

Marquesa Residential Traffic Impact Study (Revised)

City of Margate, Florida



Prepared for
ALLIANCE COMPANIES

Prepared by
THOMAS A. HALL, INC.

May 18, 2018

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Introduction

Alliance Companies proposes to modify the existing development known as Coconut Creek Center in the City of Margate, Florida. The existing shopping center houses a mix of retail, office and school land uses. It is proposed that the Marquesas, a 220-unit, multi-family apartment complex will replace the existing retail and office uses on the eastern half of the property. The proposed project is expected to be built out in 2019. This report is an update to an earlier report that was completed on November 13, 2017. Since that time, the project site plan has undergone significant modifications and comments were received from City staff that are addressed in this revised report.

Based on City of Margate study requirements, a study area for the traffic impact analysis was determined to be the major roadways within one mile of the project site.

Access to the proposed Marquesas apartments is to be by means of a full-access driveway connection to Banks Road on the east side of the development and a right-in/right-out driveway on the south side of the project site that connects to Coconut Creek Parkway. The western half of the project site will continue to rely upon two existing driveway connections to Coconut Creek Parkway. The eastern driveway connection is a right-in-only driveway while the western driveway connection permits full access. There is a third driveway that makes a western connection to the adjacent property. That east-west driveway has access to another north-south driveway connecting to Coconut Creek Parkway immediately west of the western property line for Coconut Creek Center.

The purpose of this study is to analyze the impacts of trips generated by the proposed change in development on the adjacent roadway network.

Figure 1 – Site Location, shows the location of the proposed development.



Figure 1 – Site Location
Marquesas Residential
Margate, Florida

Data Collection

Peak-hour traffic data was obtained from the Broward County Metropolitan Planning Organization (MPO) for the roadways within the study area. Copies of the traffic counts may be found in **Appendix A – Traffic Counts**.

Figure 2 – Study Area Roadway Links shows the roadway segments that are approximately one mile from the project site.

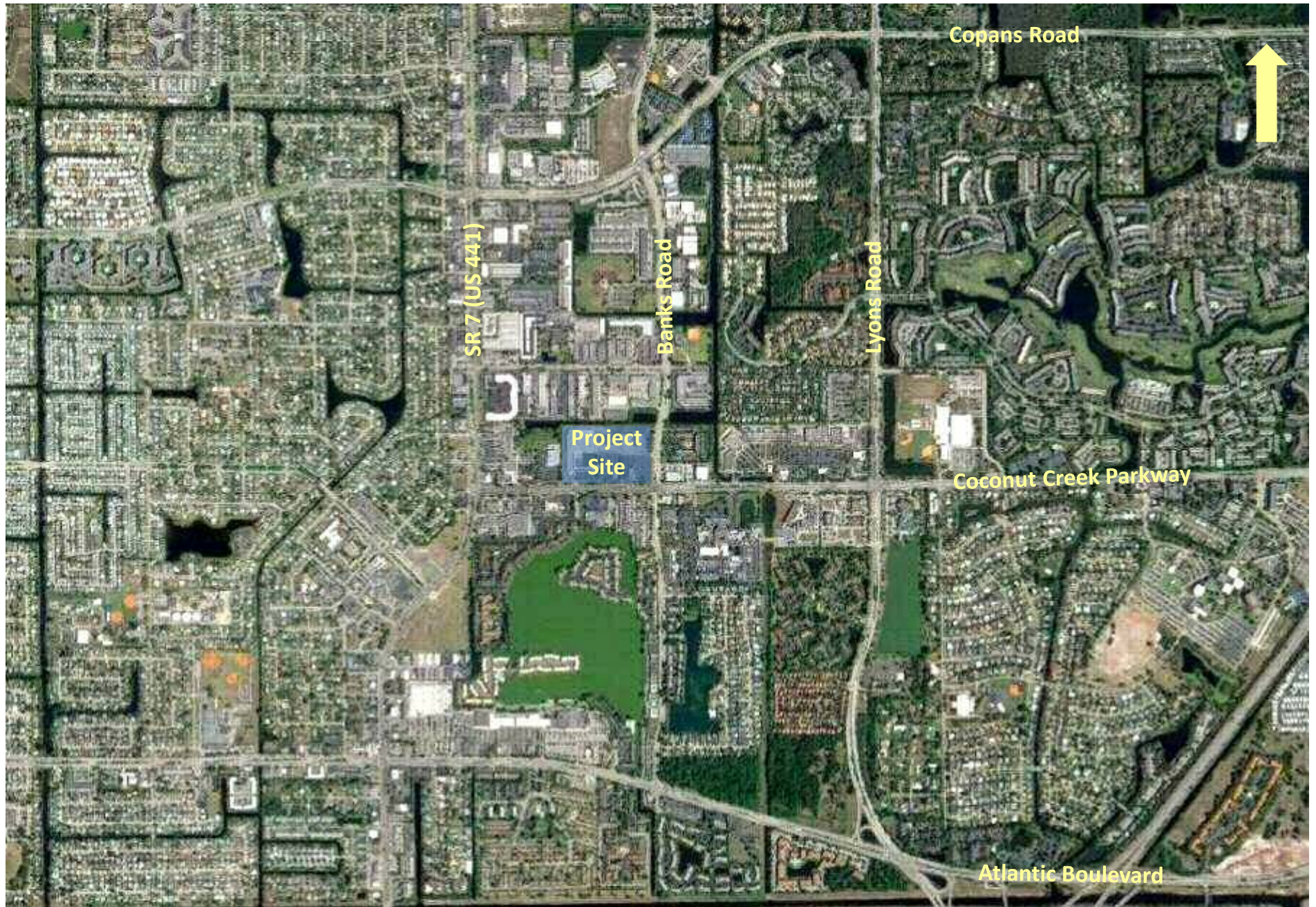


Figure 2 – Study Area Roadway Links
Marquesas Residential
Margate, Florida

Project Traffic

Existing Trip Generation

Table 1 – Trip Generation per Approved Plat Note is provided for informational purposes only. The Plat Note for the project site (Central Park of Commerce Plat, Parcel A) calls for a maximum of 179,500 square feet of Shopping Center land use. As Table 1 shows, this results in a maximum of 5,906 daily trips.

Table 2 – Existing Coconut Creek Center Daily Trip Generation shows the current daily trip generation for the project site. Comparing these trips to those shown in Table 1 reveals that the current development program generates substantially more trips (6,539) than those anticipated by the plat note.

Table 3 – Existing Coconut Creek Center AM Peak Hour Trip Generation, and **Table 4 – Existing Coconut Creek Center PM Peak Hour Trip Generation,** summarize the existing morning and afternoon peak-hour trip generation. As Tables 3 and 4 show, the current peak-hour trip generation is 1,197 morning peak-hour trips and 471 afternoon peak-hour trips.

Project Trip Generation

Table 5 – Proposed Coconut Creek Center Daily Trip Generation shows the daily trip generation expected as a result of the proposed modifications to the current site development. With the proposed change in land use, the daily trip generation is expected to decrease from the current 6,539 daily trips to 6,051 daily trips.

Table 6 – Proposed Coconut Creek Center AM Peak Hour Trip Generation, and **Table 7 – Proposed Coconut Creek Center PM Peak Hour Trip Generation,** show the expected future trip generation for the project site on a morning peak hour and afternoon peak hour basis. As the tables show, the morning peak-hour trip generation is expected to be 1,186 trips and the afternoon peak-hour trip generation is expected to be 420 trips.

A comparison of existing and proposed trip generation tables reveals that the project trips will actually decrease on a daily, a.m. and p.m. peak hour basis. The future morning peak-hour trips are provided for informational purposes only. The actual peak hour of the day, that is, the highest volume hour of the day on the adjacent roadway network is the PM peak hour. The Broward County MPO's roadway capacity analyses are based on the PM peak hour, as is the City of Margate's Comprehensive Plan Transportation Element roadway capacity requirements. The capacity analysis in this report is similarly focused on that hour of the day.

Table 1
Trip Generation per Approved Plat Note
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips		
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	In	Out	Total
Shopping Center (Daily)	820	179,500 s.f.	$\text{Ln}(T)=0.68\text{Ln}(X)+5.57$ (50/50)	4,475	4,474	8,949	0	0	0	0.00%	4,475	4,474	8,949	3,043	34.00%	2,953	2,953	5,906

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 2
Existing Coconut Creek Center Daily Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips		
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	In	Out	Total
Private School (K-8)	534	910 students	$T=4.11(X)$ (50/50)	1,870	1,870	3,740	0	0	0	0.00%	1,870	1,870	3,740	0	0.00%	1,870	1,870	3,740
Private School (K-12)	536	350 students	$T=2.48(X)$ (50/50)	434	434	868	0	0	0	0.00%	434	434	868	0	0.00%	434	434	868
General Office	710	20,157 s.f.	$\text{Ln}(T)=0.97\text{Ln}(X)+2.50$ (50/50)	112	112	224	0	0	0	0.00%	112	112	224	0	0.00%	112	112	224
Medical Office	720	1,589 s.f.	$T=34.80(X)$ (50/50)	28	27	55	0	0	0	0.00%	28	27	55	0	0.00%	28	27	55
Shopping Center	820	51,770 s.f.	$\text{Ln}(T)=0.68\text{Ln}(X)+5.57$ (50/50)	1,921	1,921	3,842	192	192	384	10.00%	1,729	1,729	3,458	1,806	47.00%	826	826	1,652
Total				4,365	4,364	8,729	192	192	384		4,173	4,172	8,345	1,806	47.00%	3,270	3,269	6,539

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 3
Existing Coconut Creek Center AM Peak Hour Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips		
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	In	Out	Total
Private School (K-8)	534	910 students	$T=0.85(X)+22.27$ (55/45)	438	358	796	0	0	0	0.00%	438	358	796	0	0.00%	438	358	796
Private School (K-12)	536	350 students	$T=0.80(X)-3.57$ (61/39)	169	107	276	0	0	0	0.00%	169	107	276	0	0.00%	169	107	276
General Office	710	20,157 s.f.	$T=0.94(X)+26.49$ (86/14)	39	6	45	0	0	0	0.00%	39	6	45	0	0.00%	39	6	45
Medical Office	720	1,589 s.f.	$T=2.78(X)$ (78/22)	3	1	4	0	0	0	0.00%	3	1	4	0	0.00%	3	1	4
Shopping Center	820	51,770 s.f.	$T=0.50(X)+151.78$ (62/38)	110	68	178	11	7	18	10.00%	100	60	160	84	47.00%	47	29	76
Total				759	540	1,299	11	7	18		749	532	1,281	84	47.00%	696	501	1,197

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 4
Existing Coconut Creek Center PM Peak Hour Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips		
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	In	Out	Total
Private School (K-8)	534	910 students	$T=0.26(X)$ (46/54)	109	128	237	0	0	0	0.00%	109	128	237	0	0.00%	109	128	237
Private School (K-12)	536	350 students	$T=0.17(X)$ (43/57)	26	34	60	0	0	0	0.00%	26	34	60	0	0.00%	26	34	60
General Office	710	20,157 s.f.	$\text{Ln}(T)=0.95\text{Ln}(X)+0.36$ (16/84)	4	21	25	0	0	0	0.00%	4	21	25	0	0.00%	4	21	25
Medical Office	720	1,589 s.f.	$T=3.46(X)$ (28/72)	2	3	5	0	0	0	0.00%	2	3	5	0	0.00%	2	3	5
Shopping Center	820	51,770 s.f.	$\text{Ln}(T)=0.74\text{Ln}(X)+2.89$ (48/52)	160	174	334	16	17	33	10.00%	144	157	301	157	47.00%	69	75	144
Total				301	360	661	16	17	33		285	343	628	157	47.00%	210	261	471

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 5
Proposed Coconut Creek Center Daily Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips				Adjusted Trips			Pass-by Trips		New Trips			
				In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	In	Out	Total	
Multi-Family Housing (Mid Rise)	221	220	d.u.	T=5.45(X)-1.75 (50/50)	599	598	1,197	6	6	12	1.00%	593	592	1,185	0	0.00%	593	592	1,185
Private School (K-8)	534	910	students	T=4.11(X) (50/50)	1,870	1,870	3,740	0	0	0	0.00%	1,870	1,870	3,740	0	0.00%	1,870	1,870	3,740
Private School (K-12)	536	350	students	T=2.48(X) (50/50)	434	434	868	0	0	0	0.00%	434	434	868	0	0.00%	434	434	868
Church	560	8,100	s.f.	T=6.95(X) (50/50)	28	28	56	0	0	0	0.00%	28	28	56	0	0.00%	28	28	56
General Office	710	20,157	s.f.	Ln(T)=0.97Ln(X)+2.50 (50/50)	112	112	224	11	11	22	10.00%	101	101	202	0	0.00%	101	101	202
Total					3,043	3,042	6,085	17	17	34		3,026	3,025	6,051	0	0.00%	3,026	3,025	6,051

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 6
Proposed Coconut Creek Center AM Peak Hour Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips			
				In	Out	Total	In	Out	Total		In	Out	Total	In	Out	In	Out	Total	
Multi-Family Housing (Mid Rise)	220	220	d.u.	$\ln(T)=0.98\ln(X)-0.98$ (26/74)	19	55	74	1	2	3	4.00%	18	53	71	0	0.00%	18	53	71
Private School (K-8)	534	910	students	$T=0.85(X)+22.27$ (55/45)	438	358	796	0	0	0	0.00%	438	358	796	0	0.00%	438	358	796
Private School (K-12)	536	350	students	$T=0.80(X)-3.57$ (61/39)	169	107	276	0	0	0	0.00%	169	107	276	0	0.00%	169	107	276
Church	560	8,100	s.f.	$T=0.33(X)$ (60/40)	2	1	3	0	0	0	0.00%	2	1	3	0	0.00%	2	1	3
General Office	710	20,157	s.f.	$T=0.94(X)+26.49$ (86/14)	39	6	45	4	1	5	10.00%	35	5	40	0	0.00%	35	5	40
Total					667	527	1,194	5	3	8		662	524	1,186	0	0.00%	662	524	1,186

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Table 7
Proposed Coconut Creek Center PM Peak Hour Trip Generation
Marquesas Residential

Land Use	ITE Code	Intensity	Trip Generation Rate ⁽¹⁾	Total Trips			In	Internal Trips			%	Adjusted Trips			Pass-by Trips		New Trips		
				In	Out	Total		Out	Total	In		Out	Total	In	Out	Total	In	Out	Total
Multi-Family Housing (Mid Rise)	220	220	d.u.	Ln(T)=0.96Ln(X)-0.63 (61/39)	61	39	100	4	3	7	7.00%	57	36	93	0	0.00%	57	36	93
Private School (K-8)	534	910	students	T=0.26(X) (46/54)	109	128	237	0	0	0	0.00%	109	128	237	0	0.00%	109	128	237
Private School (K-12)	536	350	students	T=0.17(X) (43/57)	26	34	60	0	0	0	0.00%	26	34	60	0	0.00%	26	34	60
Church	560	8,100	s.f.	T=0.37(X)+3.90 (45/55)	3	4	7	0	0	0	0.00%	3	4	7	0	0.00%	3	4	7
General Office	710	20,157	s.f.	Ln(T)=0.95Ln(X)+0.36 (16/84)	4	21	25	0	2	2	10.00%	4	19	23	0	0.00%	4	19	23
Total					203	226	429	4	5	9		199	221	420	0	0.00%	199	221	420

⁽¹⁾ Source: Institute of Transportation Engineers' *Trip Generation* manual, 10th Edition.

Traffic Distribution and Assignment

Cardinal distribution information was determined by a review of existing traffic volumes and knowledge of the local roadway network. **Figure 3 – Project Trip Distribution** shows the traffic distribution on study area roadways.

Figure 4 – Project Trip Assignment shows the PM peak-hour project trips assigned to the study area roadway network in accordance with the project traffic distribution. Because the proposed project results in a decrease in project-related trips, the project trips on each study link are negative numbers. Note that both a.m. and p.m. peak-hour volumes are shown, but, in both cases, the traffic volumes are negative numbers because the proposed project is expected to result in a reduction in existing traffic volumes during both peak hours of the day.



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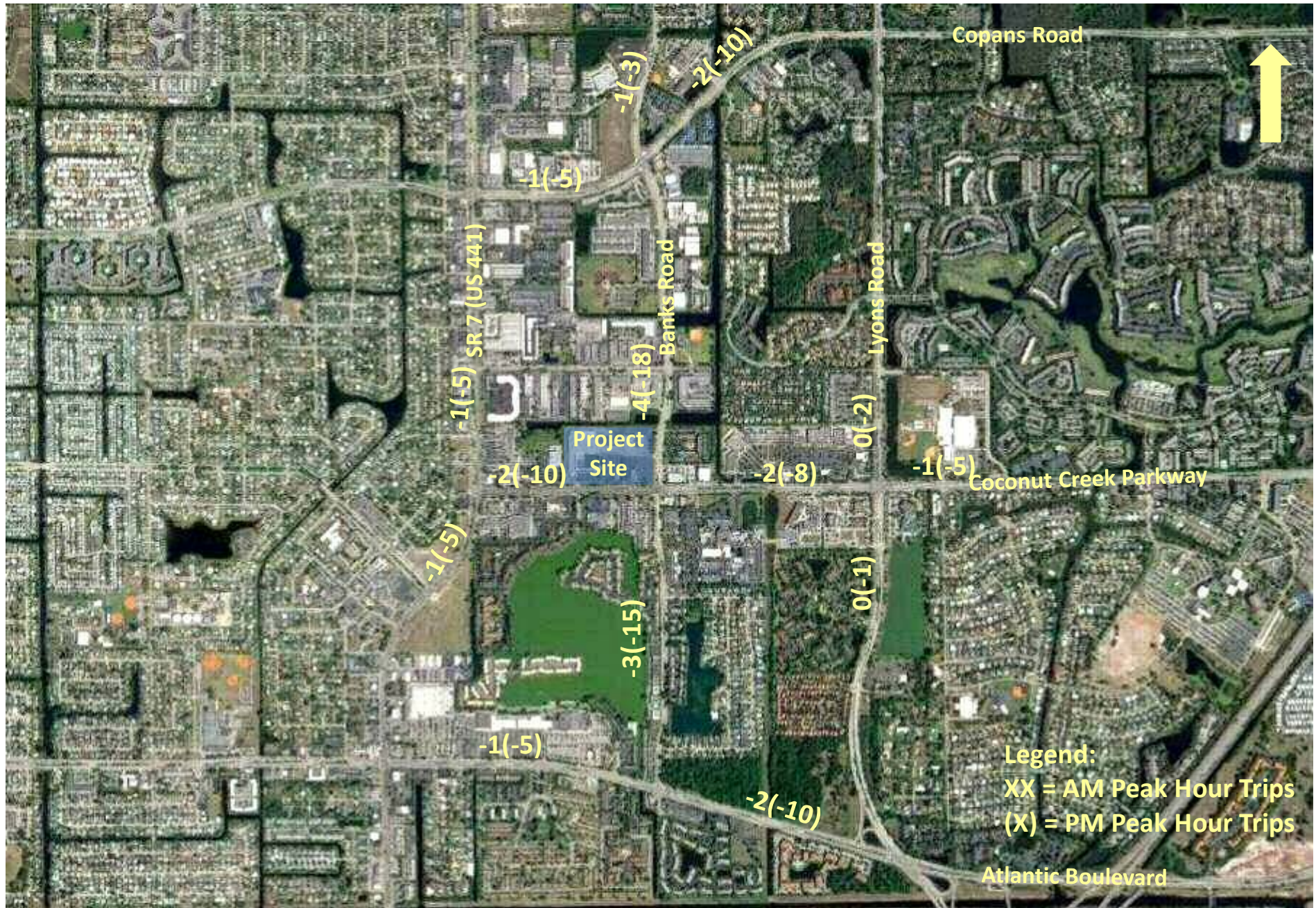


Figure 4 – Project Trip Assignment
 Marquesas Residential
 Margate, Florida

Capacity Analysis

Existing traffic volume data for the study area roadway network were obtained from the Broward County MPO's *Capacity Report 2013-2035*. **Table 8 – Roadway Link Capacity Analysis** shows the existing 2013 traffic volumes on the studied roadway links as well as the expected traffic volumes in the build-out year of 2019. The 2019 traffic volumes were extrapolated from the 2013 and 2035 traffic volumes provided in the MPO's report. In addition to the traffic volumes, the roadway link capacity and the existing and future roadway levels of service are also provided. As the table shows, all roadway links are expected to continue to operate at an acceptable Level of Service D or better through the project build-out year.

Table 8
Roadway Link Capacity Analysis
Marquesas Residential

Roadway	Link	2013				2019					
		Volume	LOS D Capacity	LOS	V/C	Volume	Project Trips	Adjusted Volume	LOS D Capacity	LOS	V/C
Coconut Creek Parkway	SR 7 to Banks Road	2,328	2,920	D	0.80	2,518	-10	2,508	2,920	D	0.86
	Banks Road to Lyons Road	2,328	2,920	D	0.80	2,518	-8	2,510	2,920	D	0.86
	East of Lyons Road	2,708	2,920	D	0.93	2,838	-5	2,833	2,920	D	0.97
Copans Road	SR 7 to Banks Road	2,708	3,401	C	0.80	2,818	-5	2,813	3,401	C	0.83
	Banks Road to Lyons Road	2,708	3,401	C	0.80	2,818	-10	2,808	3,401	C	0.83
SR 7 (US 441)	Royal Palm Boulevard to Coconut Creek Parkway	4,893	5,390	C	0.91	5,175	-5	5,170	5,390	C	0.96
	Coconut Creek Parkway to Margate Boulevard	4,893	5,390	C	0.91	5,175	-5	5,170	5,390	C	0.96
Banks Road	Atlantic Boulevard to Coconut Creek Parkway	1,216	2,628	D	0.46	1,452	-15	1,437	2,628	D	0.55
	Coconut Creek Parkway to Copans Road	1,216	2,628	D	0.46	1,452	-18	1,434	2,628	D	0.55
	North of Copans Road	485	2,628	C	0.18	577	-3	574	2,628	C	0.22
Lyons Road	NW 6th Manor to Coconut Creek Parkway	2,850	3,222	C	0.88	3,106	-1	3,105	3,222	D	0.96
	Coconut Creek Parkway to Copans Road	2,850	3,222	C	0.88	2,926	-2	2,924	3,222	C	0.91

⁽¹⁾ 2019 traffic volume obtained by linear interpolation between 2013 and 2035 volumes.

Vehicular and Pedestrian Access

The Coconut Creek Center's vehicular and pedestrian access will remain as is for the portion of the development that won't be modified (the western portion of the site). However, the eastern portion of the site, which is the proposed location of the Marquesas residential apartments, will have changes to both the existing vehicular and pedestrian access.

Based on the site plan, which may be found in **Appendix B – Site Plan**, one existing driveway connection to Coconut Creek Parkway is to be closed as a part of the new development. In its place, a new right-in/right-out driveway connection to Coconut Creek Parkway will be constructed further to the west on the project site. The second access point is a single full-access driveway connection to Banks Road. So, where three driveways currently exist on the eastern portion of the project site, two driveways, located at the northeast corner of the property along Banks Road and at the west end of the property along Coconut Creek Parkway, will exist after the proposed re-development of the site.

Sidewalks are proposed for construction serving each of the four proposed apartment buildings. The existing sidewalk along Coconut Creek Parkway is to be widened to 12 feet. Another sidewalk is to be constructed next to the entrance driveway that connects to the sidewalk that borders Banks Road.

Conclusions

Based on the results of this analysis, it is concluded that the proposed re-development of the eastern portion of the existing Coconut Creek Center to include the Marquesa residential apartments will not have a significant impact on the adjacent roadway network. Project trips are expected to decrease on a daily, morning and afternoon peak-hour basis and the adjacent roadway network will continue to operate at an acceptable Level of Service D or better at project build out in 2019.

Appendix A – Traffic Counts

APPENDIX B: East / West Roadways Capacity and Level of Service Analysis 2013 & 2035

			2013				2013				2035					2035				
			Design Code	Daily Conditions				Peak Hour Conditions				Code	Daily Conditions				Peak Hour Conditions			
ID	E/W Roadway	Segment		AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS		Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS
812	Coconut Crk Pkwy	E of SR 7	432	24500	32400	0.76	D	2328	2920	0.80	D	432	31854	32400	0.98	D	3026	2920	1.04	E
814	Coconut Crk Pkwy	E of Lyons Rd	432	28500	32400	0.88	D	2708	2920	0.93	D	432	33516	32400	1.03	E	3184	2920	1.09	F
816	Hammondville Rd	E of NW 31 Ave--FT	432	13000	32400	0.40	C	1235	2920	0.42	C	432	39992	32400	1.23	F	3799	2920	1.30	F
818	Hammondville Rd	E of Powerline Rd	432	16500	32400	0.51	D	1568	2920	0.54	D	432	30191	32400	0.93	D	2868	2920	0.98	D
820	Hammondville Rd	E of I-95	432	25500	32400	0.79	D	2423	2920	0.83	D	432	14069	32400	0.43	C	1337	2920	0.46	D
824	NE 10 St	E of NW 6 Ave	264	7300	13320	0.55	D	694	1197	0.58	D	264	9150	13320	0.69	D	869	1197	0.73	D
1146	NE 10 St	E of US 1	264	3100	13320	0.23	C	295	1197	0.25	C	264	2890	13320	0.22	C	275	1197	0.23	C
826	NW 15 St	E of Powerline Rd	264	7600	13320	0.57	D	722	1197	0.60	D	264	9558	13320	0.72	D	908	1197	0.76	D
828	NE 14 St	E of US 1	432	18400	32400	0.57	D	1748	2920	0.60	D	432	20278	32400	0.63	D	1926	2920	0.66	D
830	Royal Palm Blvd	E of NW 123 Ave	474	8500	35820	0.24	C	808	3222	0.25	C	474	11403	35820	0.32	C	1083	3222	0.34	C
832	Royal Palm Blvd	E of Coral Ridge Dr	422	17000	37810	r 0.45	C	1615	3401	r 0.47	C	422	21486	37810	r 0.57	C	2041	3401	r 0.60	C
834	Royal Palm Blvd	E of Coral Sprgs Dr	422	25500	37810	r 0.67	C	2423	3401	r 0.71	C	422	29504	37810	r 0.78	C	2803	3401	r 0.82	C
836	Royal Palm Blvd	E of University Dr	422	23500	37810	r 0.62	C	2233	3401	r 0.66	C	422	36292	37810	r 0.96	D	3448	3401	r 1.01	F
838	Royal Palm Blvd	E of Riverside Dr	422	35000	37810	r 0.93	C	3325	3401	r 0.98	D	422	37632	37810	r 1.00	D	3575	3401	r 1.05	F
840	Royal Palm Blvd	E of Rock Island Rd	422	21000	37810	r 0.56	C	1995	3401	r 0.59	C	422	34128	37810	r 0.90	C	3242	3401	r 0.95	C
842	Copans Rd	E of SR 7	422	28500	37810	r 0.75	C	2708	3401	r 0.80	C	422	32735	37810	r 0.87	C	3110	3401	r 0.91	C
844	Copans Rd	E of Lyons Rd	422	28500	37810	r 0.75	C	2708	3401	r 0.80	C	422	38212	37810	r 1.01	F	3630	3401	r 1.07	F
846	Copans Rd	E of Blount Rd	622	32500	56905	r 0.57	C	3088	5121	r 0.60	C	622	47761	56905	r 0.84	C	4537	5121	r 0.89	C
848	Copans Rd	E of Powerline Rd	622	44000	56905	r 0.77	C	4180	5121	r 0.82	C	622	42638	56905	r 0.75	C	4051	5121	r 0.79	C
850	Copans Rd	E of Military Trail	622	50500	56905	r 0.89	C	4798	5121	r 0.94	C	622	60081	56905	r 1.06	F	5708	5121	r 1.11	F
852	Copans Rd	E of I-95	622	43500	56905	r 0.76	C	4133	5121	r 0.81	C	622	54410	56905	r 0.96	C	5169	5121	r 1.01	F
854	Copans Rd	E of Dixie Hwy	622	26000	56905	r 0.46	C	2470	5121	r 0.48	C	622	42503	56905	r 0.75	C	4038	5121	r 0.79	C
1106	NW 29 St	E of Coral Sprgs Dr	264	6100	13320	0.46	C	580	1197	0.48	C	264	6719	13320	0.50	D	638	1197	0.53	D
1108	NE 33 St (pomp)	E of NE 3 Ave	264	15000	13320	1.13	F	1425	1197	1.19	F	264	13672	13320	1.03	E	1299	1197	1.08	F
856	Sample Rd	E of Sawgrass Xway	622	19000	59900	0.32	C	1805	5390	0.33	C	622	30608	59900	0.51	C	2908	5390	0.54	C

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

			2013								2035								2035							
			Design	Daily Conditions				Peak Hour Conditions				Design	Daily Conditions				Peak Hour Conditions									
ID	N/S Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS						
525	SR 7	N of Atlantic Blvd	632	49463	50000	0.99	D	4699	4500	1.04	F	632	61614	50000	1.23	F	5853	4500	1.30	F						
527	SR 7	N of Margate Blvd	622	51500	59900	0.86	C	4893	5390	0.91	C	622	62382	59900	1.04	F	5926	5390	1.10	F						
529	SR 7	N of Royal Palm Blvd	622	49500	59900	0.83	C	4703	5390	0.87	C	622	66144	59900	1.10	F	6284	5390	1.17	F						
531	SR 7	N of Sample Rd	622	40500	59900	0.68	C	3848	5390	0.71	C	622	41907	59900	0.70	C	3981	5390	0.74	C						
533	SR 7	N of Wiles Rd	622	55000	59900	0.92	C	5225	5390	0.97	C	622	56343	59900	0.94	C	5353	5390	0.99	D						
535	SR 7	N of Sawgrass Xway	622	56500	59900	0.94	C	5368	5390	1.00	D	622	55825	59900	0.93	C	5303	5390	0.98	D						
537	SR 7	N of Holmberg Rd	622	56500	59900	0.94	C	5368	5390	1.00	D	622	49732	59900	0.83	C	4725	5390	0.88	C						
539	SR 7	N of Hillsboro Blvd	622	54000	59900	0.90	C	5130	5390	0.95	C	622	47314	59900	0.79	C	4495	5390	0.83	C						
541	Banks Rd	N of Atlantic Blvd	464	12800	29160	0.44	C	1216	2628	0.46	D	464	21915	29160	0.75	D	2082	2628	0.79	D						
543	Banks Rd	N of Copans Rd	464	5100	29160	0.17	C	485	2628	0.18	C	464	8658	29160	0.30	C	823	2628	0.31	C						
1013	Banks Rd	N of Sample Rd	264	350 e	13320	0.03	C	33	1197	0.03	C	464	21795	29160	0.75	D	2071	2628	0.79	D						
1165	Banks Rd	N of NW 40 St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	464	18837	29160	0.65	D	1790	2628	0.68	D						
545	SW 56 Ave	N of Dade C L	264	8200	13320	0.62	D	779	1197	0.65	D	264	7393	13320	0.55	D	702	1197	0.59	D						
547	SW 56 Ave	N of Hndle Bch Blvd	264	9000	13320	0.68	D	855	1197	0.71	D	264	13206	13320	0.99	D	1255	1197	1.05	E						
549	S 56 Ave	N of Pembroke Rd	264	9900	13320	0.74	D	941	1197	0.79	D	264	9726	13320	0.73	D	924	1197	0.77	D						
551	N 56 Ave	N of Hollywood Blvd	264	10500	13320	0.79	D	998	1197	0.83	D	264	12160	13320	0.91	D	1155	1197	0.96	D						
553	N 56 Ave	N of Sheridan St	264	11500	13320	0.86	D	1093	1197	0.91	D	264	12492	13320	0.94	D	1187	1197	0.99	D						
555	SW 40 Ave	N of Stirling Rd	264	7000	13320	0.53	D	665	1197	0.55	D	264	9775	13320	0.73	D	929	1197	0.78	D						
1125	SW 52 Ave	N of County Line Rd	264	5500	13320	0.41	C	523	1197	0.44	C	264	6527	13320	0.49	C	620	1197	0.52	D						
557	SW 48 Ave	N of County Line Rd	264	5500	13320	0.41	C	523	1197	0.44	C	264	6233	13320	0.47	C	592	1197	0.49	C						
561	S 46 Ave	N of Washington St	264	9800	13320	0.74	D	931	1197	0.78	D	264	17729	13320	1.33	F	1684	1197	1.41	F						
563	N 46 Ave	N of Hollywood Blvd	464	9800	29160	0.34	C	931	2628	0.35	C	464	20233	29160	0.69	D	1922	2628	0.73	D						
565	N 46 Ave	N of Sheridan St	464	13000	29160	0.45	C	1235	2628	0.47	D	464	24094	29160	0.83	D	2289	2628	0.87	D						
567	SW 40 Ave	N of Dade C L	264	6000	13320	0.45	C	570	1197	0.48	C	264	8041	13320	0.60	D	764	1197	0.64	D						
569	SW 40 Ave	N of Hndle Bch Blvd	264	7400	13320	0.56	D	703	1197	0.59	D	264	9263	13320	0.70	D	880	1197	0.73	D						

APPENDIX C: North / South Roadways Capacity and Level of Service Analysis 2013 & 2035

			2013								2013								2035							
			Design	Daily Conditions					Peak Hour Conditions					Design	Daily Conditions					Peak Hour Conditions						
ID	N/S Roadway	Segment	Code	AADT	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS	Code	Volume	Capacity	V/C	LOS	Volume	Capacity	V/C	LOS						
599	Lyons Rd	N of Cypress Crk Rd	674	28500	53910	0.53	C	2708	4851	0.56	C	674	39595	53910	0.73	C	3762	4851	0.78	C						
601	Lyons Rd	N of McNab Rd	474	27500	35820	0.77	C	2613	3222	0.81	C	474	46683	35820	1.30	F	4435	3222	1.38	F						
1041	Lyons Rd	N of Atlantic Blvd	674	24500	53910	0.45	C	2328	4851	0.48	C	674	42881	53910	0.80	C	4074	4851	0.84	C						
603	Lyons Rd	N of NW 6 Mr	474	30000	35820	0.84	C	2850	3222	0.88	C	474	39894	35820	1.11	F	3790	3222	1.18	F						
605	Lyons Rd	N of Coconut Crk Pkwy	474	30000	35820	0.84	C	2850	3222	0.88	C	474	32949	35820	0.92	C	3130	3222	0.97	D						
607	Lyons Rd	N of Copans Rd	474	29000	35820	0.81	C	2755	3222	0.85	C	474	31949	35820	0.89	C	3035	3222	0.94	C						
609	Lyons Rd	N of Sample Rd	674	32500	53910	0.60	C	3088	4851	0.64	C	674	49593	53910	0.92	C	4711	4851	0.97	C						
611	Lyons Rd	N of Wiles Rd	674	35500	53910	0.66	C	3373	4851	0.70	C	674	42966	53910	0.80	C	4082	4851	0.84	C						
613	Lyons Rd	N of Sawgrass Xway	674	35000	53910	0.65	C	3325	4851	0.69	C	674	44072	53910	0.82	C	4187	4851	0.86	C						
615	Lyons Rd	N of Hillsboro Blvd	674	20000	53910	0.37	C	1900	4851	0.39	C	674	40576	53910	0.75	C	3855	4851	0.79	C						
617	Riverland Rd	E of SR 7	264	4800	13320	0.36	C	456	1197	0.38	C	264	15631	13320	1.17	F	1485	1197	1.24	F						
619	SW 27 Ave	N of Davie Blvd	474	11000	35820	0.31	C	1045	3222	0.32	C	474	26781	35820	0.75	C	2544	3222	0.79	C						
1087	NW 27 Ave	N of Sunrise Blvd	264	10800	13320	0.81	D	1026	1197	0.86	D	264	13253	13320	0.99	D	1259	1197	1.05	E						
621	SW 30 Ave	N of Griffin Rd	264	7400	13320	0.56	D	703	1197	0.59	D	464	28782	29160	0.99	D	2734	2628	1.04	E						
1043	SW 30 Ave	N of SW 42 St	464	7900	29160	0.27	C	751	2628	0.29	C	464	28932	29160	0.99	D	2749	2628	1.05	F						
623	SW 26 Terr	N of SW 32 St	264	5400	13320	0.41	C	513	1197	0.43	C	264	8764	13320	0.66	D	833	1197	0.70	D						
625	Ravenswood Rd	N of Stirling Rd	264	16000	13320	1.20	F	1520	1197	1.27	F	464	41103	29160	1.41	F	3905	2628	1.49	F						
627	Ravenswood Rd	N of Griffin Rd	264	7800	13320	0.59	D	741	1197	0.62	D	464	19610	29160	0.67	D	1863	2628	0.71	D						
1053	Ravenswood Rd	N of NW 36 ST	264	1800	13320	0.14	C	171	1197	0.14	C	264	4763	13320	0.36	C	452	1197	0.38	C						
629	N 29 Ave	N of Sheridan St	464	8100	29160	0.28	C	770	2628	0.29	C	464	18289	29160	0.63	D	1737	2628	0.66	D						
631	NW 23 Ave	N of Sunrise Blvd	364	11500	13986	0.82	D	1093	1257	0.87	D	364	15373	13986	1.10	F	1460	1257	1.16	F						
633	NW 21 Ave	N of NW 19 St	264	15500	13320	1.16	F	1473	1197	1.23	F	264	23153	13320	1.74	F	2200	1197	1.84	F						
635	NW 21 Ave	N of Oakland Pk Blvd	264	14000	13320	1.05	E	1330	1197	1.11	F	464	34356	29160	1.18	F	3264	2628	1.24	F						
1089	NW 21 Ave	N of Commercial Blvd	264	3800	13320	0.29	C	361	1197	0.30	C	264	8716	13320	0.65	D	828	1197	0.69	D						
637	NW 21/Oaks Dr	N of Cypress Crk Rd	264	6300	13320	0.47	C	599	1197	0.50	D	264	5384	13320	0.40	C	511	1197	0.43	C						