVERT
IRC	IRON ROD WITH CAP
LB	FLORIDA LICENSED BUSINESS NUMBER
(M)	MEASURED
NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988
O.R.B.	OFFICIAL RECORDS BOOK
(P)	PLAT
P.B.	PLAT BOOK
PG.	PAGE
PVC	POLYVINYL CHLORIDE PIPE
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
'TYP'	TYPICAL
WM	BELL SOUTH MANHOLE
WM	BENCHMARK
WM	BOLLARD
WM	CATCH BASIN
WM	CLEANOUT
WM	DOUBLE POST SIGN
WM	ELECTRIC HAND HOLE
WM	FIRE HYDRANT
WM	GREASE MANHOLE

GUY WIRE ANCHOR
IRRIGATION CONTROL VALVE
IRON PIPE
IRON ROD
MAIL BOX
METAL LIGHT POLE
METAL LIGHT POLE
METAL LIGHT POLE
SINGLE POST SIGN
STORM DRAIN MANHOLE
TRAFFIC SIGNAL BOX
WATER METER
WATER VALVE
DENOTES PALM TREE (SEE TREE TABLE)
DENOTES TREE (SEE TREE TABLE)
DENOTES PINE TREE (SEE TREE TABLE)
TREE LABEL
HARD SURFACE ELEVATION
SOFT SURFACE ELEVATION
CONCRETE
WOOD
CHAIN LINK FENCE
WOOD FENCE
BST
ELEC
GAS
SL
TS
UNK
WM

UTILITY TABLE:

STRUCTURE	RIM ELEV	PIPE SIZE & TYPE	INVERT ELEV	BOTTOM OF BOX	COMMENT
DRAINAGE MANHOLE-1	9.37'	8" RCP	N/A (NE)		BOTTOMLESS STRUCTURE
DRAINAGE MANHOLE-2	9.25'	12" RCP	6.43 (S)		BOTTOMLESS STRUCTURE
DRAINAGE MANHOLE-3	10.34'	18" RCP	2.22 (S)	1.92'	
CATCH BASIN-1	8.99'	8" RCP	7.05 (SW)	5.49'	
CATCH BASIN-2	8.90'	12" RCP	6.87 (S)	3.04'	
CATCH BASIN-3	8.95'	12" RCP	7.01 (N)	5.90'	
CATCH BASIN-4	8.66'	12" RCP	6.84 (N)	6.74'	
CURB INLET-1	9.78'	18" RCP	2.90 (N)	2.46'	RIM ELEVATION IS THE RIM OF THE MANHOLE
CURB INLET-2	10.06'	18" RCP	2.85 (E)	2.19'	RIM ELEVATION IS THE RIM OF THE MANHOLE
CURB INLET-3	9.58'	18" RCP	2.91 (N)	1.68'	
CURB INLET-4	8.93'	18" RCP	2.71 (E)	0.84'	
CURB INLET-5	9.19'	18" RCP	4.69 (S)	4.56'	
CURB INLET-6	9.81'	18" RCP	0.88 (E)	2.55'	
CURB INLET-7	10.06'	18" RCP	4.89 (N)	2.56'	

TREE TABLE:

NUMBER	D.B.H. IN INCHES	TYPE	APPROXIMATE CANOPY DIAMETER IN FEET
1	12	PINE	10
2	4	GUMBO LIMBO	5
3	5	PAPAYA	6
4	5	PAPAYA	6
5	3	PAPAYA	5
6	4	LEMON	8
7	4	GUMBO LIMBO	8
8	3	BANANA PALM	5
9	6	ARECA PALM	5
10	6	ARECA PALM	5
11	20	SEAGRAPE	25
12	20	PINE	15
13	20	PINE	15
14	6	UNKNOWN TREE	20
15	10	UNKNOWN TREE	20
16	6	UNKNOWN TREE	15
17	24	UNKNOWN TREE	30
18	6	UNKNOWN TREE	15
19	40	GUMBO LIMBO	35
20	6	UNKNOWN TREE	10

TREE TABLE:

NUMBER	D.B.H. IN INCHES	TYPE	APPROXIMATE CANOPY DIAMETER IN FEET
21	10	UNKNOWN TREE	10
22	10	SABAL PALM	5
23	14	GUMBO LIMBO	20
24	10	GUMBO LIMBO	15
25	12	BLACK OLIVE	20
26	12	BLACK OLIVE	20
27	15	BLACK OLIVE	25
28	14	MANGO	20
29	15	UNKNOWN TREE	20
30	22	MAHOGANY	30
31	14	BLACK OLIVE	25
32	6	UNKNOWN TREE	10
33	3	ROBELLINI PALM	5
34	15	BLACK OLIVE	25
35	10	BLACK OLIVE	15
36	14	BLACK OLIVE	28
37	18	BLACK OLIVE	25
38	10	UNKNOWN TREE	15
39	18	OAK	25
40	6	UNKNOWN TREE	12
41	4	UNKNOWN TREE	10

CERTIFICATION:

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY AND TOPOGRAPHIC SURVEY OF THE HEREON DESCRIBED PROPERTY IS DEPICTED TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE INFORMATION AS SURVEYED UNDER MY DIRECTION ON OCTOBER 28, 2019 MEETS THE STANDARDS OF PRACTICE RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

KEITH & ASSOCIATES, INC.
CONSULTING ENGINEERS

TIMOTHY H. GRAY
PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION No. 6604
STATE OF FLORIDA

DATE	REVISION	BY
1/22/21	UPDATED SURVEY	S.M.
5/4/21	UPDATED SURVEY	S.M.

DATE	10/28/2019
SCALE	1" = 30'
FIELD BOOK	587
DRAWN BY	S.M.
CHECKED BY	L.P.

KEITH

301 EAST ATLANTIC BOULEVARD
POMPANO BEACH, FLORIDA 33060-6643
(954) 788-3400 FAX (954) 788-3500
EMAIL: mail@KEITHteam.com LB NO. 6860

BOUNDARY AND TOPOGRAPHIC SURVEY

A PORTION OF LOTS 11 AND 12, PINE RIDGE ESTATES
PLAT BOOK 24, PAGE 10, B.C.R.
CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA





PINNACLE
COMMITTED TO EXCELLENCE

PINNACLE 441
820-890 N. SR7 & 6024 JOHNSON ST HOLLYWOOD FLORIDA



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SEAL

JOSEPH B. KALLER
FLORIDA R.A. # 0009239

PROJECT TITLE
PINNACLE 441
MIXED USE
820-890 N. SR7 & 6024 JOHNSON ST
HOLLYWOOD FLORIDA 33024

SHEET TITLE
COVER SHEET
FINAL TAC

REVISIONS
No. DATE DESCRIPTION

1	4-8-21	PRELIM TAC
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DATE: 2-22-21
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SHEET

COV

SHEET 1 OF 1



PINNACLE 441

820-890 N. SR7 & 6024 JOHNSON ST HOLLYWOOD FLORIDA

P.A.C.O. - JANUARY 19, 2021
PRELIMINARY TAC - APRIL 5, 2021
FINAL TAC - JUNE 1, 2021

PROJECT TEAM

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PROJECT DATA

CODES:

FLORIDA BUILDING CODE, 1TH EDITION 2020
FLORIDA FIRE PREVENTION CODE, 1TH EDITION
FLORIDA ADMINISTRATIVE CODE 69A-40

JURISDICTION:

CITY OF HOLLYWOOD
BROWARD COUNTY
STATE OF FLORIDA

DRAWING INDEX

SURVEY

ALTA SURVEY
BOUNDARY AND TOPOGRAPHIC SURVEY

CIVIL

GI-001 GENERAL NOTES
GI-002 CONSTRUCTION SPECIFICATIONS
GI-003 SPECIFIC NOTES AND LEGEND
CP-101 PAVING, GRADING AND DRAINAGE PLAN
CP-501 PAVING, GRADING AND DRAINAGE DETAILS
CP-502 PAVING, GRADING AND DRAINAGE DETAILS
CP-503 PAVING, GRADING AND DRAINAGE DETAILS
CU-101 WATER AND SEWER PLAN
CU-501 WATER AND SEWER DETAILS
CU-502 WATER AND SEWER DETAILS
CU-503 WATER AND SEWER DETAILS
CU-504 WATER AND SEWER DETAILS
CU-505 WATER AND SEWER DETAILS
CU-506 WATER AND SEWER DETAILS
CU-507 WATER AND SEWER DETAILS
CH-101 PAVEMENT MARKINGS AND SIGNAGE PLAN
CH-501 PAVEMENT MARKINGS AND SIGNAGE DETAILS
CH-502 PAVEMENT MARKINGS AND SIGNAGE DETAILS

LANDSCAPE

LD-001 TREE DEPOSITION LIST AND NOTES
LD-101 TREE DEPOSITION PLAN
LP-001 LANDSCAPE NOTES
LP-101 LANDSCAPE PLAN
LP-102 LANDSCAPE PLANT LIST
LP-501 LANDSCAPE DETAILS
LH-101 HARDSCAPE PLAN AND DETAILS
LI-101 IRRIGATION PLAN
LI-501 IRRIGATION DETAILS
LL-101 LIGHTING PLAN

ARCHITECTURAL

COV COVER SHEET
T-1 TITLE PAGE
SP-0 BUILDING DATA AND SIGN DETAILS
SP-1 SITE PLAN AND DATA
SP-1A VIA ILLUSTRATION AND SIGN DETAILS
SP-2 SITE DETAILS
SP-3 TRASH ROOMS AND GREASE ENCLOSURE
A-1 FIRST FLOOR PLAN
A-2 SECOND FLOOR PLAN
A-3 THIRD FLOOR PLAN
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A-10 BUILDING ELEVATION
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A-15 UNIT TYPE BLOW-UP PLANS
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A-19 SITE PICTURES
A-20 MATERIAL SAMPLES

LOCATION MAP

AERIAL

KA

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SHEET TITLE

TITLE PAGE

FINAL TAC

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DATE: 2-22-21
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CHECKED BY: JBK

SHEET

T-1

SHEET 1 OF 1

BUILDING SUMMARY

	ALLOWED	PROVIDED
BUILDING HEIGHT:	175'-0"	8 STORIES 81'-10"
BUILDING AREA:		
	FIRST FLOOR	18,801 SF
	SECOND FLOOR	19,690 SF
	THIRD FLOOR	19,690 SF
	FOURTH FLOOR	19,690 SF
	FIFTH FLOOR	19,690 SF
	SIXTH FLOOR	19,690 SF
	SEVENTH FLOOR	19,690 SF
	EIGHTH FLOOR	19,690 SF
		156,631 SF

UNITS:	LIVE WORK - 2 BED/ 2 BATH	1 UNIT
	1 BED/ 1 BATH	14 UNITS
	2 BED/ 2 BATH	63 UNITS
	3 BED/ 2 BATH	35 UNITS
		113 UNITS

MINIMUM UNIT SIZE:

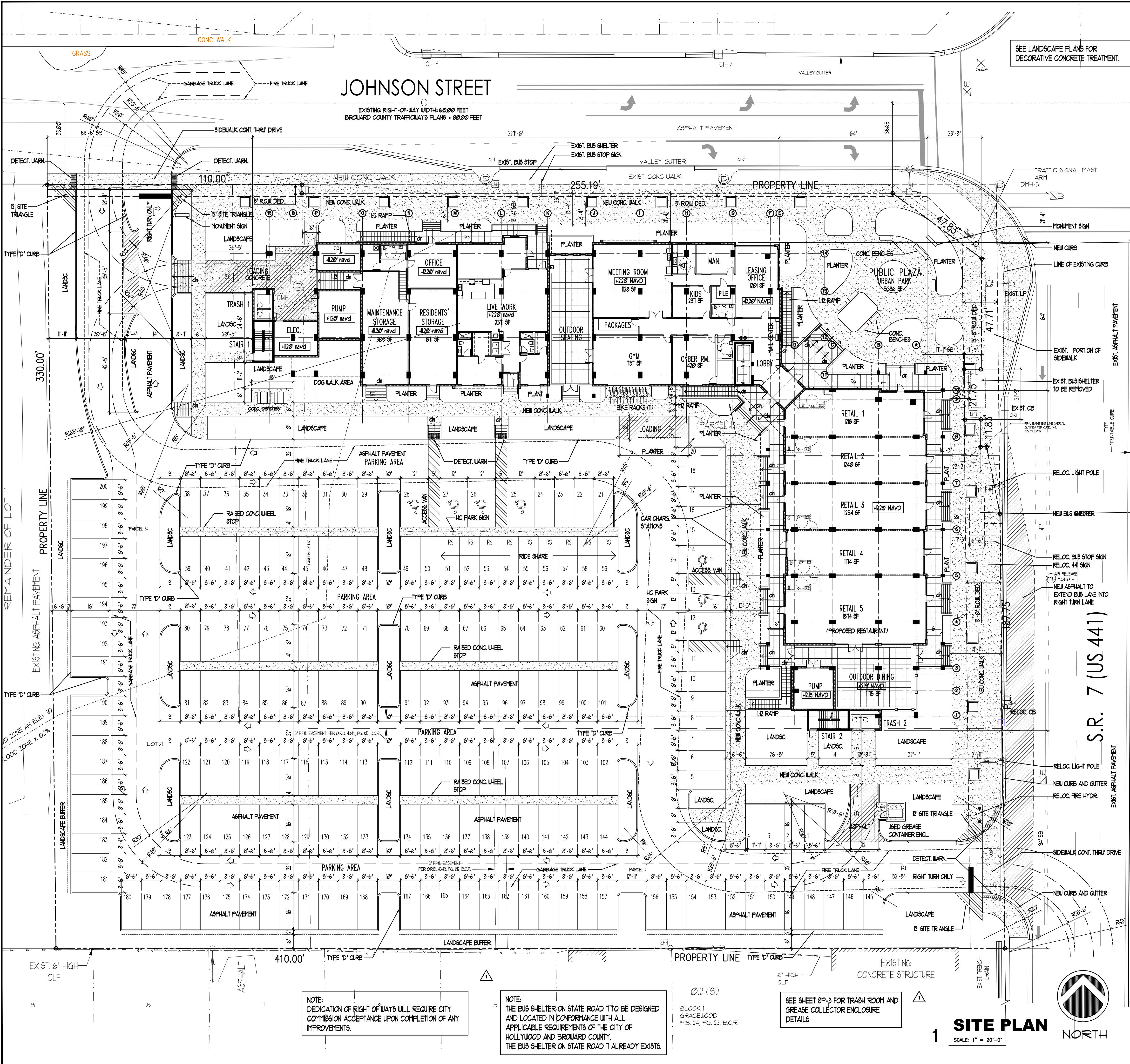
	MINIMUM PER UNIT	MINIMUM CUMULATIVE AVG.
REQUIRED	500 SF	750 SF
PROVIDED	727 SF	1005.7 SF

	ALLOWED	PROVIDED
MAX. LENGTH OF TOWER:	300'-0"	225'-6"
MIN. FL TO FL HEIGHT:	9'-0"	10'-0"
MIN. ACTIVE LINER DEPTH:	25'-0"	62'-0"
MIN. ACTIVE LINER WIDTH:		
	STATE ROAD 7 60% 147'-0"= 82'-3"	140'-0"
	JOHNSON ST. 40% 224'-6"= 99'-10"	180'-9"

	SPACE	AREA		GROSS AREA		
		AC	NON AC	AC	NON AC	BALCONY/ TERRACE
1ST FL	RETAIL AREA	6760		14,406	4,329	1,175
	APARMENT LOBBY	983				
	MANAGEMENT OFFICE	1201				
	KID'S ROOM	237				
	CYBER ROOM	420				
	MEETING ROOM	1128				
	PACKAGE ROOM	149				
	GYM	757				
	LIVE/ WORK UNIT	2371				
	MAINTENANCE OFFICE	400				
	MAINTENANCE STORAGE		1305			
	RESIDENTS' STORAGE		871			
	ELEVATORS		157			
	STAIRWELLS		342			
2ND FL	UNITS	16118		19089	601	
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	STORAGE	122				
	BALCONIES					
3RD FL	UNITS	16118		19089	601	787
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	JANITOR'S CLOSET	122				
	BALCONIES		787			
4TH FL	UNITS	16118		19089	601	722
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	STORAGE	122				
	BALCONIES		722			
5TH FL	UNITS	16118		19089	601	787
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	JANITOR'S CLOSET	122				
	BALCONIES		787			
6TH FL	UNITS	16118		19089	601	722
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	STORAGE	122				
	BALCONIES		722			
7TH FL	UNITS	16118		19089	601	787
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	JANITOR'S CLOSET	122				
	BALCONIES		787			
8TH FL	UNITS	16118		19089	601	722
	CORRIDOR	2849				
	ELEVATORS		157			
	STAIRWELLS		342			
	TRASH CHUTES		102			
	STORAGE	122				
	BALCONIES		722			
TOTAL GROSS AREA				148,029	8,536	5,702
				162,267 SF		

LOCATION	UNIT #	UNIT TYPE BED/ BATH	AREA		NET AREA	
			AC	TERRACE/ BALCONY	AC	BALCONY
1ST FLOOR	101	2/2	2372	124	2372	124
2ND FLOOR	201	1/1	736		16118	
	202	2/2	963			
	203	2/2	963			
	204	1/1	727			
	205	3/2	1222			
	206	3/2	1249			
	207	2/2	970			
	208 CF	2/2	963			
	209	2/2	963			
	210	3/2	1109			
	211	3/2	1109			
	212	2/2	955			
	213 CF	3/2	1249			
	214	2/2	977			
	215	2/2	955			
	216	2/2	1008			
3RD FLOOR	301	1/1	736	65	16118	787
	302 UFAS	2/2	963			
	303	2/2	963	65		
	304 UFAS	1/1	727			
	305	3/2	1222			
	306 UFAS	3/2	1249			
	307	2/2	970	65		
	308	2/2	963			
	309	2/2	963	65		
	310	3/2	1109	166		
	311	3/2	1109	166		
	312	2/2	955	65		
	313	3/2	1249			
	314	2/2	977	65		
	315 CF	2/2	955			
	316	2/2	1008	65		
4TH FLOOR	401	1/1	736		16118	722
	402 UFAS	2/2	963	65		
	403	2/2	963			
	404 UFAS	1/1	727	65		
	405	3/2	1222			
	406 UFAS	3/2	1249	65		
	407	2/2	970			
	408	2/2	963	65		
	409	2/2	963			
	410	3/2	1109	166		
	411	3/2	1109	166		
	412	2/2	955			
	413	3/2	1249	65		
	414	2/2	977			
	415	2/2	955	65		
	416	2/2	1008			
5TH FLOOR	501	1/1	736	65	16118	787
	502	2/2	963			
	503	2/2	963	65		
	504	1/1	727			
	505	3/2	1222			
	506	3/2	1249			
	507	2/2	970	65		
	508	2/2	963			
	509	2/2	963	65		
	510	3/2	1109	166		
	511	3/2	1109	166		
	512	2/2	955	65		
	513	3/2	1249			
	514	2/2	977	65		
	515	2/2	955			
	516	2/2	1008	65		
6TH FLOOR	601	1/1	736		16118	722
	602	2/2	963	65		
	603	2/2	963			
	604	1/1	727	65		
	605	3/2	1222			
	606	3/2	1249	65		
	607	2/2	970			
	608	2/2	963	65		
	609	2/2	963			
	610	3/2	1109	166		
	611	3/2	1109	166		
	612	2/2	955			
	613	3/2	1249	65		
	614	2/2	977			
	615	2/2	955	65		
	616	2/2	1008			
7TH FLOOR	701	1/1	736	65	16118	787
	702	2/2	963			
	703	2/2	963	65		
	704	1/1	727			
	705	3/2	1222			
	706	3/2	1249			
	707	2/2	970	65		
	708	2/2	963			
	709	2/2	963	65		
	710	3/2	1109	166		
	711	3/2	1109	166		
	712	2/2	955	65		
	713	3/2	1249			
	714	2/2	977	65		
	715	2/2	955			
	716	2/2	1008	65		
8TH FLOOR	801	1/1	736		16118	722
	802	2/2	963	65		
	803	2/2	963			
	804	1/1	727	65		
	805	3/2	1222			
	806	3/2	1249	65		
	807	2/2	970			
	808	2/2	963	65		
	809	2/2	963			
	810	3/2	1109	166		
	811	3/2	1109	166		
	812	2/2	955			
	813	3/2	1249	65		
	814	2/2	977			
	815	2/2	955	65		
	816	2/2	1008			
TOTAL NET AREA					112826	4527

UFAS - UNIFORM FEDERAL ACCESSIBILITY STANDARDS (5%)
CF - COMMUNICATION FEATURES



PROPERTY ADDRESSES

820 N SR7, 890 N SR7 AND 6024 JOHNSON ST
HOLLYWOOD, FL 33024

SITE INFORMATION

EXISTING ZONING:

C-JS-SR7

CENTRAL-JOHNSON STREET MIXED USE DISTRICT

LAND USE DESIGNATION:

TOC

NET LOT AREA:

132,642.0 SF (3.045 AC)

GROSS LOT AREA:

171,540.0 SF (3.938 AC)

DENSITY:

36 DU/AC = 142 UNITS

42 DU/AC MIXED USE BONUS = 165 UNITS

COMMERCIAL USE:

RETAIL 6760.0 SF

OFFICE 1501.0 SF

RESIDENTIAL USE:

113 RESIDENTIAL UNITS

PARKING:

REQUIRED

RETAIL 6760 SF / 250 = 27 SPACES

MANAGEMENT/MAINTENANCE OFFICE 1501 SF / 250 = 6 SPACES

GYM RESIDENTS ONLY 0 SPACES

UNITS 1.5 PER UNIT = 170 SPACES

GUESTS 1 PER 5 UNITS = 23 SPACES

TOTAL 226 SPACES

PARKING REDUCTION

(AS PER ARTICLE 4 SECTION 4.6(D) HOLLYWOOD LAND DEVELOP. CODE)

PROVIDED

REDUCTION %

1. PUBLIC PLAZA 5%

2. TWO BUS SHELTERS 10%

3. BIKE RACKS (11) 5%

4. RIDE SHARE (9 SPACES) 5%

TOTAL 25%

PARKING ALLOWED AFTER REDUCTION = 226 X 75% = 170 SPACES

RIDE SHARE SPACES = 9 SPACES

TOTAL PARKING REQUIRED = 179 SPACES

PARKING PROVIDED = 200 SPACES

(Incl. 7 HC spaces)

* VAN ACCESSIBLE SPACES ARE 1/6 OF THE HC SPACES PROVIDED. 2 OF THE 7 HC SPACES PROVIDED WILL BE LABELED FOR VAN ACCESSIBLE SPACES

LOADING:

REQUIRED

PROVIDED

RETAIL/ OFFICE 0 SPACE

0 SPACE

UNITS 1 SPACE

1 SPACE

1 SPACES

1 SPACES

SETBACKS:

REQUIRED

PROVIDED

(a) FRONT (SR 7)

10'-0" (NON-RES)

17'-1"

(b) FRONT (JOHNSON ST)

15'-0" (RES)

21'-1"

(c) SIDE INTERIOR (WEST)

10'-0" (NON-RES)

18'-4"

(d) SIDE INTERIOR (SOUTH)

15'-0" (RES)

25'-4"

(e) SIDE INTERIOR (WEST)

0'-0" (NON-RES)

88'-8"

(f) SIDE INTERIOR (SOUTH)

5'-0" (RES)

88'-8"

(g) SIDE INTERIOR (SOUTH)

0'-0" (NON-RES)

94'-0"

(h) SIDE INTERIOR (SOUTH)

5'-0" (RES)

94'-0"

OPEN SPACE REQUIREMENTS:

REQUIRED 19,983.45 SF (15%)

PROVIDED 23,652.00 SF (17.7%)

VUA LANDSCAPE:

SEE VUA ILLUSTRATION ON SHEET SP-1A

REQUIRED 25% 63,145 SF (VUA)

PROVIDED 15,786 SF

19,836 SF

(NOT INCL. BUFFER)

1 FEMA B.F.E. CLASSIFICATION

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

STRUCTURE CATEGORY	DESIGN CLASS II	
MINIMUM ELEVATION OF LOWEST FLOOR (TABLE 2-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+1.00' N.AVD.
MINIMUM ELEVATION BELOW WHICH FLOOD DAMAGE RESISTANT MATERIALS SHALL BE USED (TABLE 5-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+1.00' N.AVD.
MINIMUM ELEVATION OF UTILITIES AND EQUIPMENT (TABLE 1-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+1.00' N.AVD.
MINIMUM ELEVATION OF DRY FLOOD PROOFING OF NON RESIDENTIAL STRUCTURES (TABLE 6-1)	BFE +1 OR DFE WHICHEVER IS HIGHER	+1.00' N.AVD.

NOTE: BASE FLOOD ELEVATION (BFE) = +1.00' N.AVD

PROPOSED FLOOR ELEVATION = +1.20' N.AVD



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PINNACLE 441

MIXED USE

820-890 N. SR7 & 6024 JOHNSON ST

HOLLYWOOD FLORIDA 33024

PROJECT TITLE

SHEET TITLE

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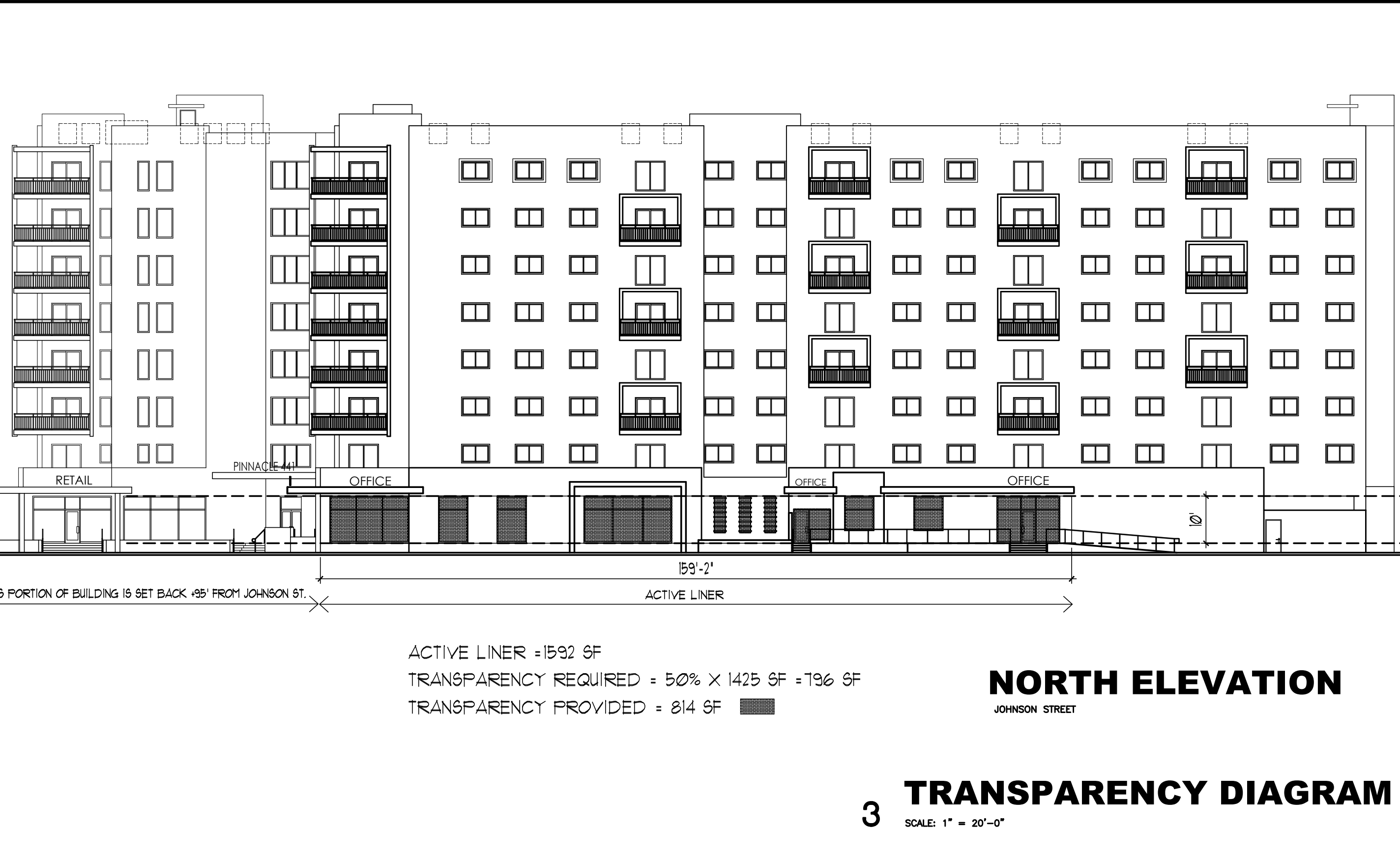
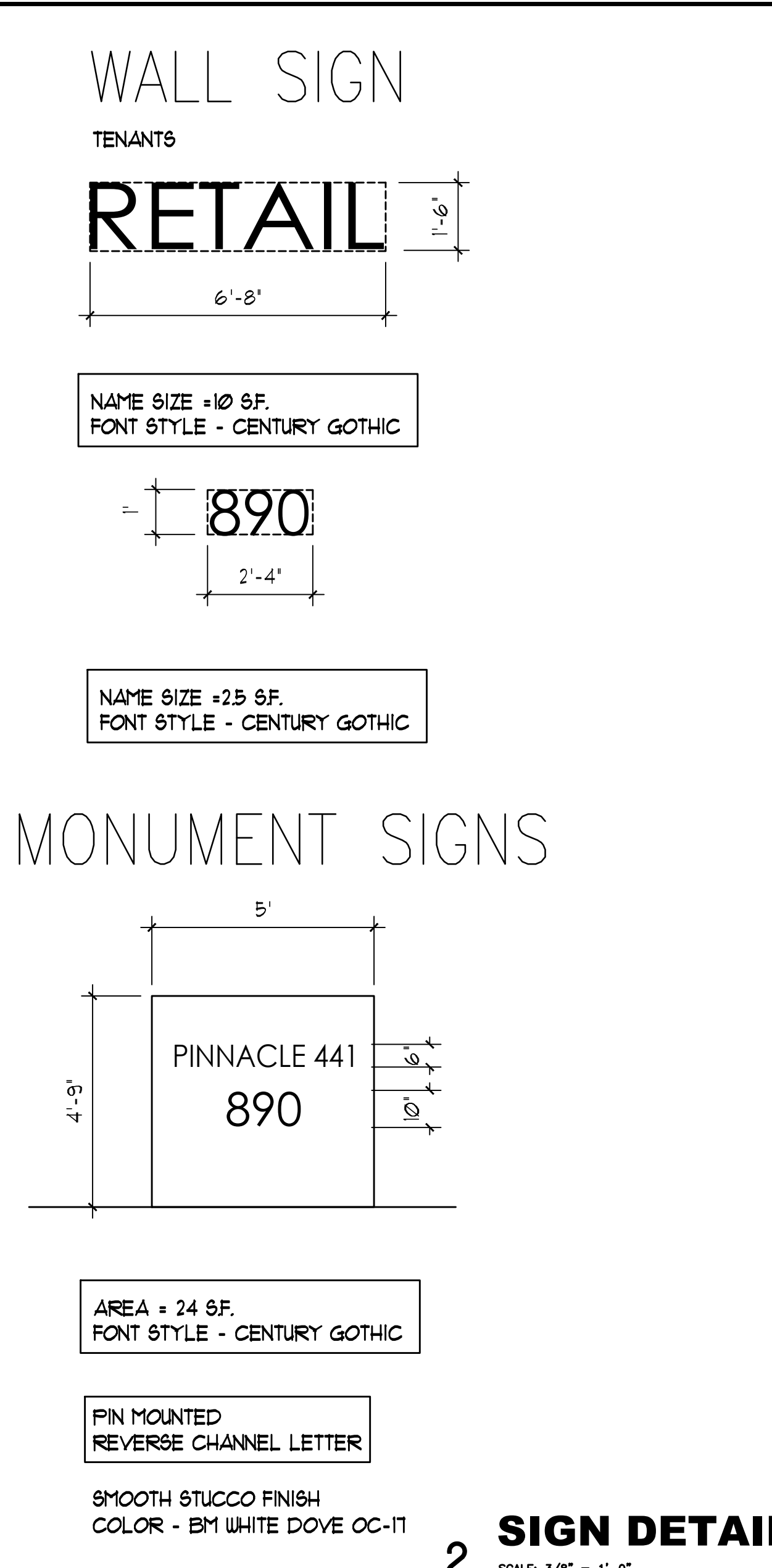
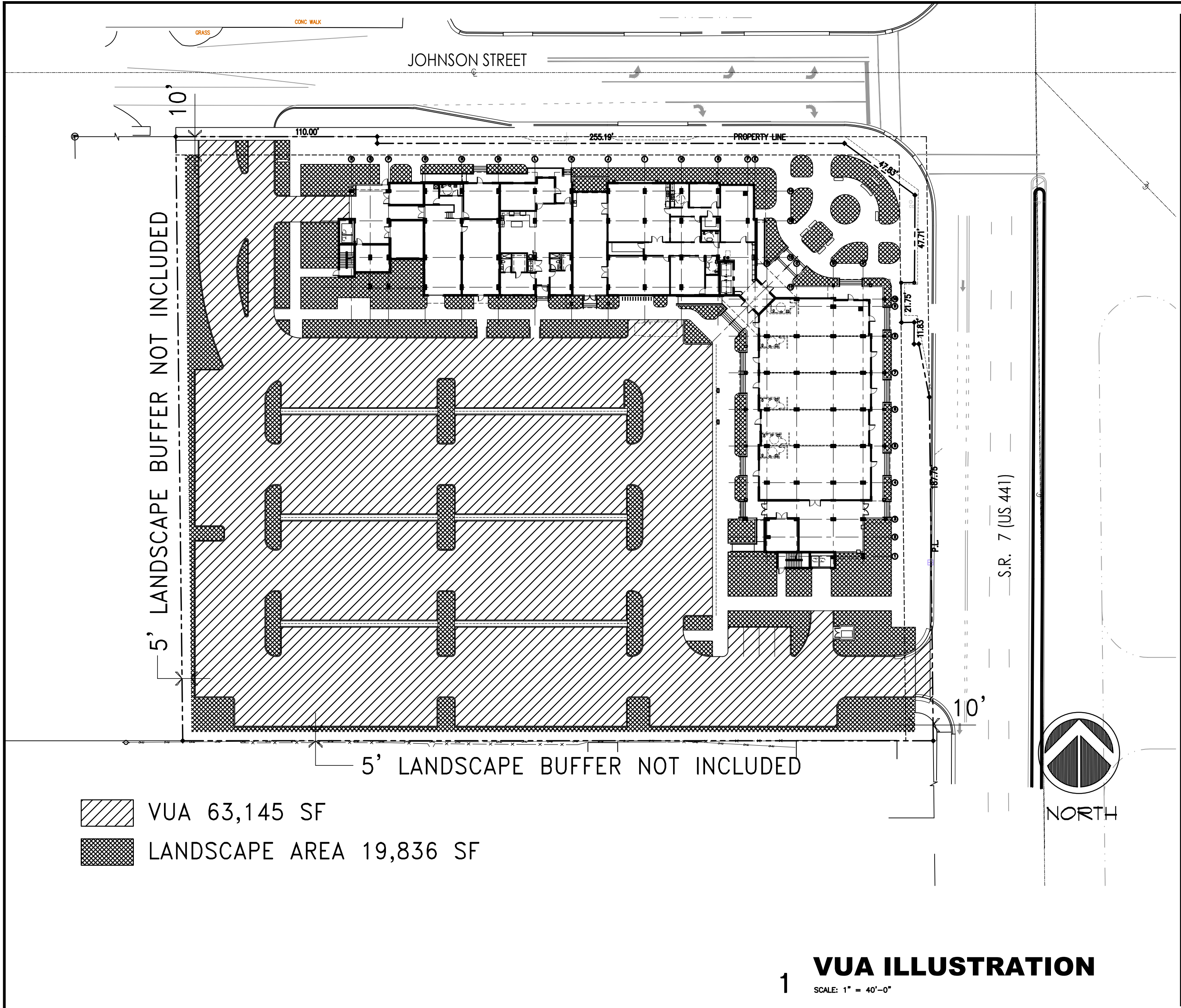
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SHEET

SP-1

SHEET 2 OF 3



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VUA ILLUSTRATION
SIGN DETAILS
FACADE TRANSPARENCY

REVISIONS		
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SP-1A

SHEET 2 OF 3

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SHEET

SP-2

SHEET 3 OF 3

1

ANY PART OF AN ACCESSIBLE ROUTE WITH A SLOPE GREATER THAN 1:20 SHALL BE CONSIDERED A RAMP AND SHALL COMPLY WITH FOLLOWING:

SLOPE AND RISE -
THE LEAST POSSIBLE SLOPE SHALL BE USED FOR ANY RAMP. THE MAXIMUM SLOPE OF A RAMP IN NEW CONSTRUCTION SHALL BE 1:12. THE MAXIMUM RISE FOR ANY RAMP SHALL BE 30 IN.

CLEAR WIDTH -
1. MINIMUM CLEAR WIDTH OF A RAMP SHALL BE 44" CLEAR.
2. RAMPS THAT ARE PART OF A REQUIRED MEANS OF EGRESS SHALL BE NOT LESS THAN 44 INCHES CLEAR.

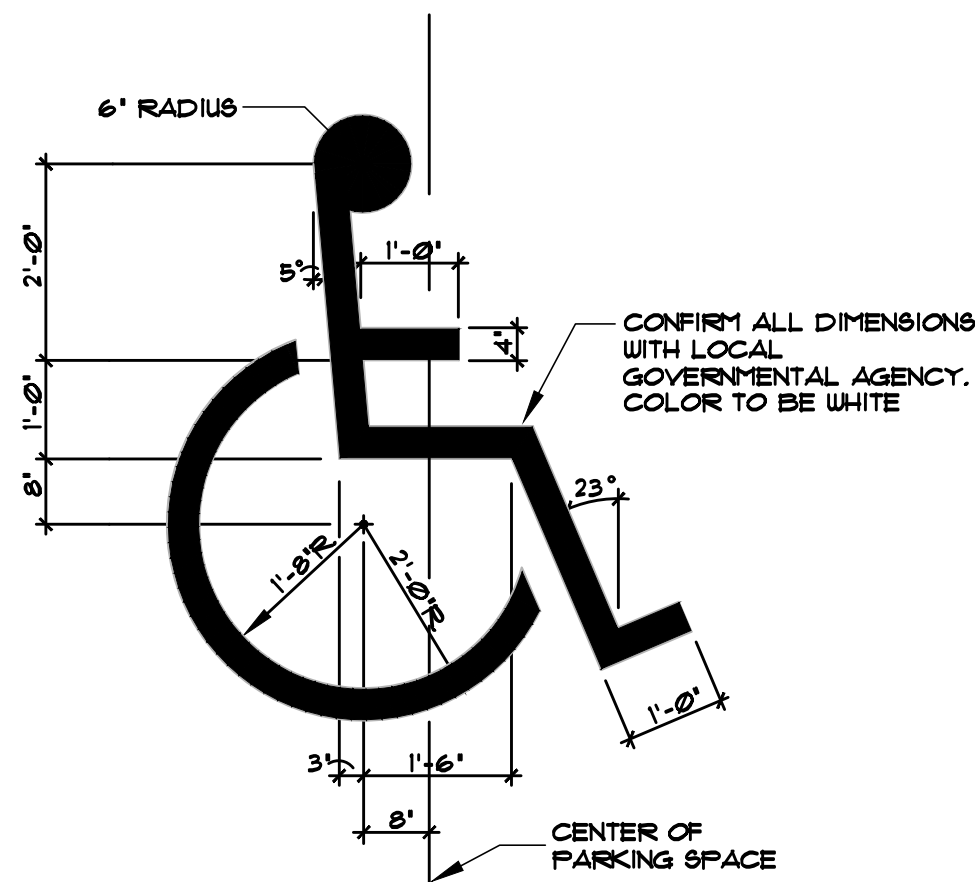
LANDINGS -
RAMPS SHALL HAVE LEVEL LANDINGS AT BOTTOM AND TOP OF EACH RAMP AND EACH RAMP RUN. LANDINGS SHALL HAVE THE FOLLOWING FEATURES:
1. THE LANDING SHALL BE AT LEAST AS WIDE AS THE RAMP RUN LEADING TO IT.
2. IF A DOORWAY CROSSES DIRECTION AT LANDINGS, THE MINIMUM LANDING SIZE SHALL BE 60 INCHES BY 60 INCHES.
3. IF A DOORWAY IS LOCATED AT A LANDING, THEN THE AREA IN FRONT OF THE DOORWAY SHALL COMPLY FC ACCESSIBILITY 2020 SECTION 405.1

HANDRAILS -
IF A RAMP RUN HAS A RISE GREATER THAN 6 IN OR A HORIZONTAL PROJECTION GREATER THAN 12 IN THEN IT SHALL HAVE HANDRAILS ON BOTH SIDES. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS OR ADJACENT WALKWAYS IN ASSEMBLY AREAS. HANDRAILS SHALL COMPLY WITH 428 OF THE ADA CODE AND SHALL HAVE THE FOLLOWING FEATURES:
1. HANDRAILS SHALL BE PROVIDED ALONG BOTH SIDES OF RAMP SEGMENTS, THE INSIDE HANDRAIL ON SLOPEBACK OR DOGLEG RAMPS SHALL ALWAYS BE CONTINUOUS.
2. HANDRAILS SHALL BE NOT CONTINUOUS SHALL EXTEND NOT LESS THAN 18" BEYOND THE SLOPED SEGMENT AT BOTH THE TOP AND BOTTOM AND SHALL BE PARALLEL TO THE FLOOR OR GROUND SURFACE.
3. THE CLEAR SPACE BETWEEN THE HANDRAIL AND THE WALL SHALL BE 1-1/2 INCH.
4. HANDRAIL SURFACES SHALL BE CONTINUOUS.
5. TOP OF HANDRAIL GRIPPING SURFACES SHALL BE MOUNTED BETWEEN 34 IN AND 38 IN ABOVE RAMP SURFACES.
6. ENDS OF HANDRAILS SHALL BE EITHER ROUNDED OR RETURNED SMOOTHLY TO FLOOR, WALL OR POST.
7. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.

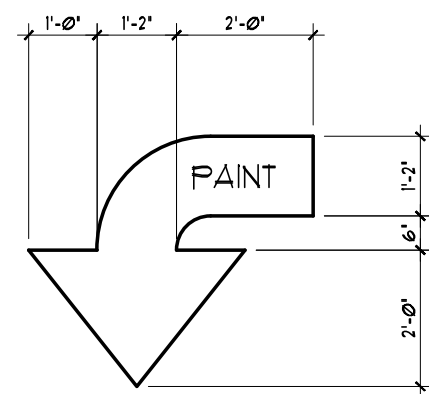
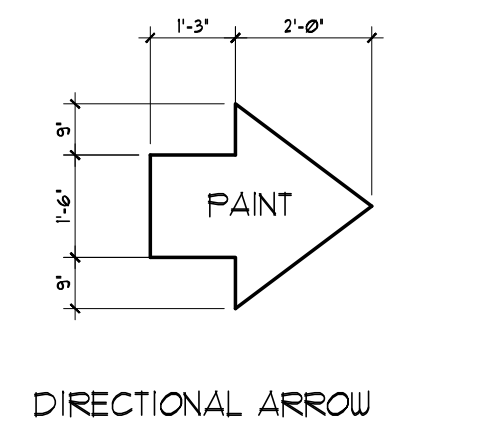
CROSS SLOPE SURFACES -
THE CROSS SLOPE OF RAMP SURFACES SHALL BE NO GREATER THAN 1:50. RAMP SURFACES SHALL COMPLY W/ SECTION 405.3 OF FC 2020 ACCESSIBILITY CODE.

EDGE PROTECTION -
RAMPS AND LANDINGS WITH DROP-OFFS SHALL HAVE CURBS, WALLS, RAILINGS OR PROTECTING SURFACES THAT PREVENT PEOPLE SLIPPING OF THE RAMP. CURBS SHALL BE A MINIMUM OF 2 IN HIGH. EDGE PROTECTION SHALL COMPLY WITH 2020 ACCESSIBILITY CODE SECTION 405.6

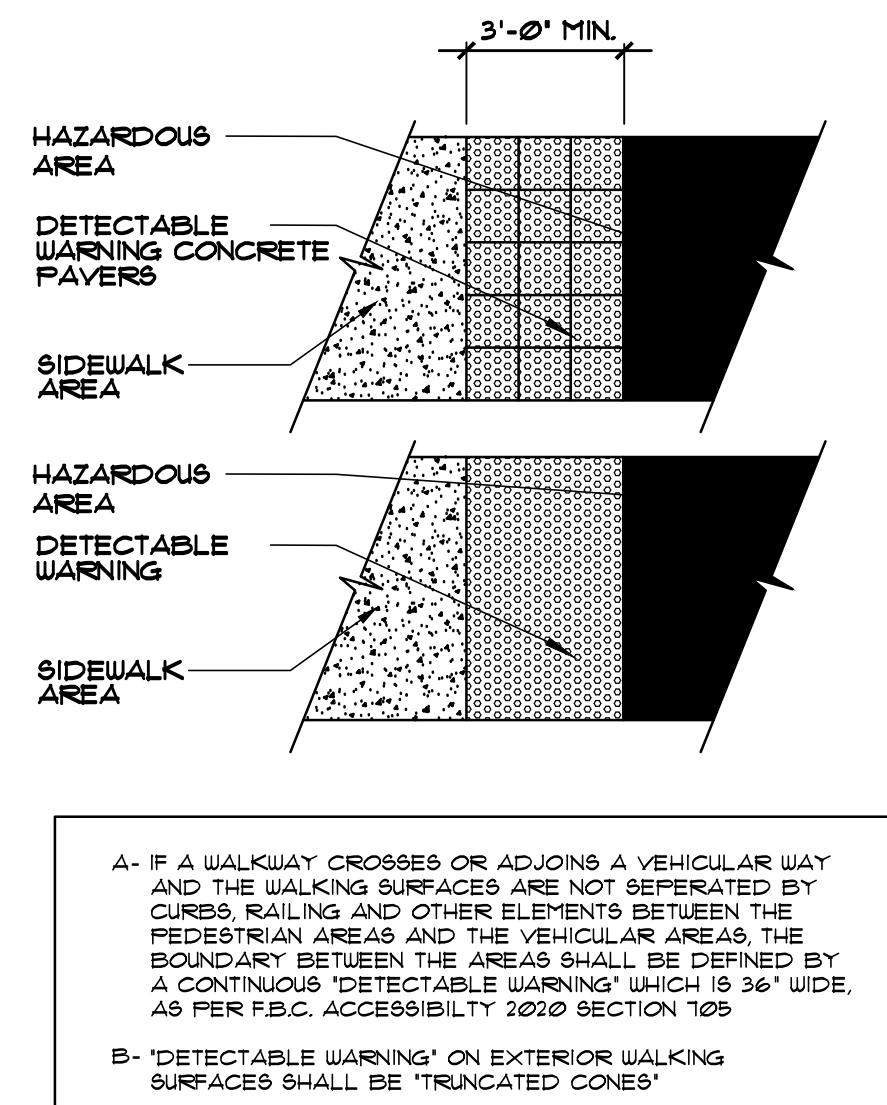
OUTDOOR CONDITIONS -
OUTDOOR RAMPS AND THEIR APPROACHES SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.



(NTS)

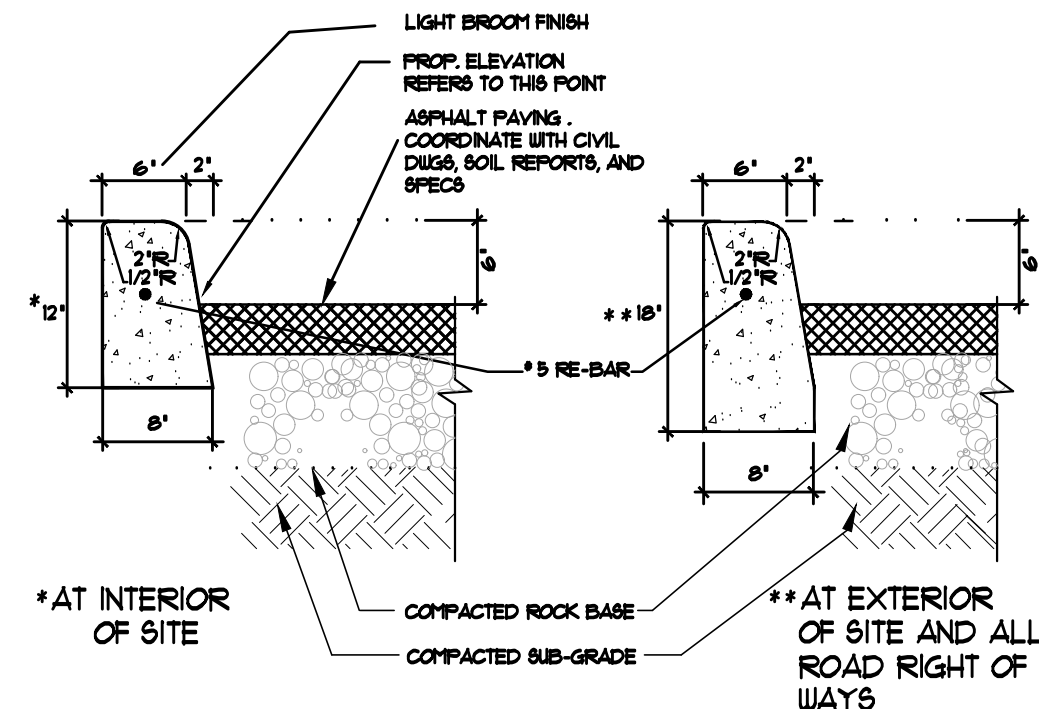


NOTE: SEE CIVIL ENGINEER'S DRAWINGS FOR ADDITIONAL 'DIRECTIONAL' DRIVEWAY PAVING DETAILS



A- IF A WALKWAY CROSSES OR ADJOINS A VEHICULAR WAY AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILING AND OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND THE VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A CONTINUOUS 'DETECTABLE WARNING' WHICH IS 36" WIDE, AS PER F.B.C. ACCESSIBILITY 2020 SECTION 705

B- 'DETECTABLE WARNING' ON EXTERIOR WALKING SURFACES SHALL BE 'TRUNCATED CONES'

 ΔT

* AT EXTERIOR
OF SITE AND ALL
ROAD RIGHT OF
WAYS

3 | SITE ACCESSIBILITY NOTES

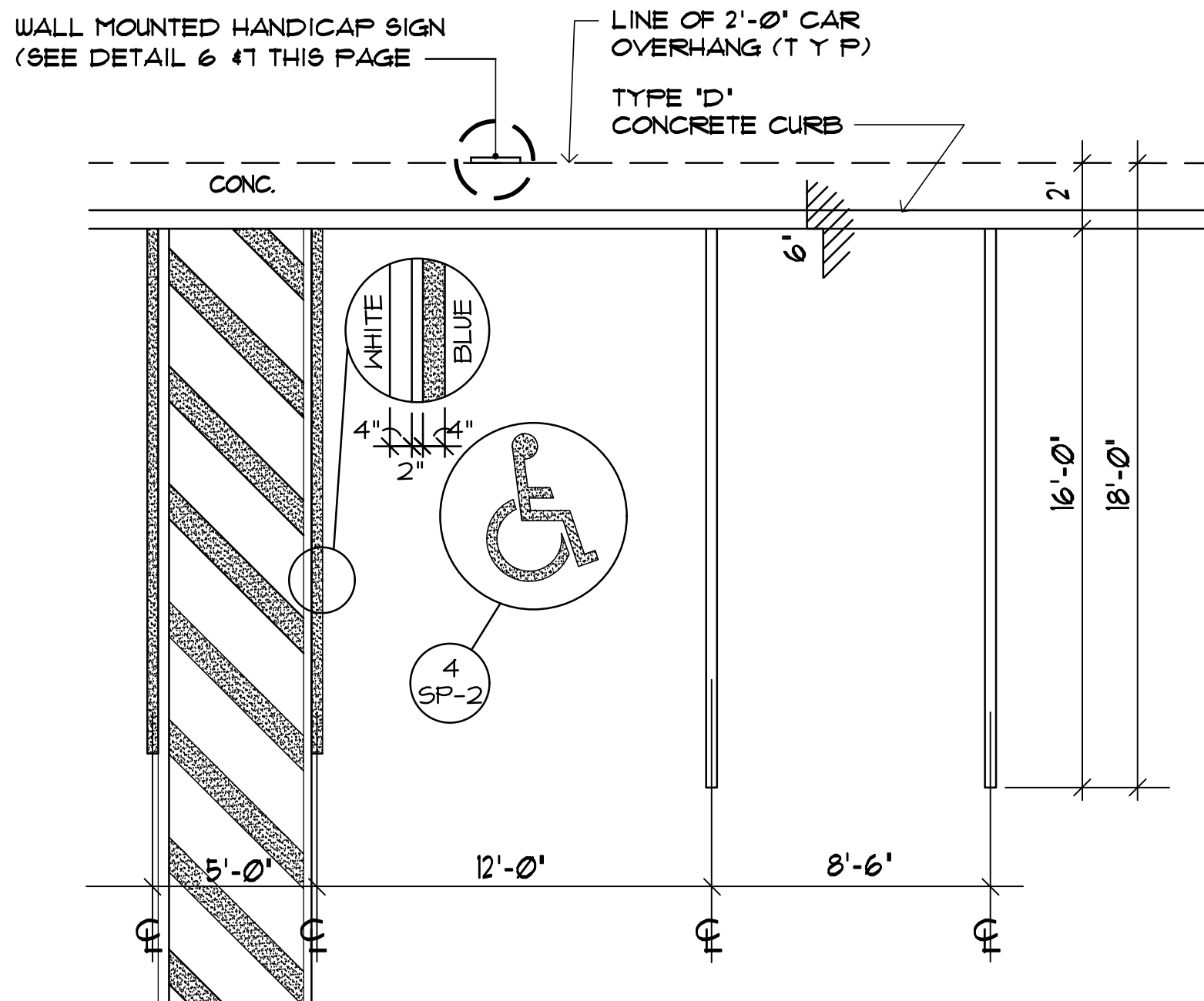
4 | PAINTED H.C. SPACE SYMBOL

5	NOT USED
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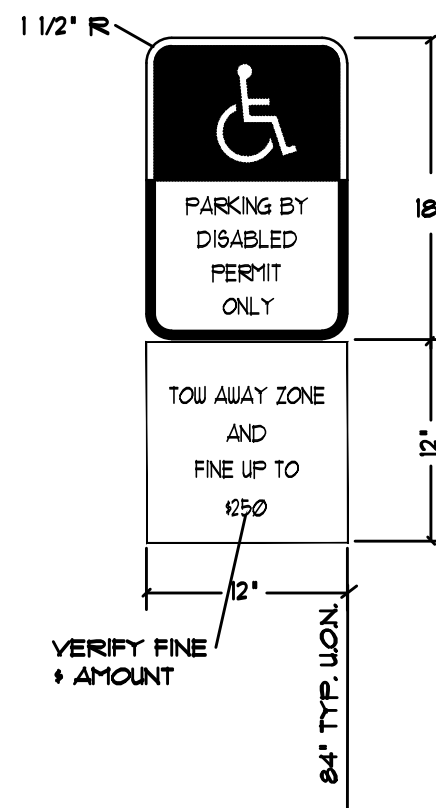
(NTS)

6 | DETECTABLE WARNING

7 | TYP. TYPE D CONCRETE CURB



(NTS)

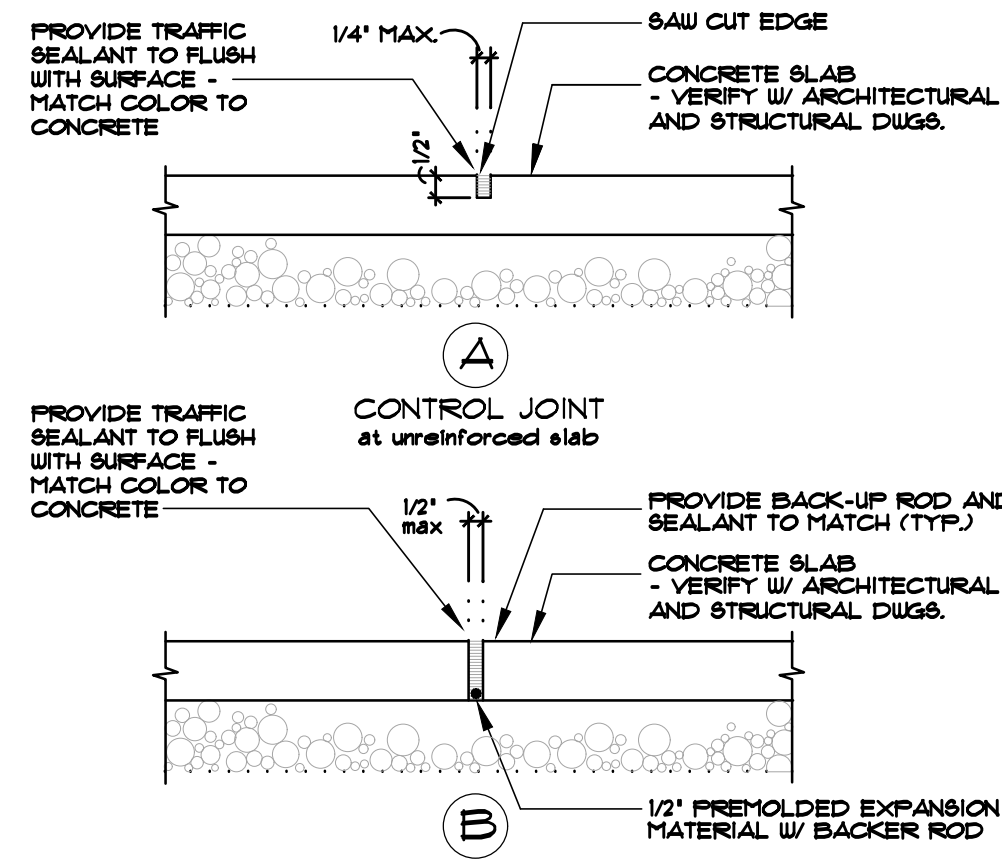


NOTES:

1. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER
2. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER
3. SIGN FACE SHOULD BE LOCATED NO FURTHER THAN 6' FROM THE FRONT OF EACH PARKING SPACE WITH A MINIMUM 3'-0" CLEAR IF MOUNTED ON POST. WHERE SIGN IS MOUNTED ON BLDG, SIGN SHALL BE MOUNTED ON BUILDING WALL AT LOCATIONS DEPICTED ON SITE PLAN.

EACH SUCH PARKING SPACE SHALL BE CONSPICUOUSLY OUTLINED IN BLUE PAINT, AND SHALL BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE-GRADE SIGN BEARING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, OR THE CAPTION "PARKING BY DISABLED PERMIT ONLY," OR BEARING BOTH SYMBOL AND CAPTION. SUCH SIGN SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE. ALL HANDICAPPED PARKING SPACES MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE GOVERNING AGENCY.

(NTS)



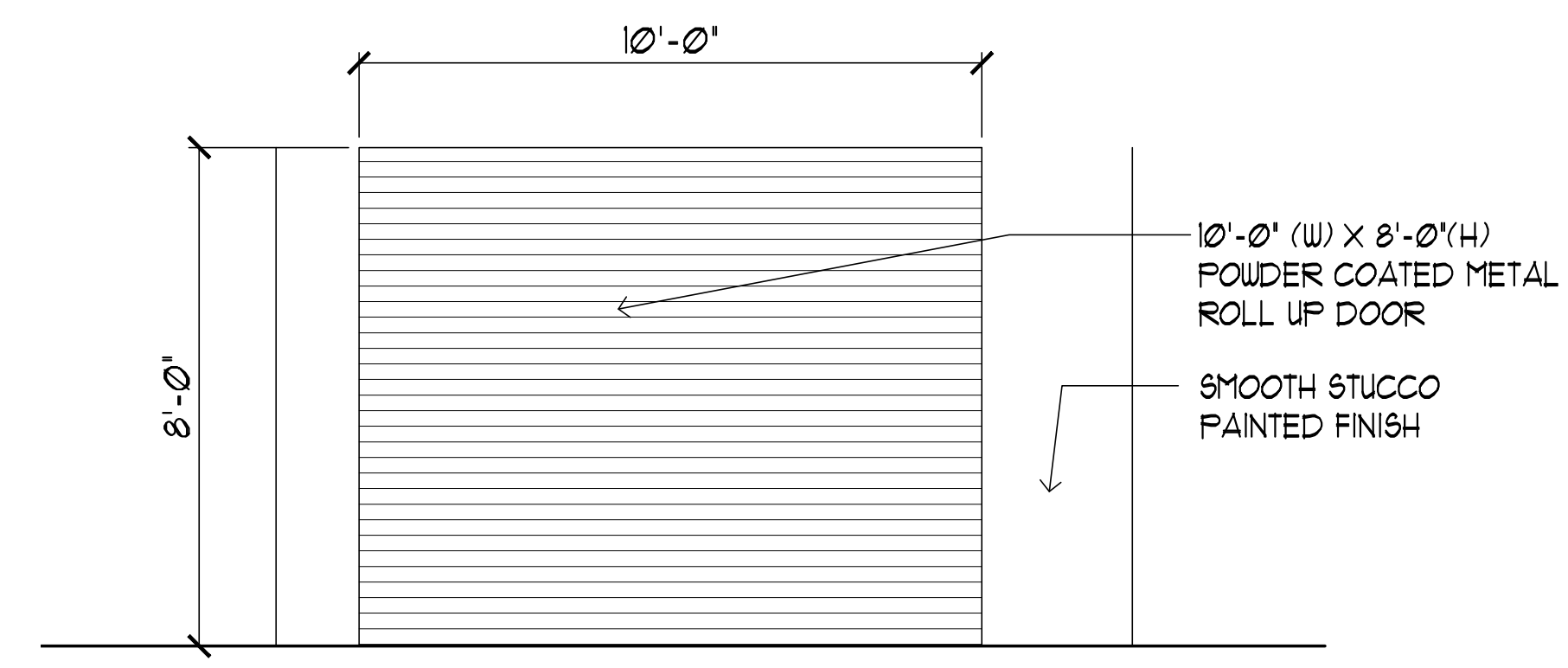
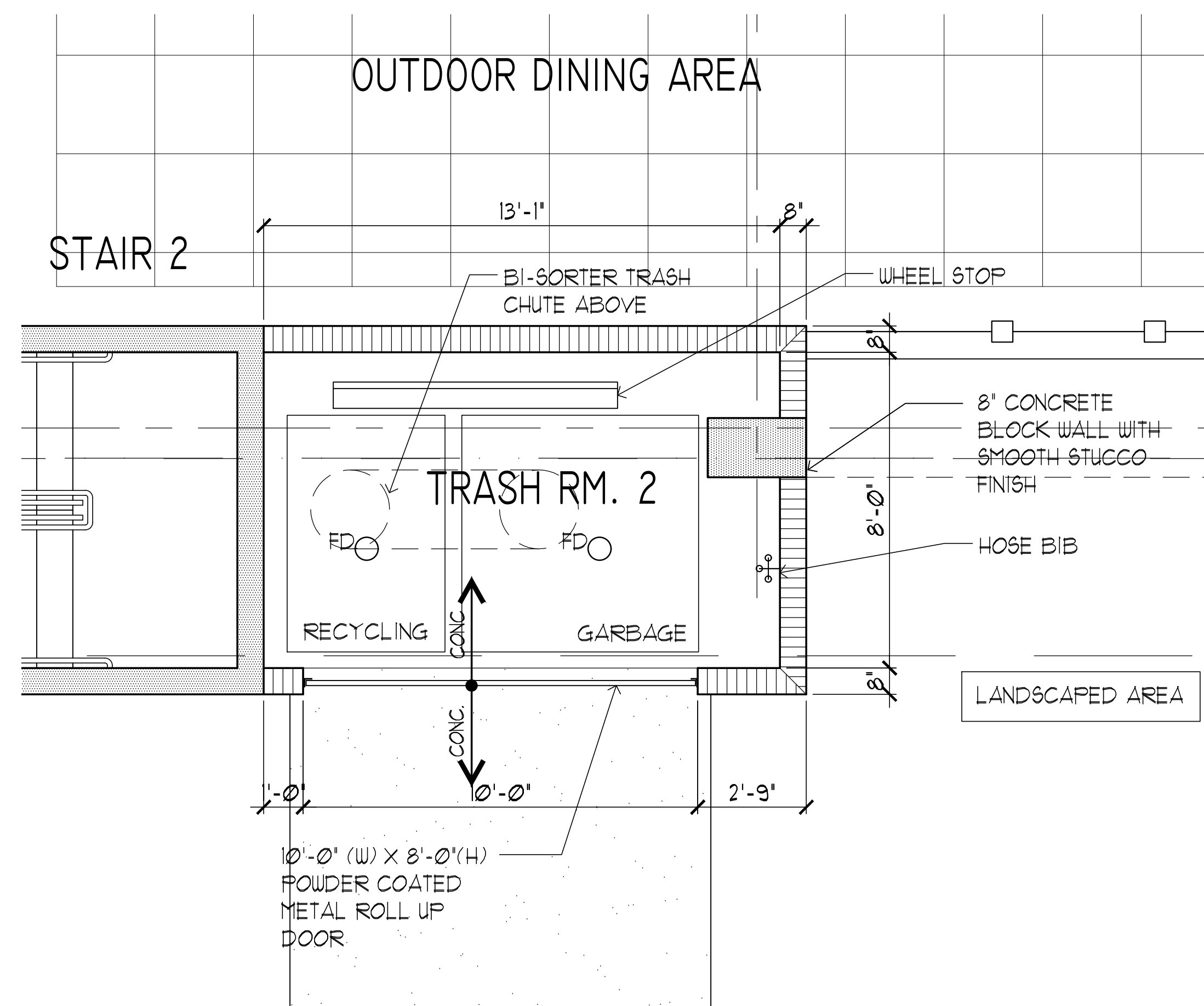
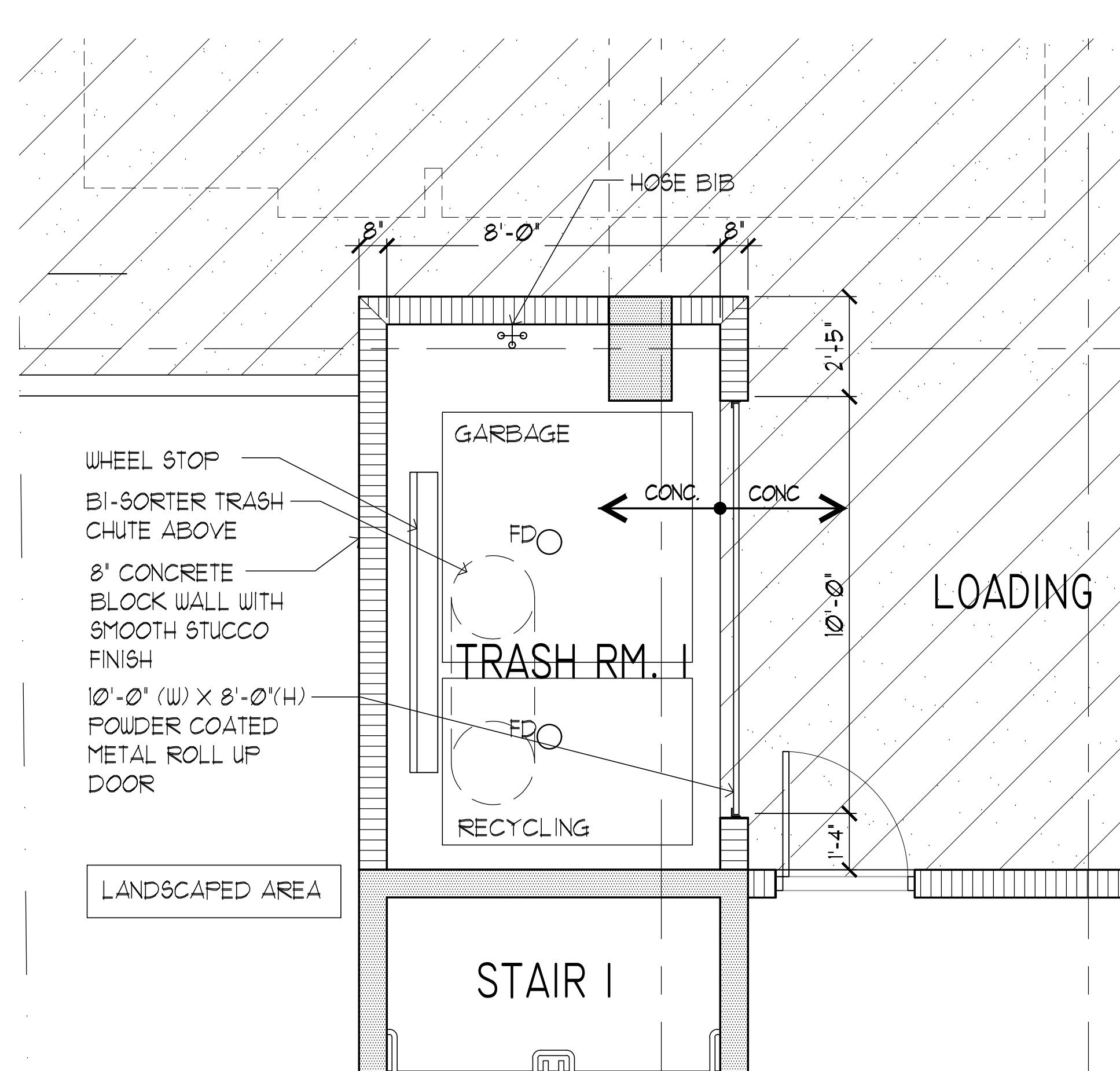
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8 | TYP. PARKING SPACE DETAILS (NTS)

(NTS)

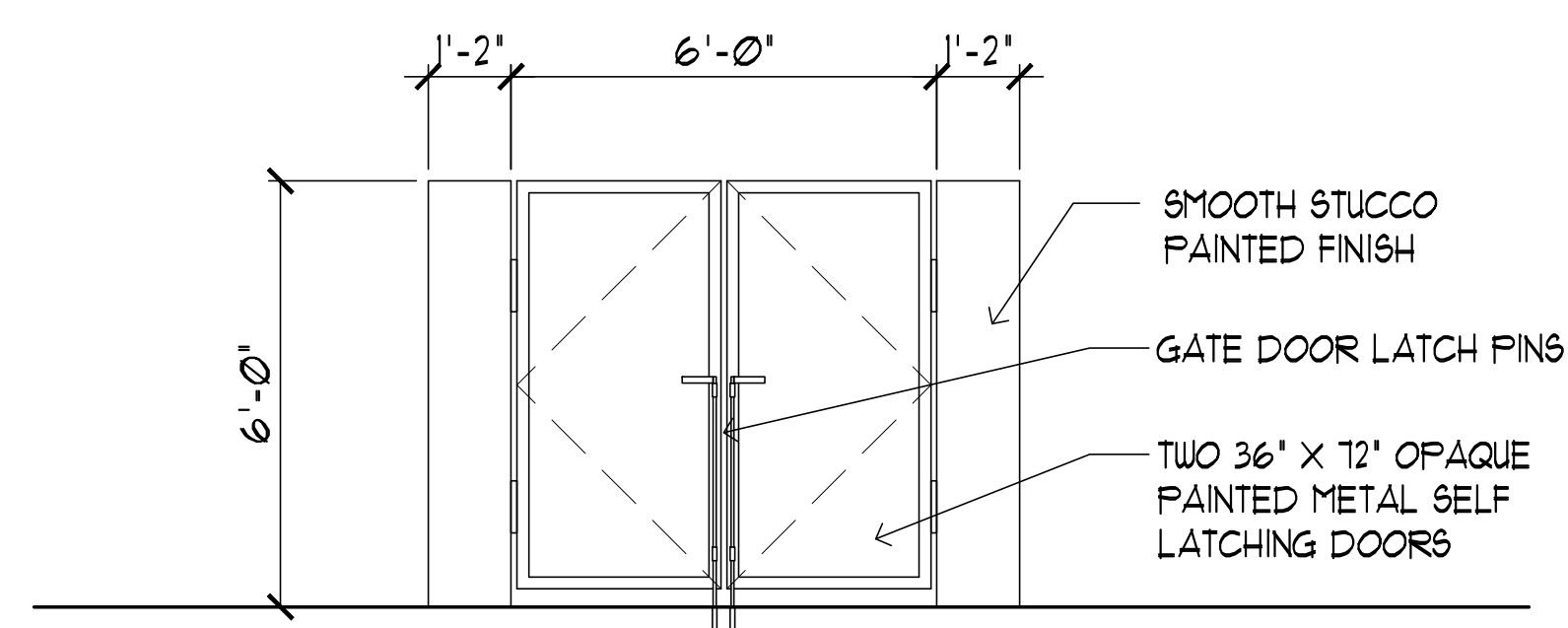
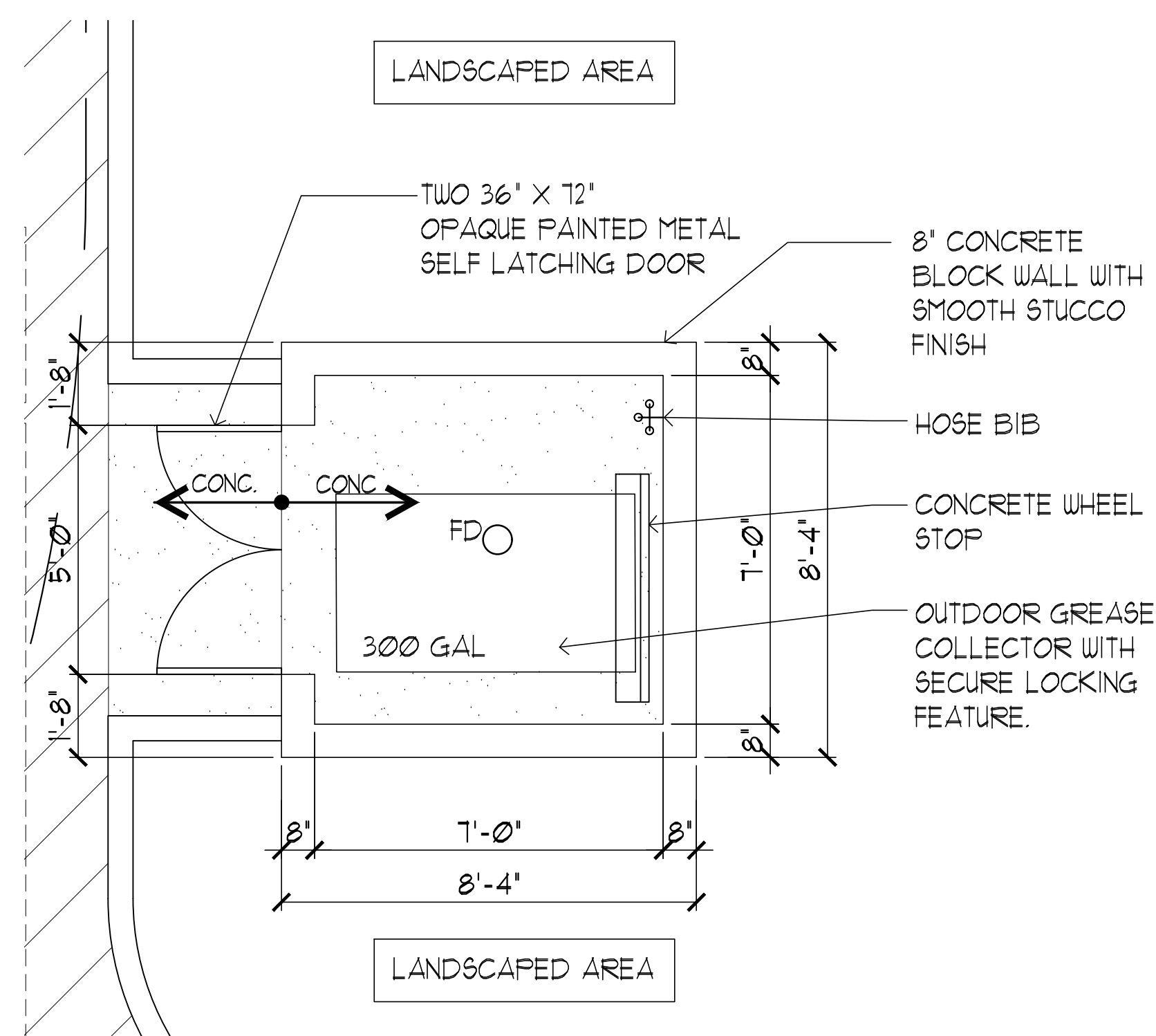
9 | HANDICAPPED SIGNAGE DETAIL

10 | TYP. CONC. SLAB JOINTS



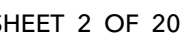
1	REFUSE ENCLOSURE DETAIL
---	-------------------------

1/4" = 1'-0"



2 GREASE COLLECTOR ENCLOSURE DETAIL

1/4" = 1'-0"





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PROJECT TITLE

SHEET TITLE

FLOOR PLAN

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DATE	DESCRIPTION

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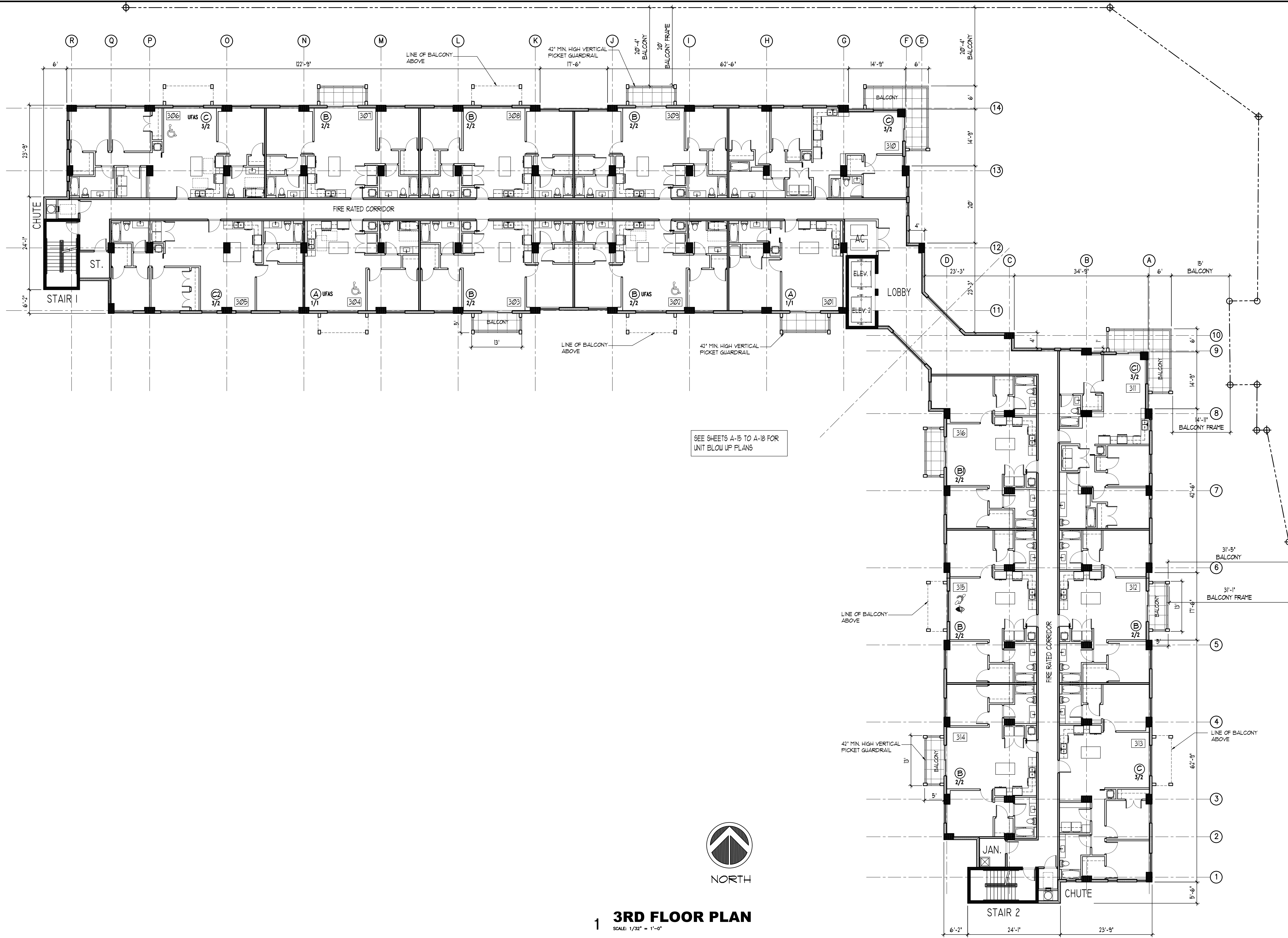
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SHEET

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SHEET 3 OF 20



1 3RD FLOOR PLAN

SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1'-0"

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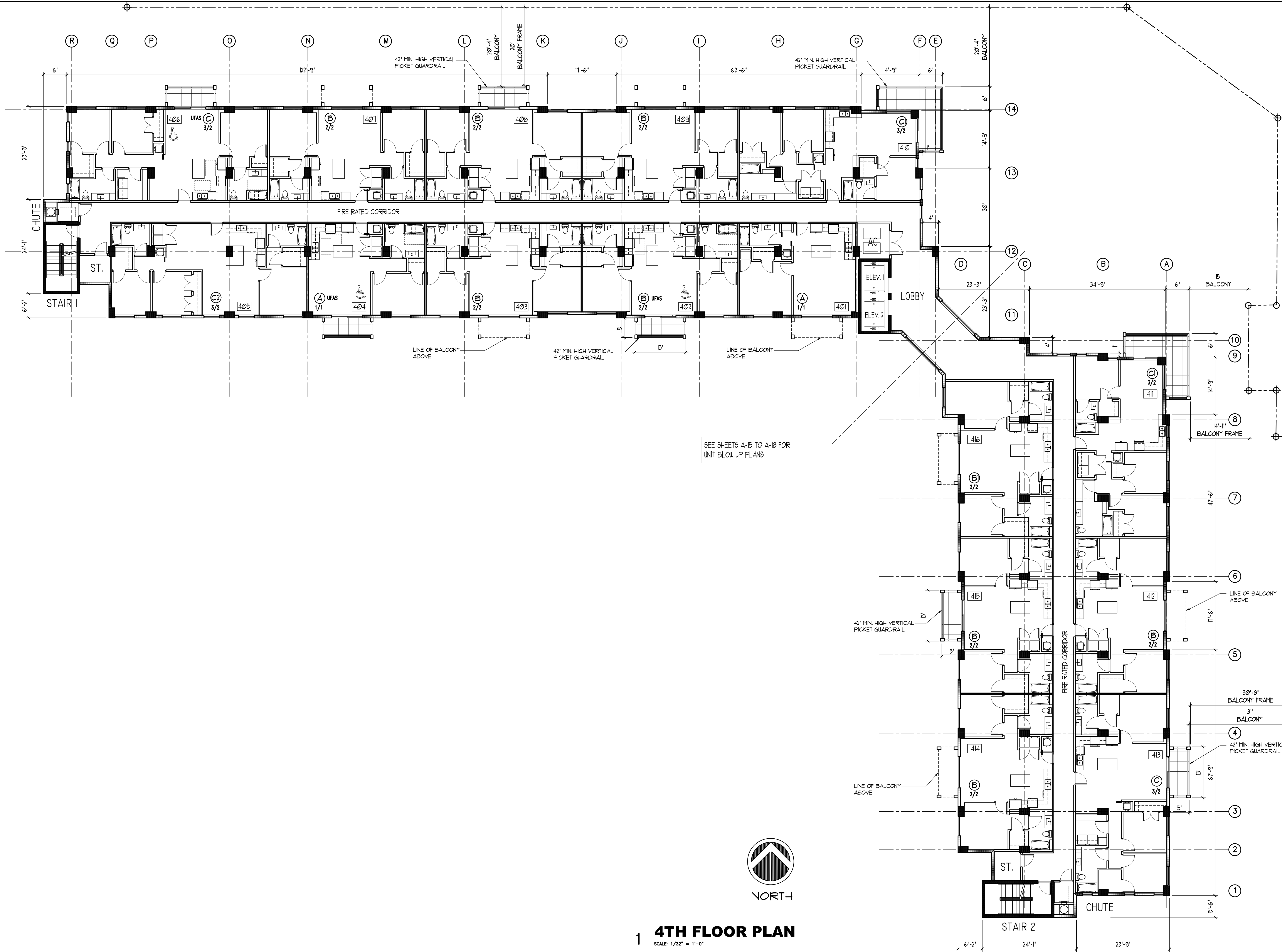
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HEET TITLE

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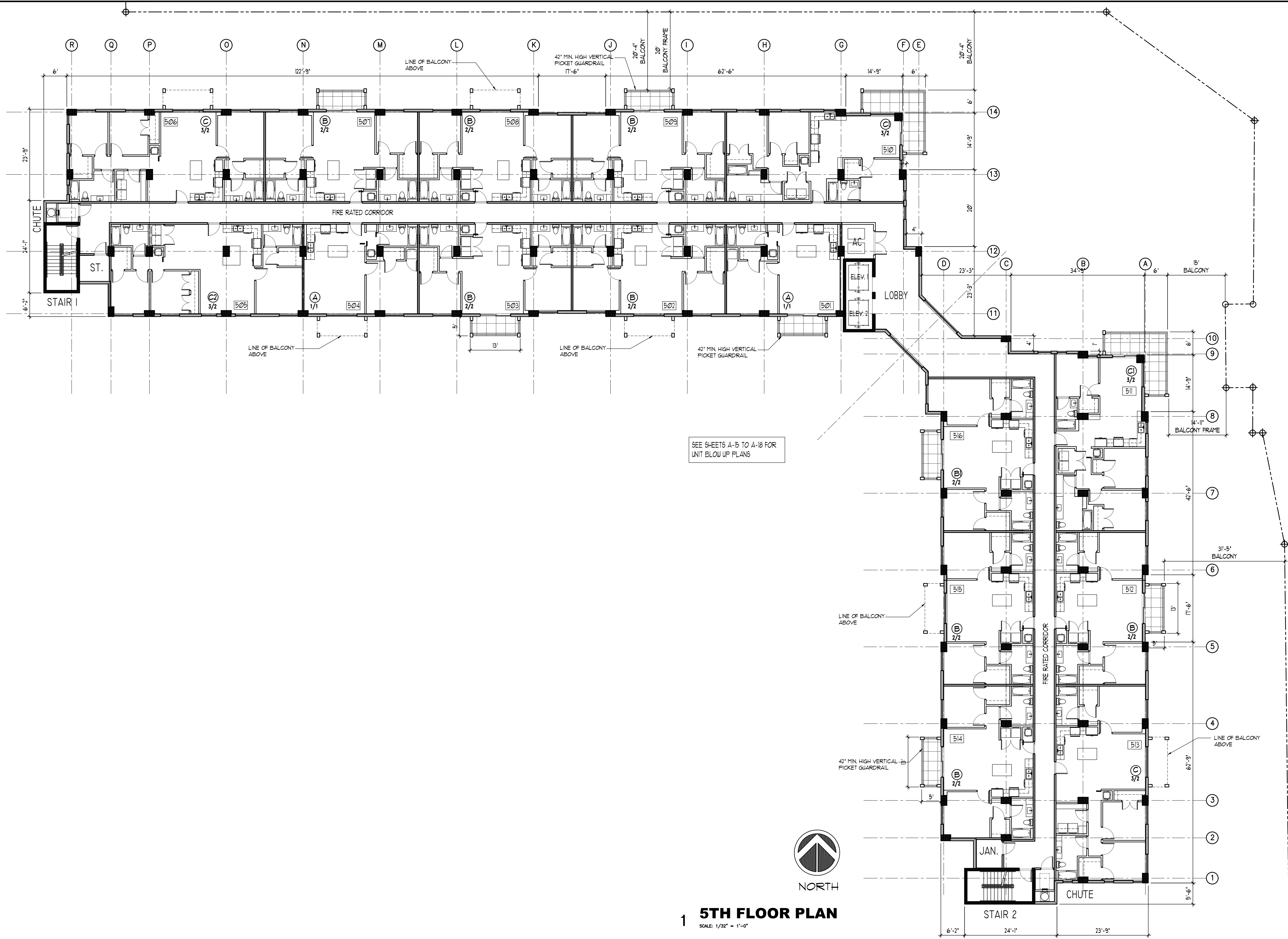
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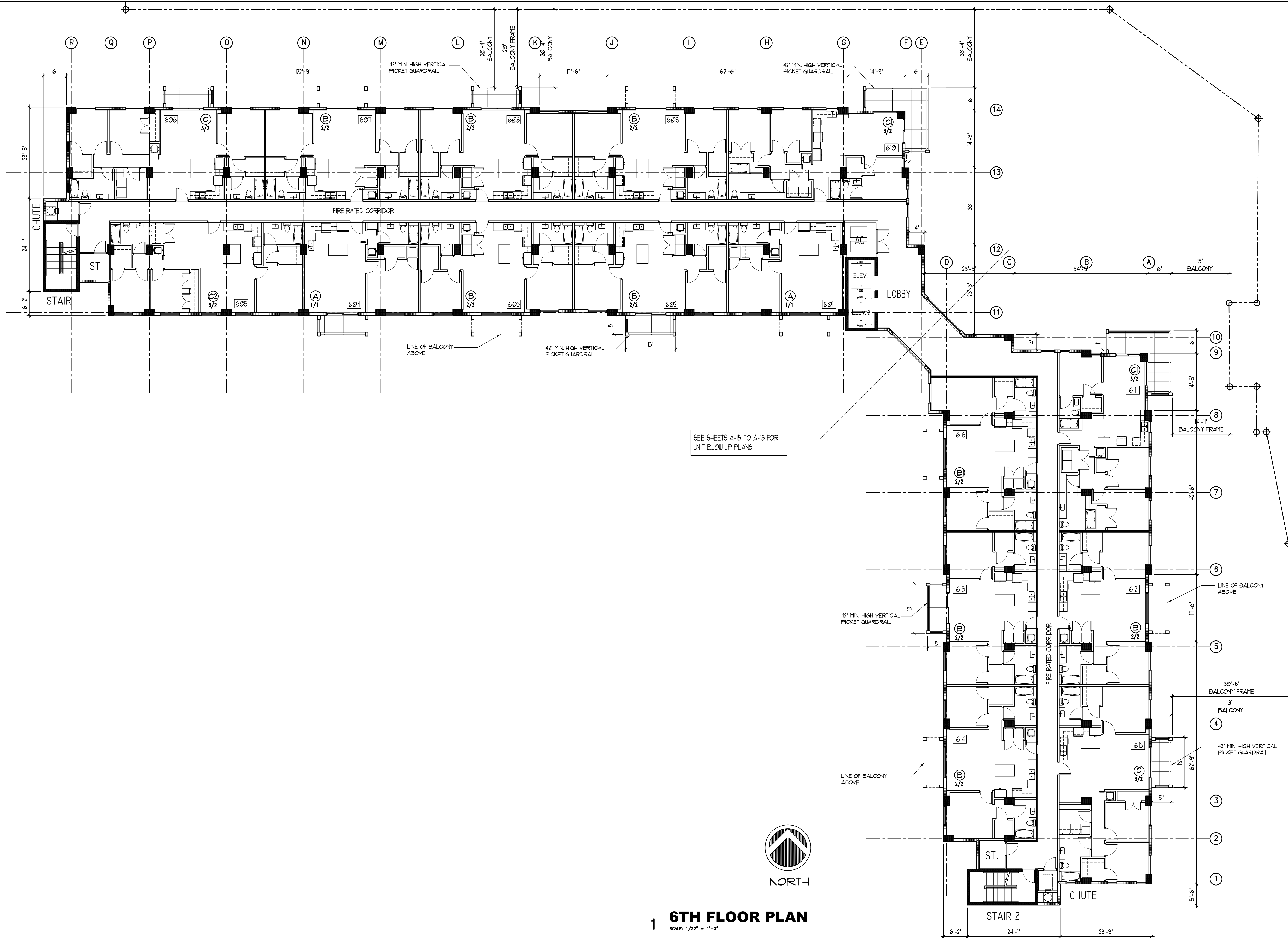
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HEET

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SHEET 6 OF 20



1

6TH FLOOR PLAN

SCALE: 1/32" = 1'-0"



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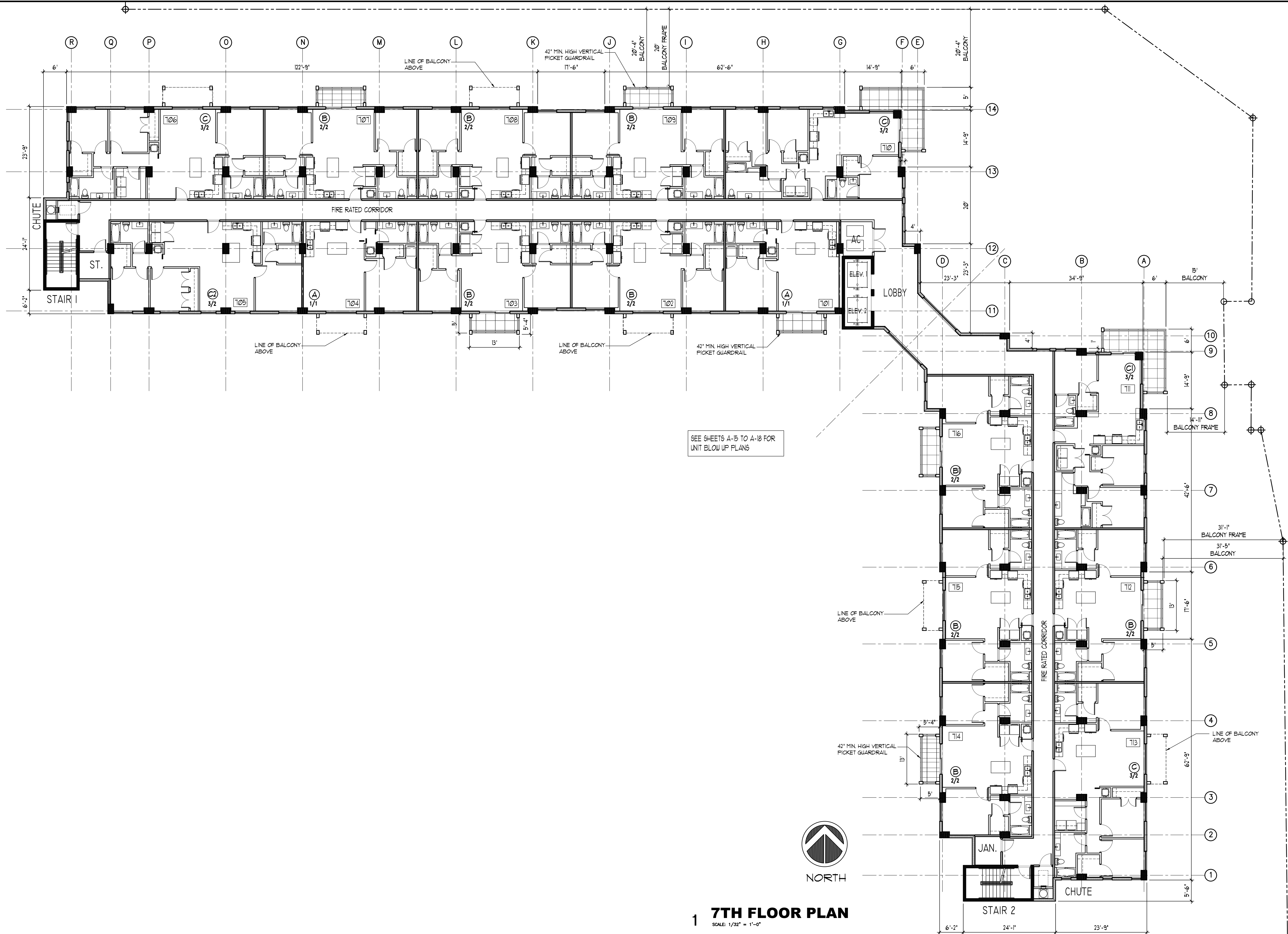
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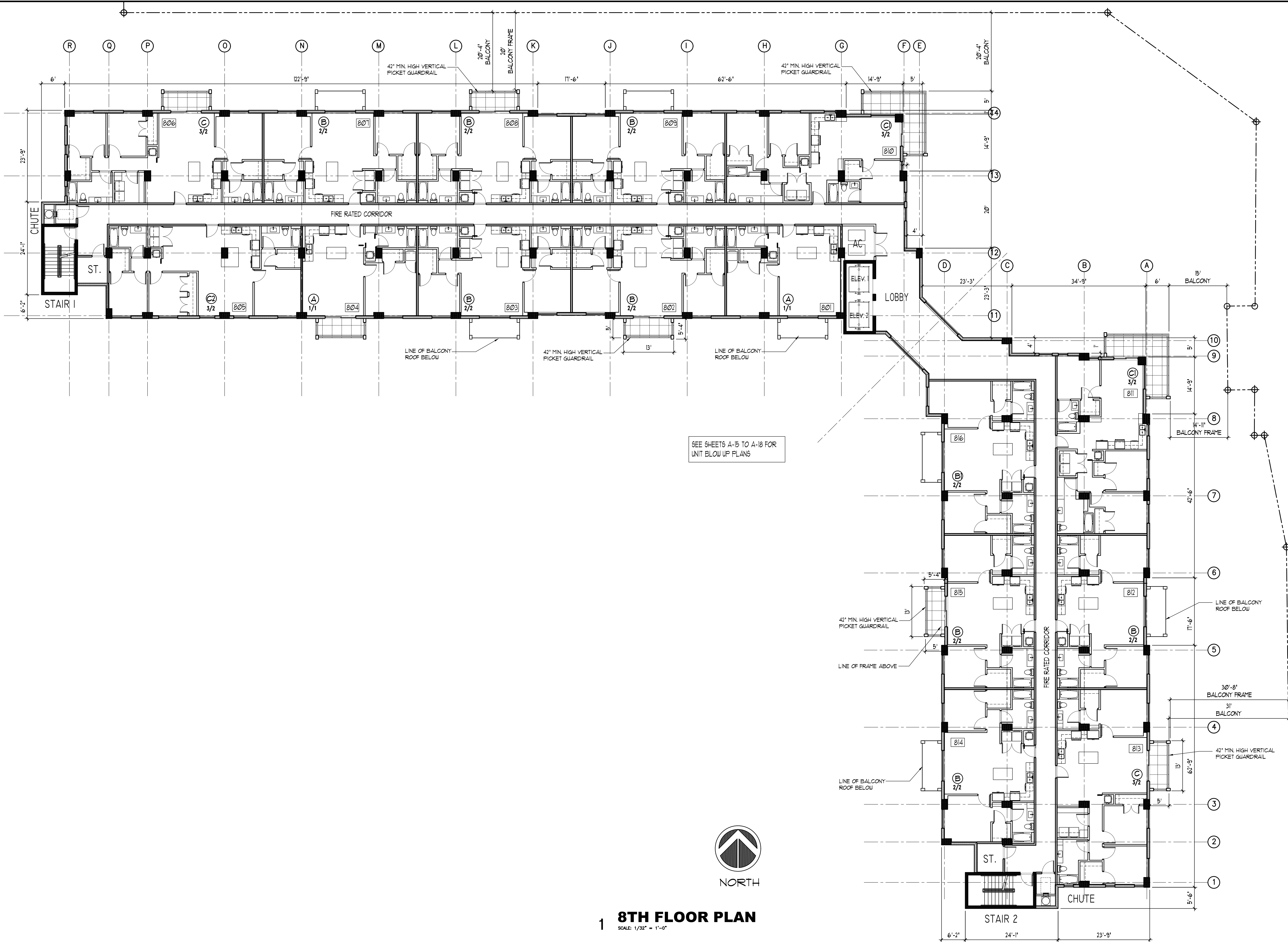
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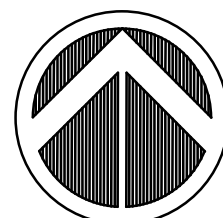
SHEET

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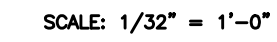
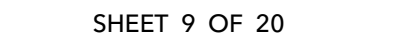


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1 8TH FLOOR PLAN



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HEET

A-10

SHEET 10 OF 20



1. TINTED IMPACT RESISTANT TINTED STOREFRONT
2. TINTED IMPACT RESISTANT TINTED SLIDING GLASS DOORS
3. TINTED IMPACT RESISTANT TINTED WINDOWS
4. IMPACT RESISTANT PAINTED HOLLOW METAL DOORS
5. SMOOTH STUCCO WALL FINISH
6. REVERSE CHANNEL LETTER BACKLIT SIGNAGE
7. CONCRETE COLUMNS
8. DECORATIVE HORIZONTAL ALUMINUM TUBING
9. CONCRETE EYEBROW
10. 42" HIGH MIN. IMPACT RESISTANT ALUMINUM GUARD RAILING
11. 36" HIGH POWDER COATED ALUMINUM TUBE RAILING
12. 1 1/4" WIDE STUCCO SCORING
13. CONDENSING UNITS ON ROOF
14. COMPOSITE WOOD AND POWDER COATED STEEL SCREEN
15. RAISED CONCRETE WALKWAY
16. PLANTERS AT THE BASE OF RAISED WALKWAY
17. IMPACT RESISTANT PAINTED METAL ROLL-UP DOOR

1 EAST ELEVATION

SCALE: 3/32" = 1'-0"

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MEET

A-11

EET 11 OF 20



1. TINTED IMPACT RESISTANT TINTED STOREFRONT
2. TINTED IMPACT RESISTANT TINTED SLIDING GLASS DOORS
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1 NORTH ELEVATION

SCALE: 1/32" = 1'-0"



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ELEVATION

REVISIONS	
NO.	DESCRIPTION
1	1.00
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EET

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1. TINTED IMPACT RESISTANT TINTED STOREFRONT
2. TINTED IMPACT RESISTANT TINTED SLIDING GLASS DOORS
3. TINTED IMPACT RESISTANT TINTED WINDOWS
4. IMPACT RESISTANT PAINTED HOLLOW METAL DOORS
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15. RAISED CONCRETE WALKWAY
16. PLANTERS AT THE BASE OF RAISED WALKWAY
17. IMPACT RESISTANT PAINTED METAL ROLL-UP DOOR

1 WEST ELEVATION
SCALE: 1/32" = 1'-0"

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SHEET

A-13

SHEET 13 OF 20



1. TINTED IMPACT RESISTANT TINTED STOREFRONT
2. TINTED IMPACT RESISTANT TINTED SLIDING GLASS DOORS
3. TINTED IMPACT RESISTANT TINTED WINDOWS
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17. IMPACT RESISTANT PAINTED METAL ROLL-UP DOOR

1 SOUTH ELEVATION
SCALE: 1/32" = 1'-0"

SCALE: 1/32" = 1'-0"



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SHEET

A-14

SHEET 14 OF 20



1

CONTEXTUAL STREET ELEVATION

SCALE: 3/32" = 1'-0"



UNIFORM FEDERAL ACCESSIBLE STANDARDS

UNIT BLOW-UP PLANS



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SEAL

JOSEPH B. KALLER
FLORIDA R.A. # 0009239

PROJECT TITLE

SHEET TITLE

[illegible]

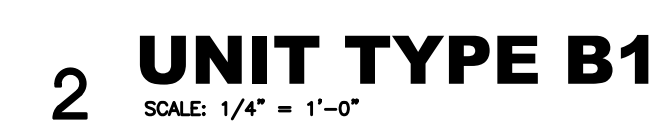
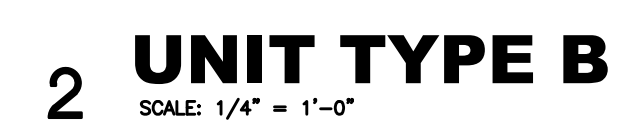
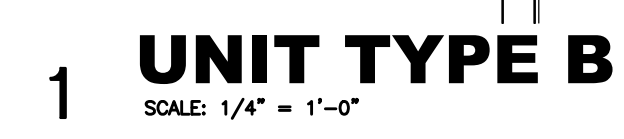
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DATE: 10-17-19
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SHEET

A-15

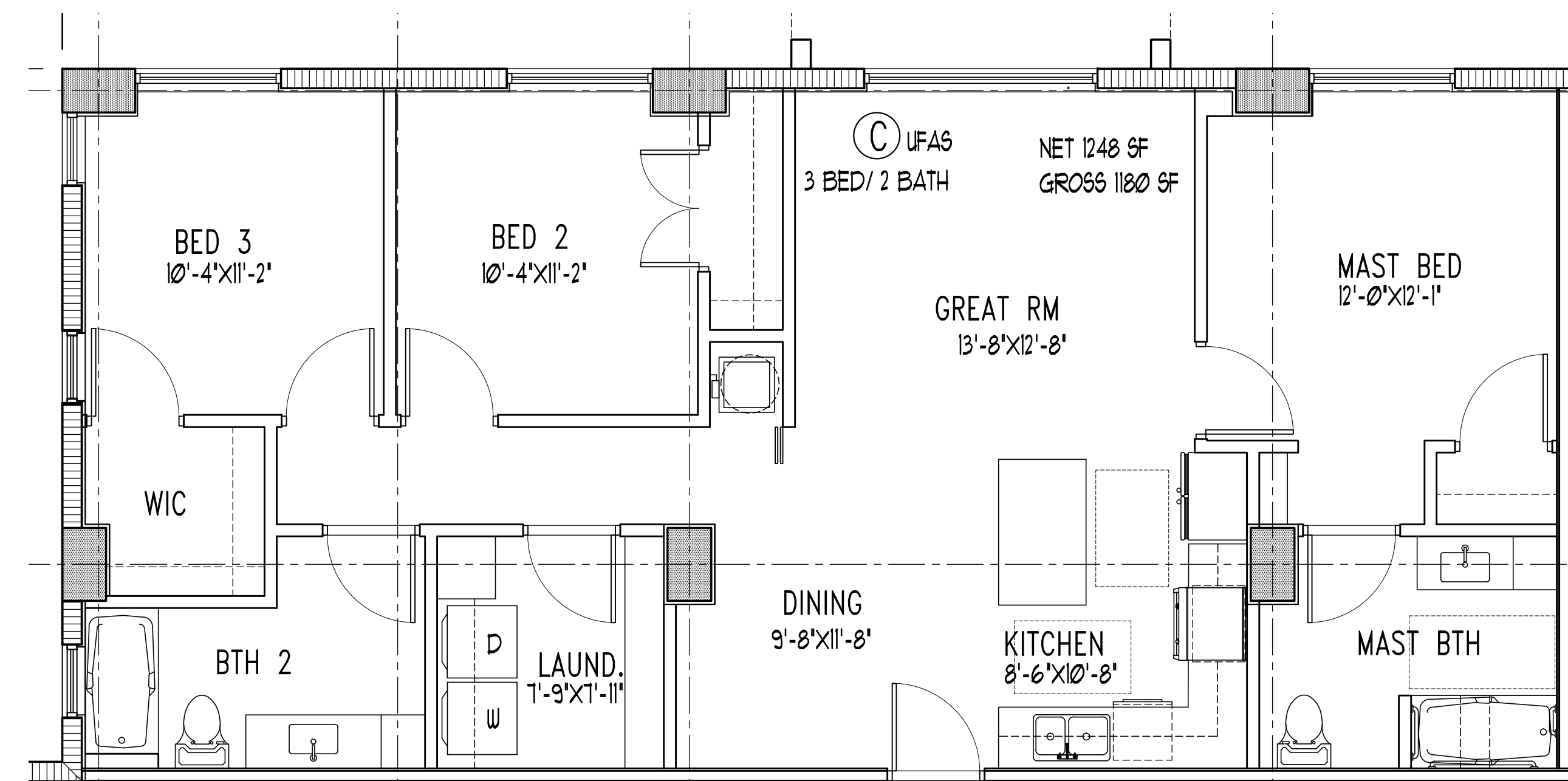
SHEET 15 OF 20



UNIT BLOW-UP PLANS

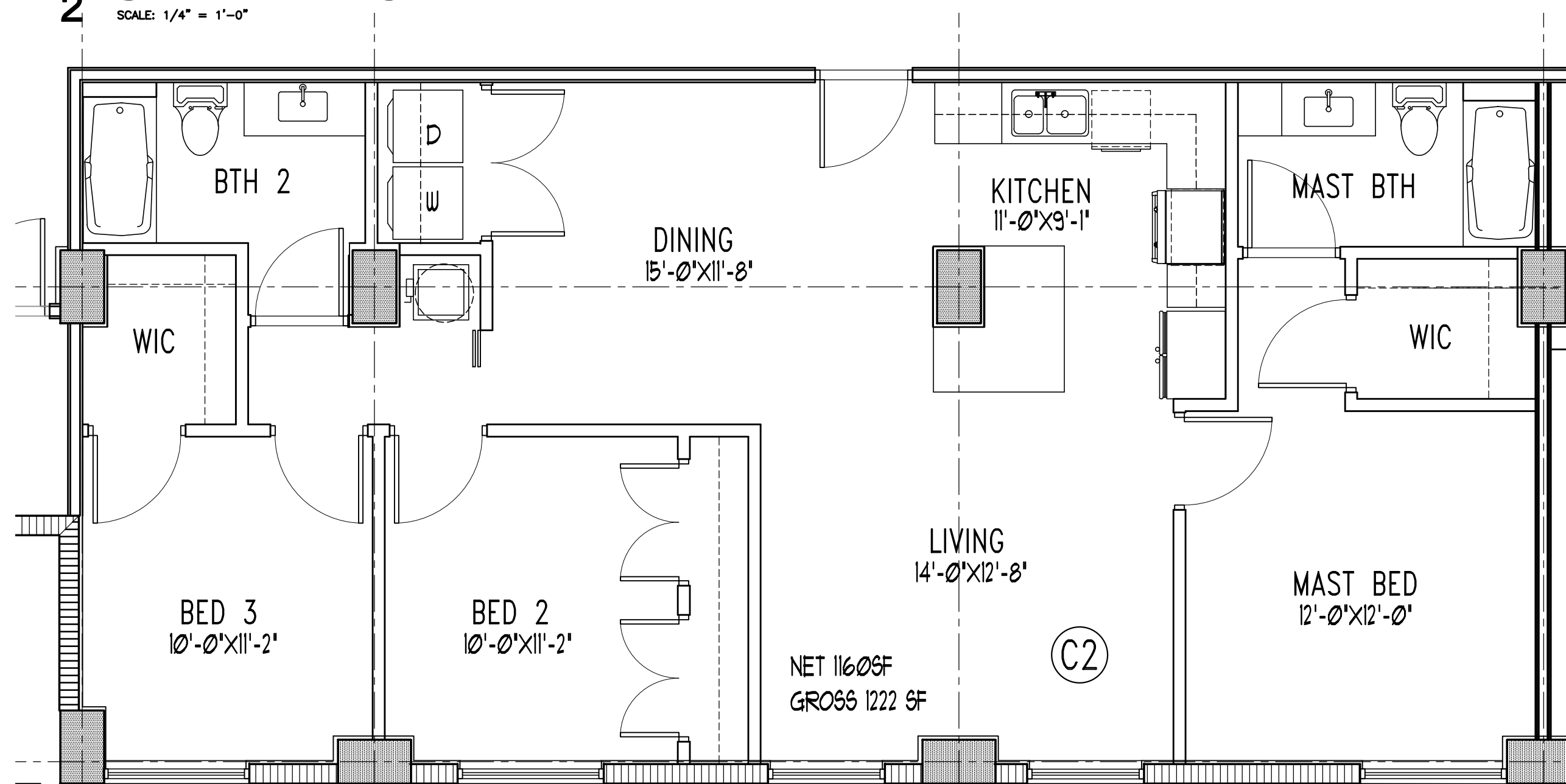


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4 UNIT TYPE C

UNIFORM FEDERAL ACCESSIBLE STANDARDS



3 UNIT TYPE C2

SCALE: 1/4" = 1'-0"

SCALE: 3/32" = 1'-0"

ECT TITLE

PINNACLE 441

MIXED USE

820-890 N. SR7 & 6024 JOHNSON S

HOLLYWOOD FLORIDA 33024

PROJECT TITLE

HEET TITLE

CONTEXTUAL STREET
ELEVATION

SHEET TITLE

REVISIONS		
No.	DATE	DESCRIPTION

[illegible]

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SHEET

A-17

SHEET 17 OF 20



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JOSEPH B. KALLER
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PINNACLE 441

MIXED USE

820-890 N. SR7 & 6024 JOHNSON ST
HOLLYWOOD FLORIDA 33024

PROJECT TITLE

SHEET TITLE

CONTEXTUAL STREET ELEVATION

REVISIONS	
DATE	DESCRIPTION

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SHEET

A-18

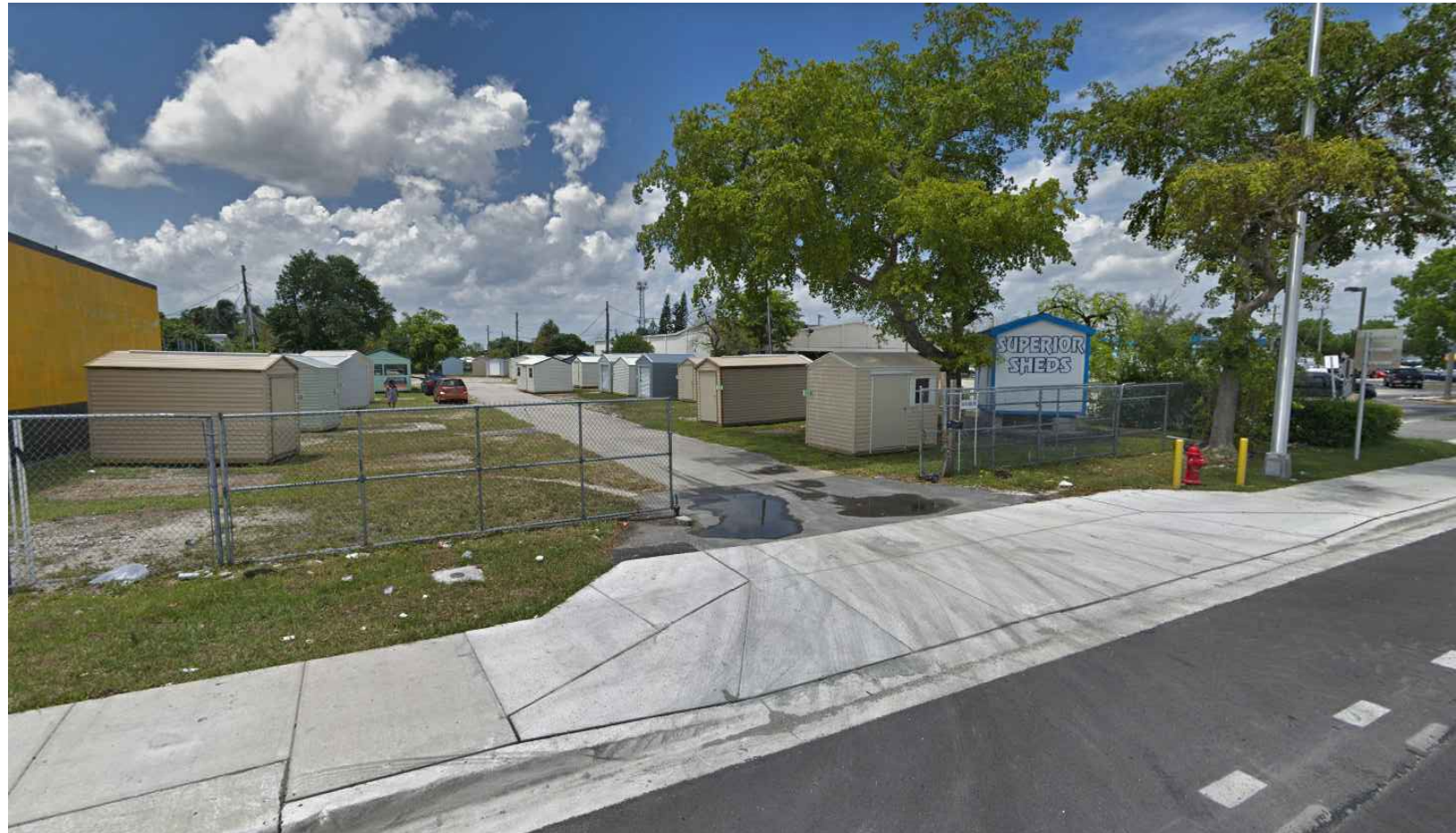
SHEET 18 OF 20



SCALE: 1/4" = 1'-0"

UNIT BLOW-UP PLANS

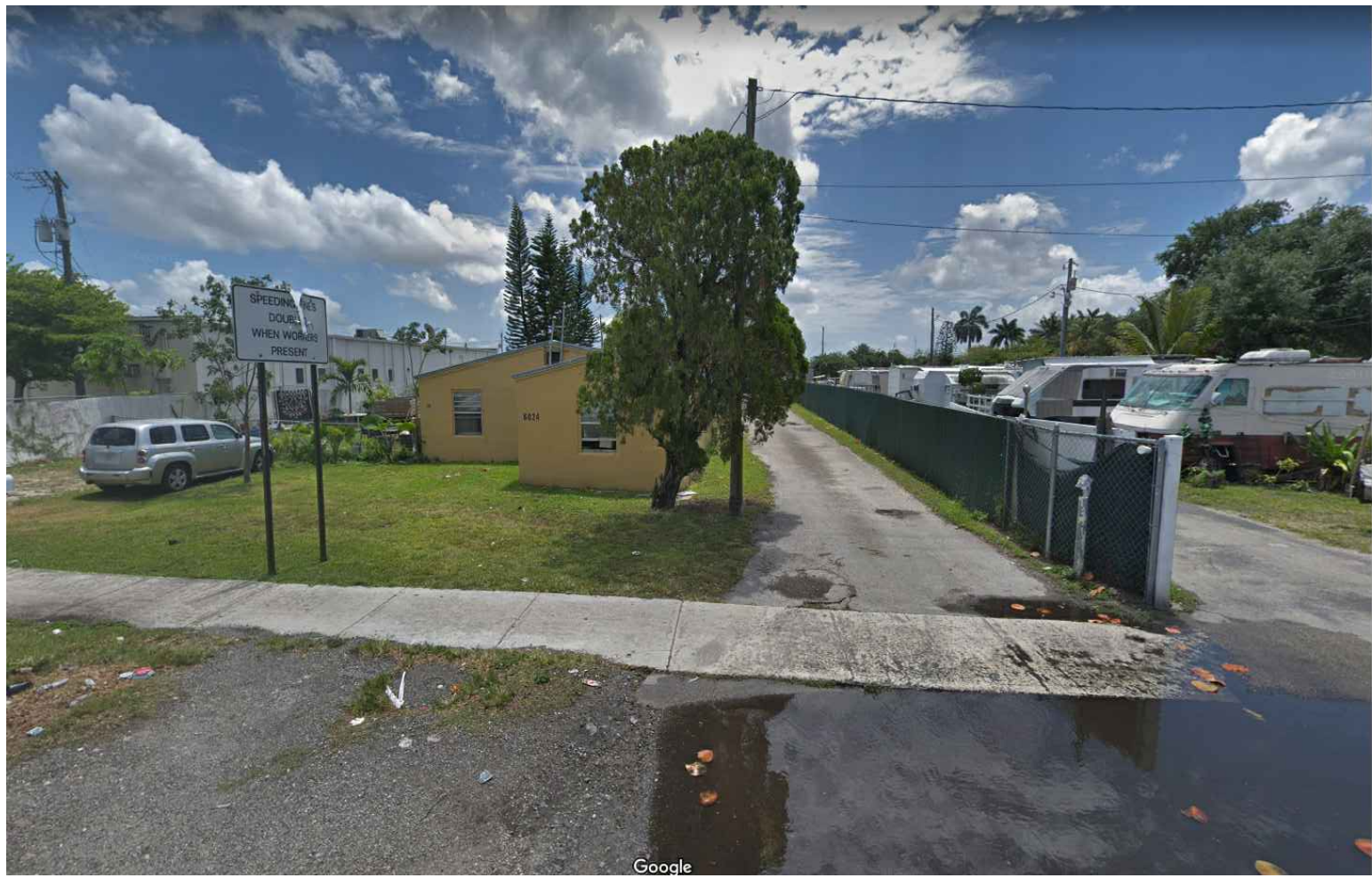
SCALE: 3/32" = 1'-0"



820 N SR7



890 N SR7



6024 JOHNSON STREET

1 PICTURES OF THE PROJECT SITE



720 N SR7



900 N SR7



5859 JOHNSON STREET



6028 JOHNSON STREET

2 PICTURES OF THE SURROUNDING SITES

SITE PICTURES



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joseph@kallerarchitects.com
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PROJECT TITLE
PINNACLE 441
MIXED USE
820-890 N. SR7 & 6024 JOHNSON ST
HOLLYWOOD FLORIDA 33024

SHEET TITLE
SITE PICTURES

REVISIONS		
No.	DATE	DESCRIPTION
1	4-8-21	PRELIM TAC

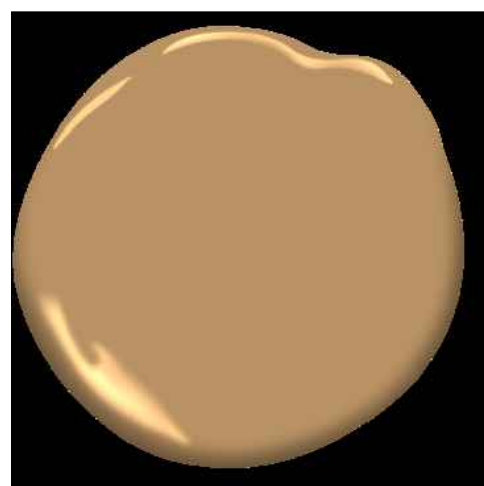
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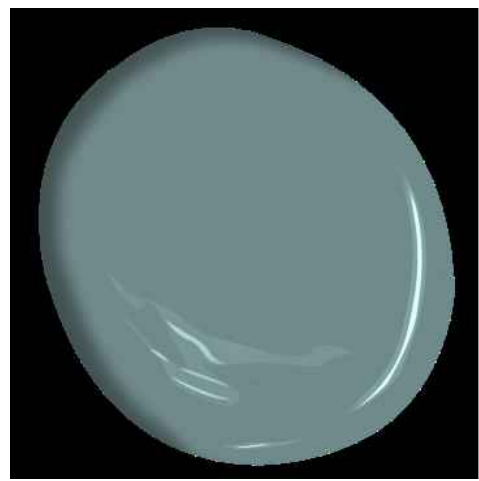
SHEET

A-19

SHEET 19 OF 20



CLASSIC CARAMEL 1118



AEGEAN TEAL 2136-40



DELRAY GRAY 1614



WHITE DOVE OC-17



RESIDENTIAL MAIL CENTER
TYPICAL OF SIX (6)

All Aluminum Construction



BRONZE WINDOW SLIDERS
For Indoor & Outdoor Use



CONCETE OUTDOOR FURNITURE



BRONZE SLIDING GLASS DOORS



SIGNAGE
REVERSE CHANNEL LETTERS



WOOD COLOR



BRONZE STOREFRONT



BLACK POWDER COATED
METAL PICKET GUARD RAIL



COMPOSITE WOOD SCREEN



BLACK POWDER COATED
METAL HANDRAIL

MATERIAL SAMPLES



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PROJECT TITLE

SHEET TITLE
SITE PICTURES

REVISIONS		
No.	DATE	DESCRIPTION
1	4-8-21	PRELIM TAC
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SHEET

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SHEET 20 OF 20