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May 31, 2021

Randy L. Daniel, P.E., PMP, CFM
Assistant City Engineer
City of Margate
Department of Environmental & Engineering Services
901 NW 66th Avenue, Suite A
Margate, FL 33063

RE: Margate Cares for Heroes Traffic Statement – Response to Comments
Project No. 202027.01

Dear Mr. Daniel:

This is in response to those new or remaining comments received from your office on May 25, 2021 and dated May 17, 2021. The comments were shown in red in your document. The comments and our responses follow:

A. Trafficways

Comment 1: New Comment: The Study continues to defend the use of an independent variable that has “the largest and best supporting database” although that variable may not necessarily represent the MAXIMUM impact. Staff comments dated 10/13/2021, in reference to the August 2020 TS indicated that City Code required use of design parameters with MAXIMUM IMPACT. Design parameters with the “most statistical validity” are not controlling. Rewrite or modify this section accordingly.

Response: Comment 1: The analysis has been revised to conform to staff's request.

Comment 7: Comment: Not Completed; although the October TS designation of arterial road for Melaleuca Drive is not used in the April 27 version, the April TS continues to reference Table 4 for signalized arterial roads; Melaleuca Drive is not an arterial road.

Response: All references to roadway capacity or to the FDOT reference materials have been dispensed with in the revised analysis.

New Comment: Redo analysis and delete any reference to table 4; Redo analysis using the percentage of ADT contributed by the project.

Response: Done.

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Arterial roadways by definition have limited access and provide for greater vehicle capacity. Melaleuca Drive is categorized as a Local Road; it does not have limited access. The data from table 4 is for Arterials and Freeways, which is not applicable to Melaleuca Drive nor to this project.

The local road system, in comparison to collectors and arterial systems primarily provide access to land adjacent to the collector network and serves travel over relatively short distances. According to the 2004 Edition of "A policy on Geometric Design of Highways and Streets", 80% of local roads have ADT of less than 400 vehicles.

The April TS attempts to calculate the % increase in ADT (475 used in April TS) and presents this increase as 1.89%. However, the % increase in ADT appears to be irrelevant. It is possible that the author intended to calculate the project's contribution to ADT, and this may be determined as follows:

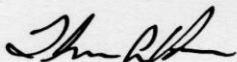
The total number of trips for the project is expected to be 144.

The % of ADT due to the project = $144/400 \times 100 = 36\%$

Response: The revised analysis shows the "worst case" to be that the proposed care facility will generate 107 net new daily trips on Melaleuca Drive. As shown in the revised traffic statement, this equates to a 27 percent increase in traffic if one assumes that Melaleuca Drive carries the 80th percentile volume (400 vehicles per day) as the 2004 AASHTO report suggests (107 daily vehicle trips / 400 daily vehicle trips = 26.75 or 27%).

There were no further comments. Should you have any questions regarding these responses, please do not hesitate to contact this office.

Very truly yours,



Thomas A. Hall
President



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TAH/kh