

Traffic Impact Study

Popeye's Louisiana Kitchen

Margate, Florida

June, 2019

Prepared for:

Living Water Construction

Popeye's Louisiana Kitchen

State Road 7 (US 441)

Margate, Florida

Traffic Impact Study

June 2019

Prepared for:

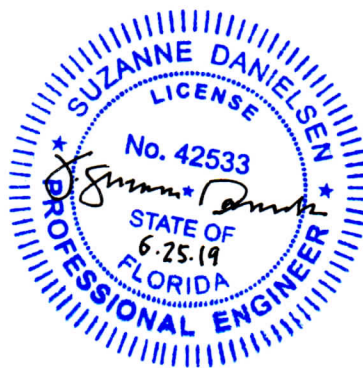
Living Waters Construction, LLC

Prepared by:

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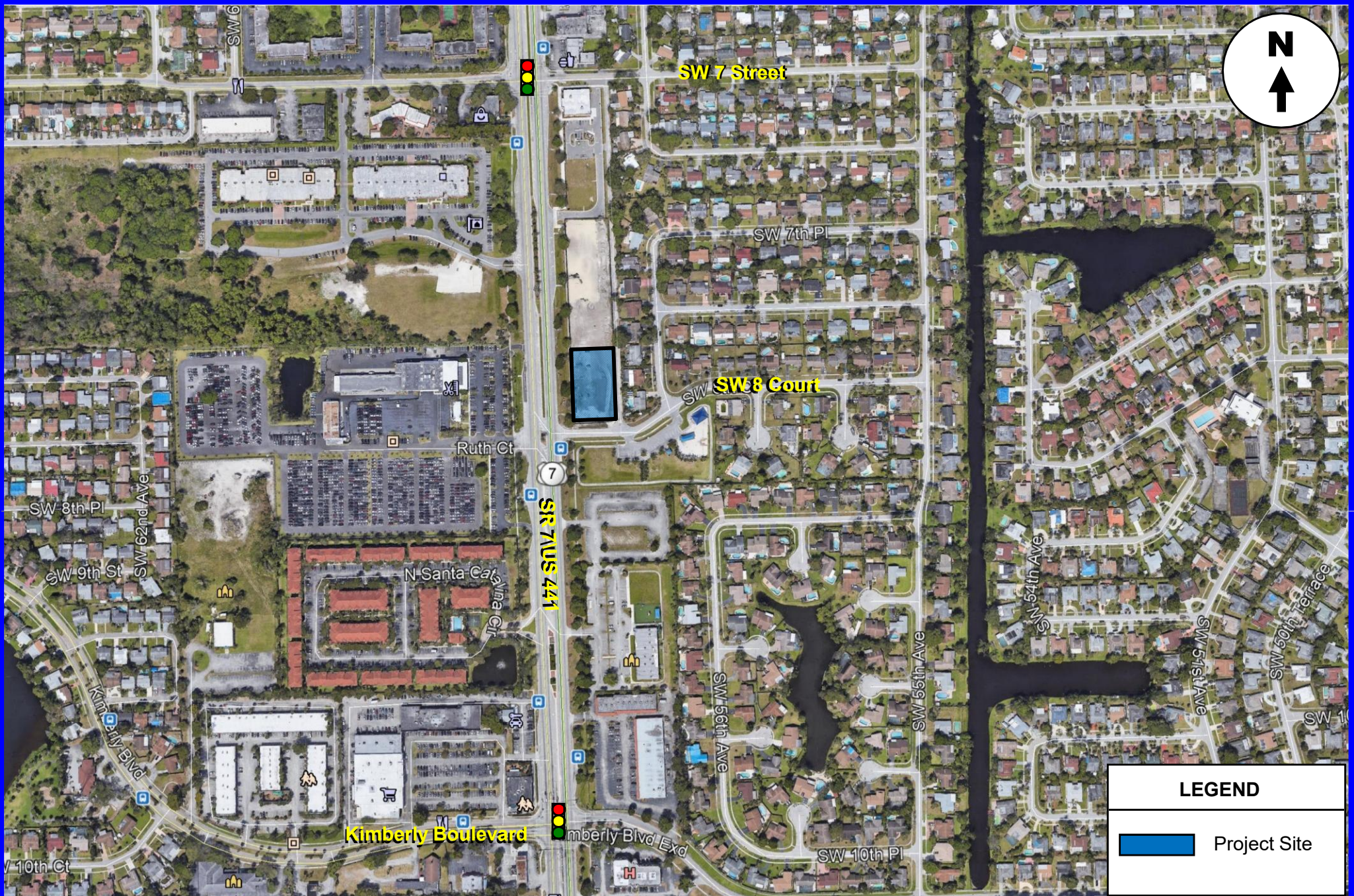
INTRODUCTION

Living Water Construction, LLC is proposing to construct a 2,466 square foot Popeye's Louisiana Kitchen along the east side of SR 7 (US 441) immediately north of SW 8 Court within municipal limits of the City of Margate, Broward County, Florida. Figure 1 on the following page shows the location of the project site as well as the transportation network adjacent to and within the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained to complete a traffic impact analysis for submittal to the City of Margate assessing potential transportation-related impacts of the proposed development. This report summarizes the data collected, estimates project trip generation and distribution characteristics, assesses the impact of project trips at nearby intersections most affected by this development proposal and evaluates potential queuing within the proposed drive-through.

This study is divided into eight (8) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Drive-Through Queue Analysis
8. Conclusions and Recommendations



DC Engineers, Inc.

Project Location Map

FIGURE 1
Popeye's Louisiana Kitchen
Margate, Florida

INVENTORY

Existing Land Use and Access

The project site is located within the northeast quadrant of the intersection of SR 7 (US 441) and SW 8 Court within municipal limits of the City of Margate, Florida. Although currently vacant, the project site has one (1) two-way traversable driveway connection along SW 8 Court.

Proposed Land Use and Access

The project site is proposed to be developed with a 2,466 square foot fast food restaurant with two (2) drive-through lanes.

Access to the project site is proposed as follows:

- One (1), two (2)-way driveway along SW 8 Court. The driveway will have one (1) exiting lane and one (1) lane for entering vehicles.
- One (1), two (2)-way cross access driveway along the north property line. The driveway will have one (1) exiting lane and one (1) lane for entering vehicles.
- One (1), one (1)-way driveway along the east property line (accessing the existing one (1)-way southbound alley) for entering vehicles, exclusively.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2020. A current site plan is included as Appendix A.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the study area includes one (1) state principal arterial (SR 7 (US 441)) and one local roadway (SW 8 Court).

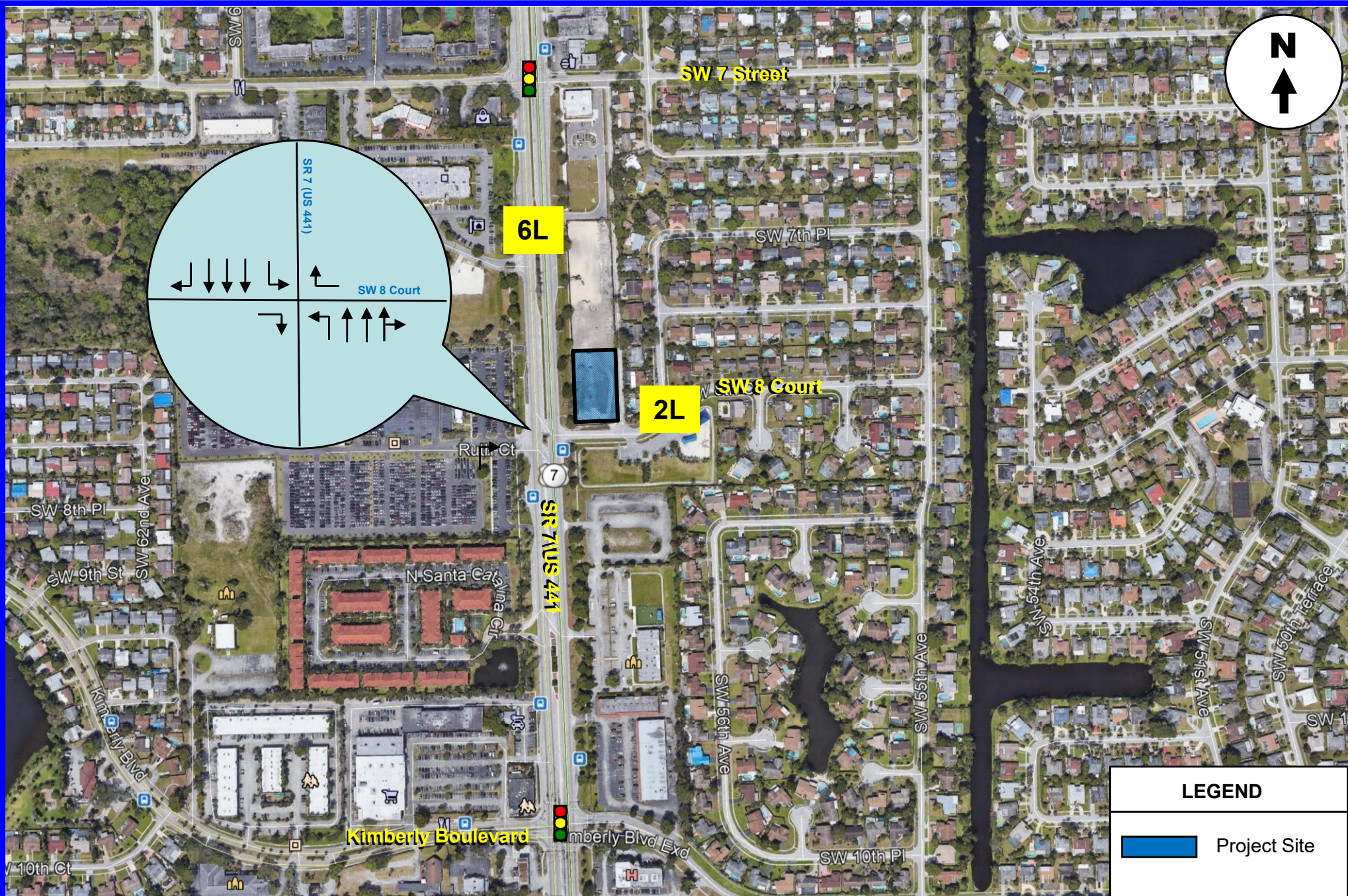
SR 7 (US 441) is a six (6)-lane north-south state principal arterial with a posted speed limit of 45 miles per hour (mph) and current Average Annual Daily Traffic (AADT) of 48,000 vehicles per day (vpd) adjacent to the project site. SW 8 Court is a two (2)-lane east-west local roadway with a posted speed limit of 25 mph and current AADT of 941 vpd adjacent to the project site.

Study Intersections

For purposes of this study, the following intersection was selected for detailed analysis.

- SR 7 (US 441) at SW 8 Court.

Figure 2 shows approach lanes at the intersection under study and the number of through lanes on corresponding roadway segments.



Transit Service and Facilities

One (1) traditional Broward County Transit Route serves the project site as follows:

- **Route 19:** north and south along SR 7 (US 441).

Bus stops are currently located along both sides of SR 7 (US 441).

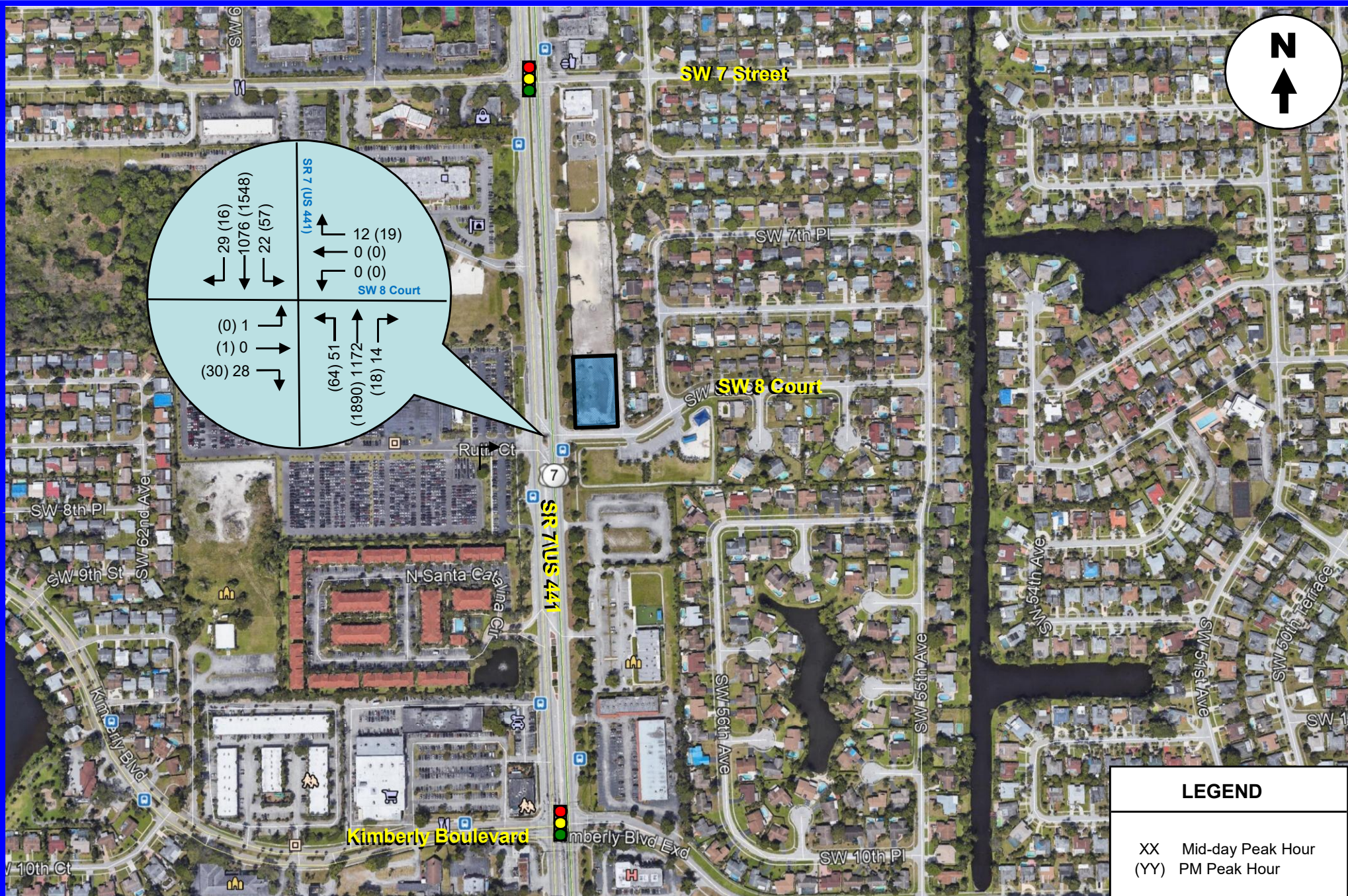
TRAFFIC COUNTS

Danielsen Consulting Engineers, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following location:

- SR 7 (US 441) at SW 8 Court (unsignalized).

Intersection turning movements were documented on Tuesday June 11, 2019. Data was collected during both Mid-day (11:00 AM to 1:00 PM) and PM (4:00 PM to 7:00 PM) peak periods. AM peak hour counts were not collected as the proposed restaurant will not open for breakfast and should, as a result, not impact the AM peak hour. Existing peak hour traffic volumes as collected are shown in Figure 3 and are included as Appendix B.

In addition to the turning movements, a 24-hour machine count was conducted along SW 8 Court east of SR 7 (US 441) on June 11, 2019. The 24-hour machine count is also included within Appendix B.



DC Engineers, Inc.

Existing Mid-day and PM Peak Hour Traffic Counts

Source: Traffic Survey Specialists, Inc. 6/11/19

FIGURE 3

Popeye's Louisiana Kitchen
Margate, Florida

TRIP GENERATION

Trip generation for the proposed development is based on rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (10th Edition). According to ITE, the most appropriate land use category for the proposed Popeye's Louisiana Kitchen is Land Use Code (LUC) 934 - Fast-Food Restaurant with Drive-Through Window. The trip generation analysis was undertaken for daily and PM peak hour conditions. An AM analysis has not been considered as the restaurant, opening at 10:30 AM, will not impact the AM peak hour of the adjacent roadway network. Trip generation equations for the proposed land use as published by ITE, are as follows:

Fast-Food Restaurant with Drive-Through Window - ITE Land Use #934

Daily Trips: $T = 470.95(X)$ (50% inbound and 50% outbound)
where T = number of trips and X = 1,000 square feet gross floor area

PM Peak Hour Trips $T = 32.67(X)$ (52% inbound and 48% outbound)

Using the above trip generation rates from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 1. As shown in Table 1, the proposed restaurant is expected to produce 1,161 vehicle trips per day with 81 vehicle trips occurring during the PM peak hour (42 entering and 39 exiting). Also shown in Table 1 are Mid-day trip generation estimates developed from time-of-day statistics also published by ITE. Specifically, 131 Mid-day peak hour trips are expected to be generated by the proposed restaurant with 67 vehicles entering and 64 vehicles exiting.

For comparison purposes, vehicle trip estimates have also been developed for the proposed restaurant using rates and formulae contained in LUC 933 - Fast-Food Restaurant without Drive-Through Window. As shown in report Table 2, the proposed restaurant without a drive-through window would be expected to produce 854 vehicle trips per day with 70 vehicle trips occurring during the PM peak hour (35 inbound and 35 outbound). Trip generation rates specific to LUC 933 use are shown below.

Fast-Food Restaurant without Drive Through Window - ITE Land Use #933

Daily Trips: $T = 346.23(X)$ (50% inbound and 50% outbound)
where T = number of trips and X = 1,000 square feet GLA

PM Peak Hour Trips $T = 28.34(X)$ (50% inbound and 50% outbound)

Mid-day trip generation estimates were also developed from time-of-day statistics for LUC 933. Specifically, 135 Mid-day peak hour trips are expected to be generated with 81 vehicles entering and 54 vehicles exiting.

Pass-By Capture

Pass-by capture trips are those vehicle trips already on the roadway network that when driving by a property will spontaneously decide to visit one of the establishments onsite. The standard pass-by capture rate of 50.0 percent (50.0%) for Fast-Food Restaurant with Drive-Through Window was incorporated pursuant to ITE's Trip Generation Handbook, 3rd Edition.

Multimodal Reduction

The multimodal reduction factor acknowledges that a portion of employees and/or patrons may arrive or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. To provide a conservative analysis a multimodal reduction was not considered.

Net New Trips

As shown in Table 1, net new vehicle trips are expected to total 580 vpd with 65 trips occurring during the Mid-day peak hour (33 inbound and 32 outbound) and 40 trips occurring during the PM peak hour (21 inbound and 19 outbound).

Table 1: Trip Generation Summary Proposed Use

Land Use	Scale	Units	Mid-day Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Fast-Food Restaurant with Drive-Through Window (LUC 934)	2.466	ksf	131	67	64	81	42	39	1161
Subtotal			131	67	64	81	42	39	1,161
Pass-by Capture (50%)			66	34	32	41	21	20	581
Net New Trips			65	33	32	40	21	19	580

Source: ITE Trip Generation Manual (10th Edition)

T = 470.95(x) 50% in, 50% out Daily
T = 32.67(x) 52% in, 48% out PM Peak

*mid-day peak developed from time of day curves through comparison of mid-day to PM peak.

Table 2: Trip Generation Summary For Comparison

Land Use	Scale	Units	Mid-day Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Fast-Food Restaurant without Drive-Through Window (LUC 933)	2.466	ksf	135	81	54	70	35	35	854
Subtotal			135	81	54	70	35	35	854
Pass-by Capture (50%)			68	41	27	35	18	17	427
Net New Trips			67	40	27	35	17	18	427

Source: ITE Trip Generation Manual (10th Edition)

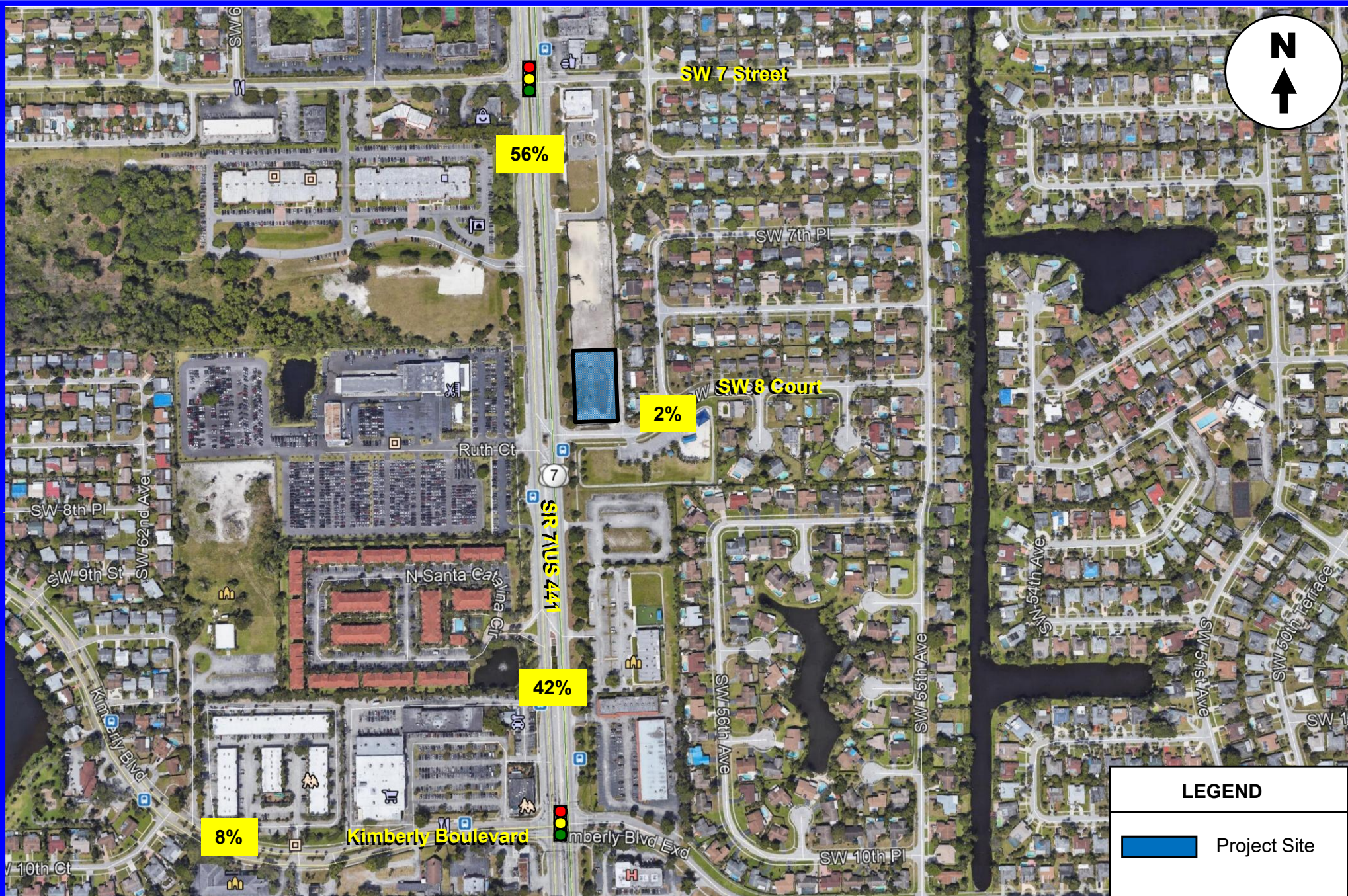
T = 346.23(x) 50% in, 50% out Daily
T = 28.34(x) 50% in, 50% out PM Peak

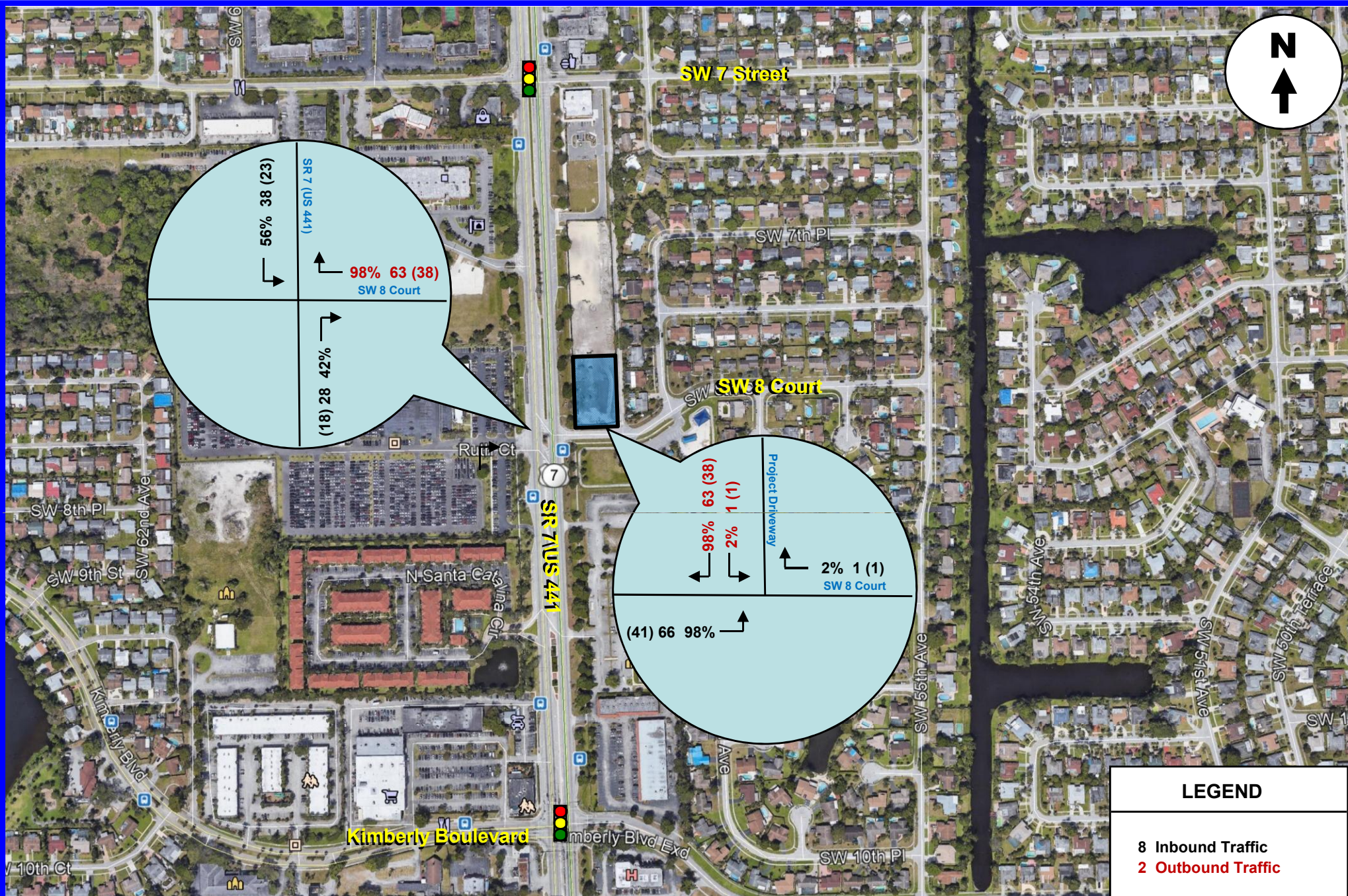
*mid-day peak developed from time of day curves through comparison of mid-day to PM peak.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For purposes of this study, the distribution and assignment of project-related vehicle trips is based on current travel patterns and knowledge of the immediate area. A global distribution of 56 percent to and from the north, 34 percent to and from the south, two (2) percent to and from the east and 8 percent to and from the west was utilized. Reference Figure 4.

Peak hour trips generated by the proposed restaurant were assigned to area roadways and intersections using the traffic assignment detailed above and gross project trips shown in Table 1. Project traffic assignment is summarized in Figure 5. Although three (3) driveways will serve the project site, all project traffic was assigned to the primary access location along SW 8 Court to provide a conservative analysis.





TRAFFIC ANALYSIS

This section of the study is divided into two (2) parts. The first part involves development of future (2020) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

Future Conditions Traffic Volumes

Future, build-out year (2020) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on Tuesday June 11, 2019 was reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (reference Appendix C), an adjustment factor of 1.04 is required to convert traffic counts collected during this time period to average peak season conditions.
- **Historic Growth:** FDOT maintains four (4) traffic count stations in the immediate vicinity of the project. Annual Average Daily Traffic Volumes at these count stations for the past five (5) years yield an annual average growth of 0.60% (rounded up to 1.00%) per year. The data from FDOT and the growth rate analysis are included as Appendix D.
- **Committed Development:** Typically, vehicle trips attributable to approved but unbuilt development within the study area are added to peak season volumes to produce build out year background traffic conditions. As a result, traffic from the Nuvo Margate Self-Storage facility (encompassing 104,180 square feet) has been incorporated within the analysis provided herein. Appendix D includes a site plan and trip generation analysis prepared for the Nuvo Margate Self-Storage facility.

Volume development worksheets (detailing peak season adjustments, traffic growth and traffic associated with the proposed development) for the project driveway and the study intersection are attached as Appendix E.

Figures 7 and 8 include future traffic volumes for the study area. Figure 7 provides background traffic (without the proposed project) and Figure 8 includes additional traffic expected to be generated by the proposed Popeye's Louisiana Kitchen.





Detailed Roadway Level of Service Analysis

The following tables are based on volumes and capacities obtained from the *Broward County Roadway Capacity and Level of Service* tables for years 2017 and 2040 as well as a 24-hour machine count conducted on Tuesday June 11, 2019.

Table 3: Existing (2019) Level of Service Analysis

Roadway	Segment	Daily Capacity (vpd)	Daily Volume (vpd)	LOS	Pk Hr Capacity (vph)	Pk Hr Volume (vph)	LOS
SR 7 (US 441)	North of Kimberly Blvd	59,900	48,579 ⁽¹⁾	B	5,390	4,615 ⁽¹⁾	B
SW 8 Court	East of SR 7 (US 441)	13,320	979 ⁽²⁾	B	1,197	88 ⁽²⁾	B

*vpd - vehicles per day, vph - vehicles per hour

(1) Source: Broward County. 2019 volumes developed from 2017 volumes provided.

(2) Source: Traffic Counts collected Tuesday, June 11, 2019 and adjusted to average peak season. (941 x 1.04) (85 x 1.04)

Table 4: Future (2020) Level of Service Analysis

Roadway	Segment	Daily Capacity (vpd)	Daily Volume (vpd)	LOS	Pk Hr Capacity (vph)	Pk Hr Volume (vph)	LOS
SR 7 (US 441)	North of Kimberly Blvd	59,900	49,065	B	5,390	4,661	B
SW 8 Court	East of SR 7 (US 441)	13,320	989	B	1,197	89	B

*vpd - vehicles per day, vph - vehicles per hour

* volumes reflect 1.00% per year growth as developed in a prior section.

Table 5: Future (2020 With Project Traffic) Level of Service Analysis

Roadway	Segment	Daily Capacity (vpd)	Daily Volume (vpd)	LOS	Pk Hr Capacity (vph)	Pk Hr Volume (vph)	LOS
SR 7 (US 441)	North of Kimberly Blvd	59,900	49,390 ⁽³⁾	B	5,390	4,684 ⁽⁴⁾	B
SW 8 Court	East of SR 7 (US 441)	13,320	1,001 ⁽⁵⁾	B	1,197	91 ⁽⁶⁾	B

*vpd - vehicles per day, vph - vehicles per hour

(3) includes 325 vpd (580 x 0.56) (4) includes 23 vph (40 x 0.56) (5) includes 12 vpd (580 x 0.02) (6) includes 2 vph (40 x 0.02)

As shown in the table series above, both SR 7 (US 441) and SW 8 Court adjacent to the project site are currently operating with acceptable parameters and are expected to continue to do so once the proposed restaurant is complete and occupied.

Detailed Intersection and Driveway Level of Service Analyses

Intersection capacity analyses were completed for the study intersection and the primary project driveway. The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO software package. The results of the intersection analyses are summarized in Table 6. Appendix F contains computer printouts of the intersection capacity analyses completed.

Table 6: Intersection Levels of Service

Intersection/Approaches	2019 Existing	Future Traffic Conditions	
		Year 2020 Without Project	Year 2020 With Project
SW 8 Court at SR 7 (US 441) (unsig.)			
- EB Approach	B (B)	B (B)	B (B)
- WB Approach	B (B)	B (B)	B (C)
SW 8 Court at Driveway	-	-	
- SB Approach	-	-	A (A)

Source: HCM 2010. LEGEND: Mid-day Peak Hour (PM Peak Hour);

DRIVE-THROUGH QUEUE ANALYSIS

As shown in the site plan included as Attachment A, the proposed Popeye's Louisiana Kitchen includes a drive-through lane that widens to two (2) parallel lanes at the menu board and then merges back to one (1) lane prior to the pick-up window. This double menu board arrangement is intended to increase efficiency of the drive-through operation and to maximize the stacking capacity.

The length of queue anticipated within the drive-through lane(s) was determined using methodologies contained in ITE's *Transportation and Land Development*, Chapter 8 - Drive-In Facilities. For this analysis, the following input variables were used:

- Service Rate: The average window transaction time is estimated to be 60 seconds consistent with information provided in *Transportation and Land Development*.
- Demand Rate: Based on ITE's *Trip Generation* (10th Edition), the maximum inbound vehicular traffic flow anticipated at a 2,466 square foot fast food restaurant is 67 vehicles (refer to trip generation section of this report) during the Mid-day peak. ITE estimates that 45 percent of inbound vehicular traffic uses drive-through lanes, to provide a conservative analysis this queue analysis assumes 50 percent of inbound vehicles will use the drive-through lanes.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated within the drive-through lane(s) is two (2) vehicles. Calculations are included as Attachment G. As the site plan provides in excess of 44 feet of stacking space (22 feet per vehicle queued), vehicular queuing outside of the stacking area proposed is not expected.

CONCLUSIONS AND RECOMMENDATIONS

Living Water Construction, LLC is proposing to construct a 2,466 square foot Popeye's Louisiana Kitchen along the east side of SR 7 (US 441) immediately north of SW 8 Court within municipal limits of the City of Margate, Broward County, Florida.

Access to the project site is proposed as follows:

- One (1), two (2)-way driveway along SW 8 Court. The driveway will have one (1) exiting lane and one (1) lane for entering vehicles.
- One (1), two (2)-way cross access driveway along the north property line. The driveway will have one (1) exiting lane and one (1) lane for entering vehicles.
- One (1), one (1)-way driveway along the east property line (accessing the existing one (1)-way southbound alley) for entering vehicles, exclusively.

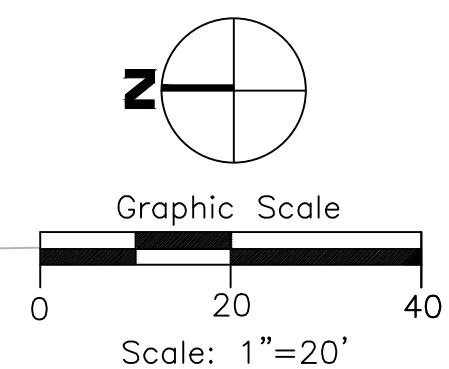
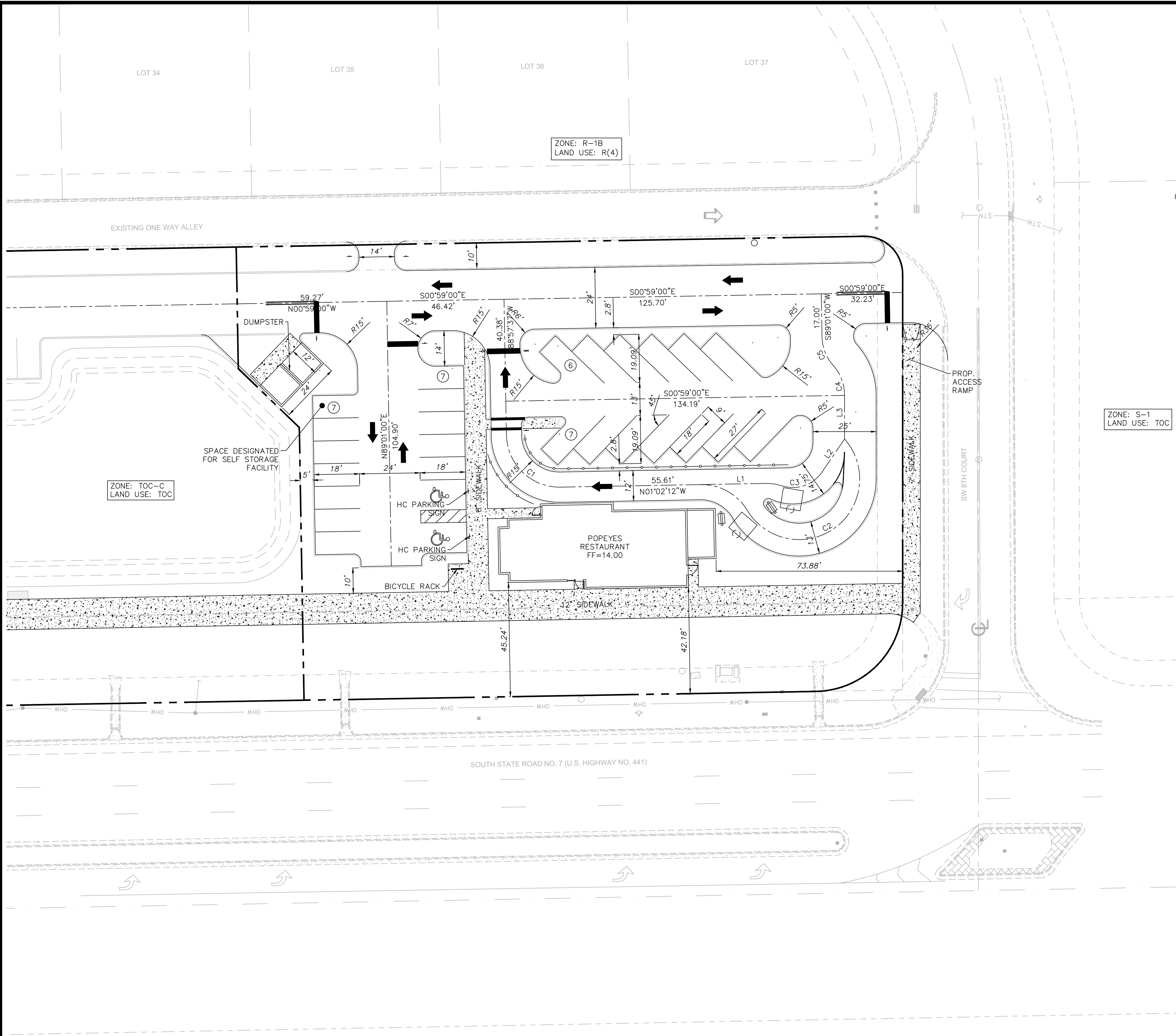
Conclusions and recommendations of the traffic study are detailed below:

- As shown in Table 1, the proposed restaurant is expected to produce 1,161 vehicle trips per day with 81 vehicle trips occurring during the PM peak hour (42 entering and 39 exiting). Also shown in Table 1 are Mid-day trip generation estimates developed from time-of-day statistics also published by ITE. Specifically, 131 Mid-day peak hour trips are expected to be generated by the proposed restaurant with 67 vehicles entering and 64 vehicles exiting.
- As the standard pass-by capture rate for Fast-Food Restaurant with Drive-Through Window is 50% (according to ITE's Trip Generation Handbook, 3rd Edition) net new vehicle trips are expected to total 580 vpd with 65 trips occurring during the Mid-day peak hour (33 inbound and 32 outbound) and 40 trips occurring during the PM peak hour (21 inbound and 19 outbound).
- Report Tables 3, 4 and 5 show both SR 7 and SW 8 Court adjacent to the project are currently operating with acceptable parameters and are expected to continue to do so with traffic from the restaurant as proposed.
- Intersection capacity analyses were completed for the intersection of SR 7 (US 441) at SW 8 Court and the primary project driveway at SW 8 Court. The analyses were undertaken following the capacity/level of service procedures outlined in the current edition of the Highway Capacity Manual using the SYNCHRO software package. As shown in Table 6, both intersections are expected to operate within acceptable parameters.

-
- The Popeye's Louisiana Kitchen as proposed is expected to have adequate storage to accommodate peak inbound vehicular demands anticipated within the drive-through lane(s).

APPENDIX A

Site Plan



SITE DATA

CURRENT USE:
LAND USE DESIGNATION:
ZONING DESIGNATION:
WATER SERVICE PROVIDER:
WASTEWATER SERVICE PROVIDER:

VACANT
TOC
TOC-C
CITY OF MARGATE
CITY OF MARGATE

BUILDING HEIGHT:
BUILDING LENGTH:
NUMBER OF STORIES:
GROSS FLOOR AREA:

21'-4"
82'
1 STORY
2,137 SF

	SF	ACRES	PERCENTAGE
LAND AREA	44,085.50	1.01	100
PROP. BLDG	2,466	0.06	5.59
ASPHALT	21,493	0.49	48.75
SIDEWALK	3,877	0.09	8.79
TOTAL IMPERVIOUS	27,836	0.64	63.14
PERVIOUS	16,249.50	0.37	36.86

PARKING REQUIRED
1 SPACE PER 50 SF OF GROSS FLOOR AREA: 895 SF / 50 = 18 SPACES

PARKING PROVIDED
STANDARD = 24 SPACES
SPACE DESIGNATED FOR SELF STORAGE = 1 SPACE
HANDICAP SPACES = 2 SPACE
TOTAL PROVIDED = 27 SPACES
NOTE:
ALL TRAFFIC CONTROL PAVEMENT MARKINGS WILL BE THERMOPLASTIC.

Curve Table			
Curve #	Length	Radius	Delta
C1	32.987	21.000	090.0000
C2	79.751	24.000	190.3917
C3	17.920	14.000	073.3367
C4	12.783	17.500	041.8511
C5	12.482	17.500	040.8678

Line Table		
Line #	Length	Direction
L1	25.518	N01° 02' 11.61"W
L2	15.852	N55° 46' 32.10"W
L3	17.461	N90° 00' 00.00"E

SITE PLAN

REV.	DESCRIPTION	DATE
1		
2		
3		
4		
5		

IMTIAZ AHMED, P.E.
LICENSED ENGINEER NO. 46102
STATE OF FLORIDA

SEAL

METRO CHICKEN
750 STATE ROAD 7
MARGATE, FLORIDA

ATLANTIC ENGINEERING SERVICES, INC.
200 C2 CROSSWINDS DRIVE
WEST PALM BEACH, FLORIDA 33413
PHONE - (561) 358-4140
FAX - (561) 966-9242
CERTIFICATE OF AUTHORIZATION NO.: 9390

PROJ. NO. 0000
SCALE: AS SHOWN

ddt		
DES.	DWN.	CHK.
SHEET NUMBER		
SP1		
DATE DRAWN MAR 2018		

APPENDIX B

Turning Movement Counts and 24-Hour Machine Count

SW 8TH COURT & SR7/US441
MARGATE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190117
Start Date: 06/11/19
File I.D. : SW8CTSR7
Page : 1

ALL VEHICLES

SR7/US441					SW 8TH COURT					SR7/US441					RUTH COURT					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total	
Date 06/11/19																				
11:00	1	3	202	5	0	0	2	1		4	7	213	1		0	0	0	6	445	
11:15	3	1	312	9	0	0	0	4		6	5	249	1		0	0	0	4	594	
11:30	4	6	233	7	0	0	0	3		7	3	261	5		1	0	0	6	536	
11:45	1	2	270	9	0	0	0	1		8	5	304	3		0	1	0	7	611	
Hr Total	9	12	1017	30	0	0	2	9		25	20	1027	10		1	1	0	23	2186	
12:00	0	5	276	2	0	0	0	6		15	4	301	2		0	0	0	10	621	
12:15	3	1	300	10	0	0	0	2		8	0	235	5		0	0	0	5	569	
12:30	1	9	230	8	0	0	0	3		7	4	332	4		0	0	0	6	604	
12:45	2	7	223	5	0	0	0	5		5	2	310	6		0	0	0	9	574	
Hr Total	6	22	1029	25	0	0	0	16		35	10	1178	17		0	0	0	30	2368	
* BREAK *																				
16:00	2	3	254	2	0	0	0	5		6	5	237	4		0	0	0	5	523	
16:15	0	7	338	4	0	0	0	1		12	4	369	5		0	0	0	8	748	
16:30	7	4	357	3	0	0	0	0		10	7	394	1		0	0	0	14	797	
16:45	1	11	355	3	0	0	0	3		15	3	426	4		1	0	0	22	844	
Hr Total	10	25	1304	12	0	0	0	9		43	19	1426	14		1	0	0	49	2912	
17:00	5	5	403	8	0	0	0	5		13	4	468	7		0	0	0	8	926	
17:15	5	8	408	3	0	0	0	6		9	3	483	6		0	0	1	5	937	
17:30	5	11	355	5	0	0	0	4		17	3	506	4		0	0	0	9	919	
17:45	6	12	382	0	0	0	0	4		10	5	433	1		0	0	0	8	861	
Hr Total	21	36	1548	16	0	0	0	19		49	15	1890	18		0	0	1	30	3643	
18:00	2	18	340	4	0	0	0	1		9	2	401	4		0	0	0	5	786	
18:15	0	10	312	1	0	0	0	2		8	3	411	2		0	0	0	5	754	
18:30	0	9	327	1	0	0	0	2		8	2	382	6		0	0	0	2	739	
18:45	0	12	244	1	0	0	0	1		4	2	261	6		0	0	0	1	532	
Hr Total	2	49	1223	7	0	0	0	6		29	9	1455	18		0	0	0	13	2811	
TOTAL	48	144	6121	90	0	0	2	59		181	73	6976	77		2	1	1	145	13920	

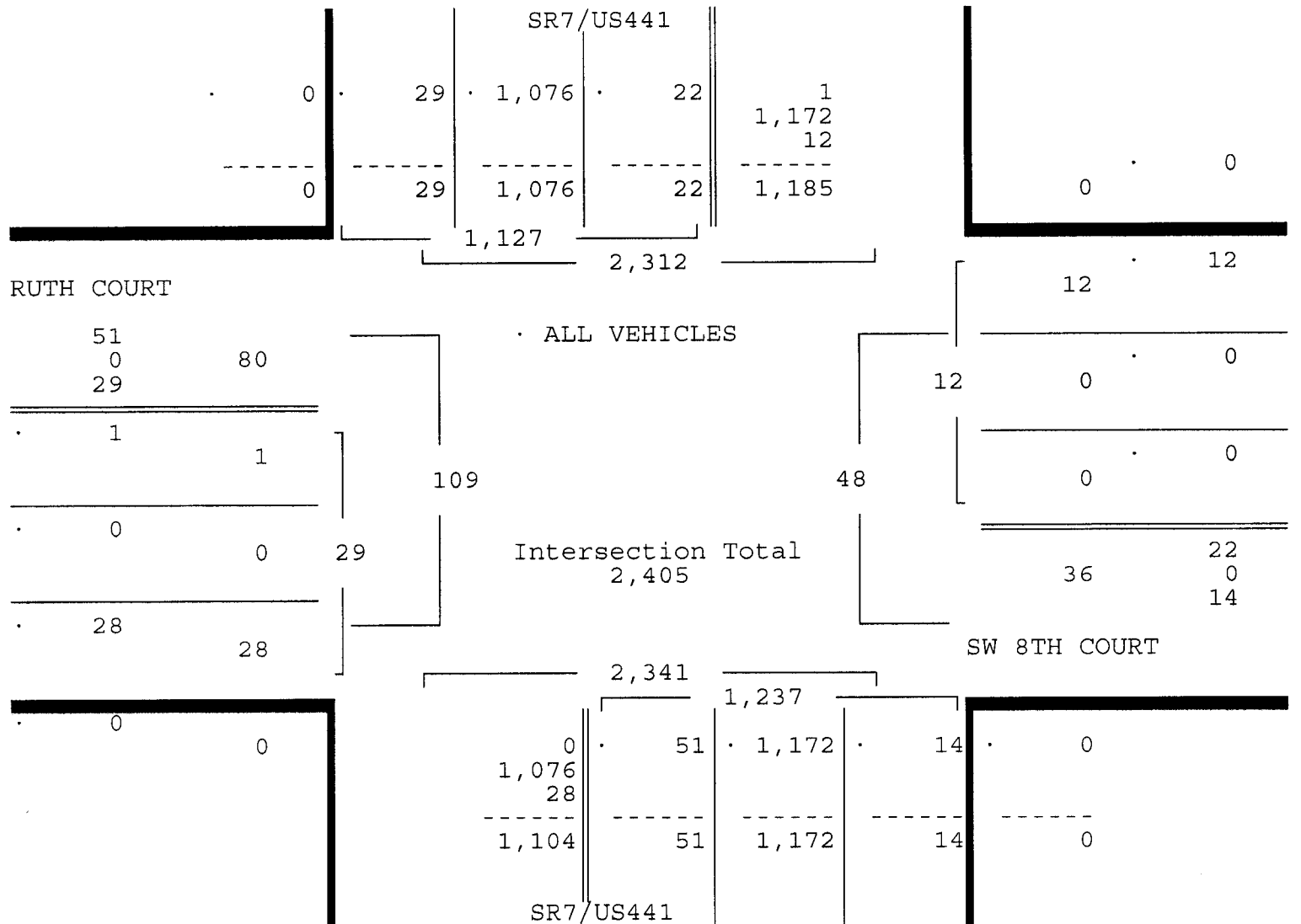
SW 8TH COURT & SR7/US441
MARGATE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190117
Start Date: 06/11/19
File I.D. : SW8CTSR7
Page : 2

ALL VEHICLES

SR7/US441					SW 8TH COURT					SR7/US441					RUTH COURT					Total
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		
Date 06/11/19																				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 13:00 on 06/11/19																				
Peak start 11:45					11:45					11:45					11:45					
Volume	5	17	1076	29	0	0	0	12		38	13	1172	14		0	1	0	28		
Percent	0%	2%	95%	3%	0%	0%	0%	100%		3%	1%	95%	1%		0%	3%	0%	97%		
Pk total	1127				12					1237					29					
Highest	12:15				12:00					12:30					12:00					
Volume	3	1	300	10	0	0	0	6		7	4	332	4		0	0	0	10		
Hi total	314				6					347					10					
PHF	.90				.50					.89					.72					



SW 8TH COURT & SR7/US441
MARGATE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190117
Start Date: 06/11/19
File I.D. : SW8CTSR7
Page : 3

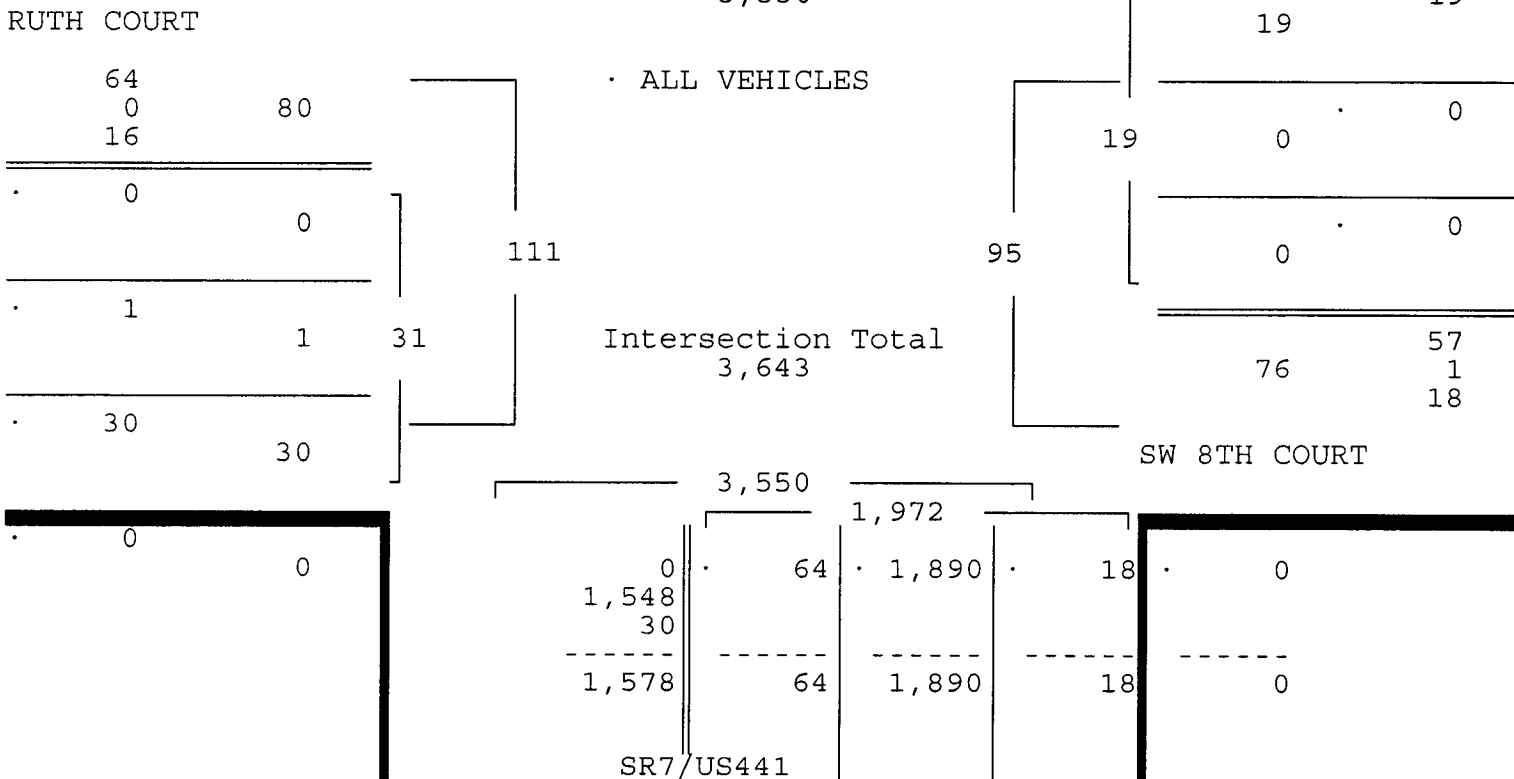
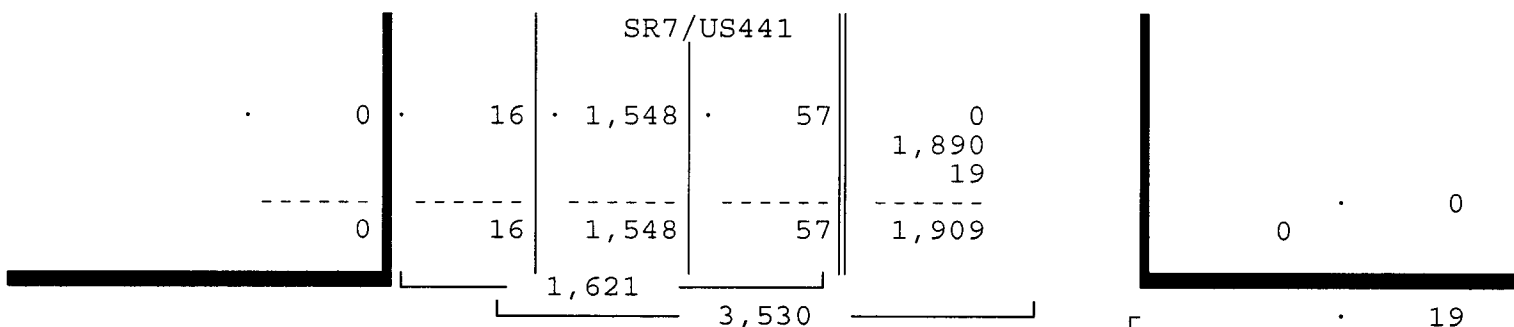
ALL VEHICLES

SR7/US441 From North					SW 8TH COURT From East					SR7/US441 From South					RUTH COURT From West					Total
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		

Date 06/11/19

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 19:00 on 06/11/19

Peak start 17:00	17:00					17:00					17:00					17:00				
Volume	21	36	1548	16		0	0	0	19		49	15	1890	18		0	0	1	30	
Percent	1%	2%	95%	1%		0%	0%	0%	100%		2%	1%	96%	1%		0%	0%	3%	97%	
Pk total	1621					19					1972					31				
Highest	17:15					17:15					17:30					17:30				
Volume	5	8	408	3		0	0	0	6		17	3	506	4		0	0	0	9	
Hi total	424					6					530					9				
PHF	.96					.79					.93					.86				



TRAFFIC SURVEY SPECIALISTS, INC.

SW 8TH COURT & SR7/US441
MARGATE, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

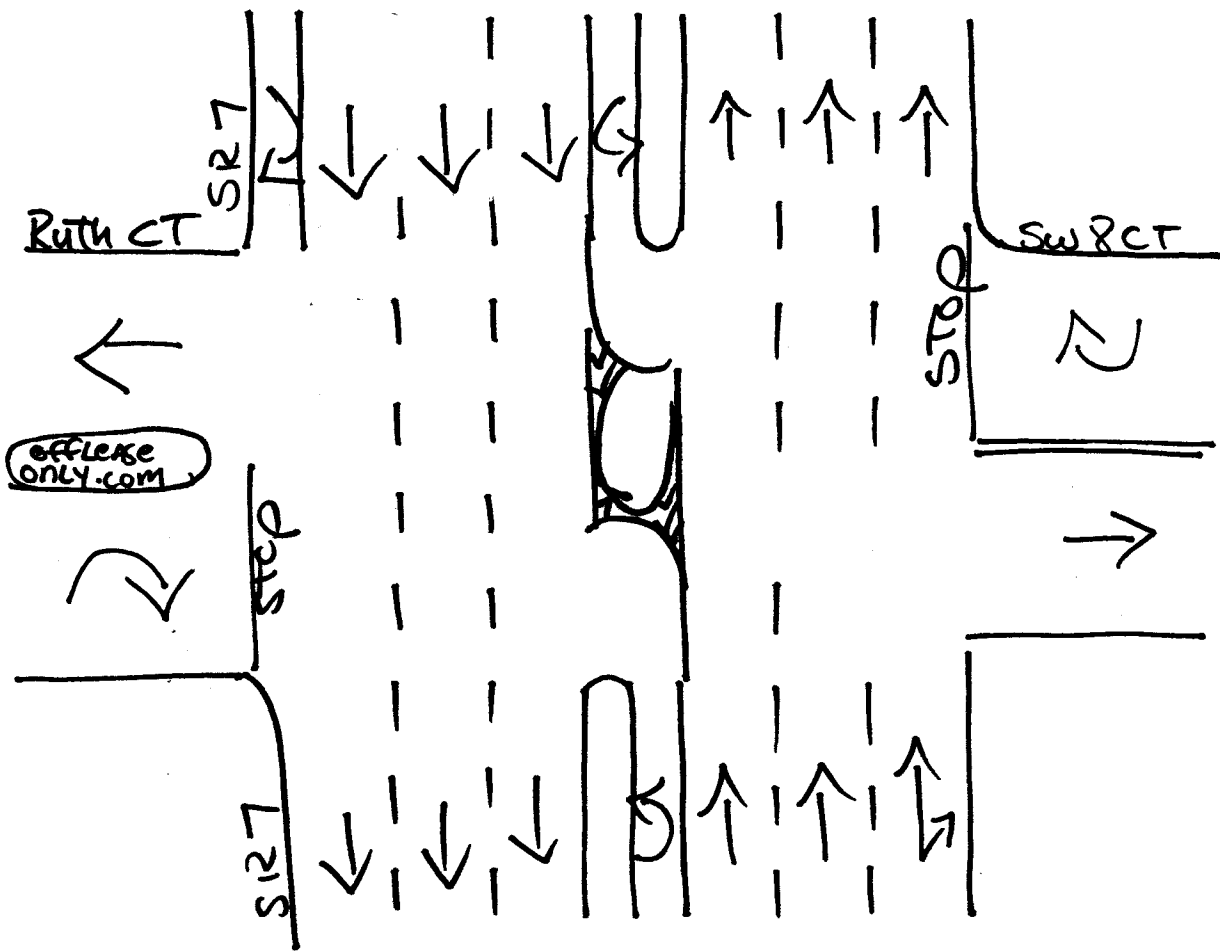
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190117
Start Date: 06/11/19
File I.D. : SW8CTSR7
Page : 1

PEDESTRIANS & BIKES

SR7/US441 From North					SW 8TH COURT From East				SR7/US441 From South				RUTH COURT From West						
Left	BIKES	Right	Peds		Left	BIKES	Right	Peds		Left	BIKES	Right	Peds		Left	BIKES	Right	Peds	Total
Date 06/11/19																			
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	
11:15	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	2	7
11:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	2	0	2	0	3	0	0	0	0	0	0	0	2	0	3	12
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
* BREAK *																			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
16:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	3	7
16:30	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Hr Total	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	7	0	3	15
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	6
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	4
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	9	14
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
18:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
Hr Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	4
TOTAL	0	0	0	3	0	9	0	6	0	0	0	0	0	0	0	14	0	17	49

North



Margate, Florida

June 11, 2019

drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 06/11/2019

Unit ID: ILLINOIS

Location: SW 8th Court East of SR7/US441

Comments: Margate, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	2	1	3
00:15 - 00:29	1	1	2
00:30 - 00:44	0	1	1
00:45 - 00:59	1	0	1
01:00 - 01:14	2	2	4
01:15 - 01:29	1	0	1
01:30 - 01:44	0	0	0
01:45 - 01:59	0	2	2
02:00 - 02:14	2	1	3
02:15 - 02:29	3	0	3
02:30 - 02:44	0	1	1
02:45 - 02:59	0	0	0
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	2	1	3
04:30 - 04:44	0	0	0
04:45 - 04:59	0	2	2
05:00 - 05:14	1	1	2
05:15 - 05:29	1	0	1
05:30 - 05:44	2	4	6
05:45 - 05:59	0	2	2
06:00 - 06:14	0	7	7
06:15 - 06:29	0	3	3
06:30 - 06:44	4	6	10
06:45 - 06:59	1	9	10
07:00 - 07:14	8	9	17
07:15 - 07:29	3	6	9
07:30 - 07:44	3	11	14
07:45 - 07:59	7	8	15
08:00 - 08:14	3	12	15
08:15 - 08:29	3	3	6
08:30 - 08:44	1	9	10
08:45 - 08:59	10	7	17
09:00 - 09:14	6	2	8
09:15 - 09:29	4	9	13
09:30 - 09:44	4	5	9
09:45 - 09:59	6	8	14
10:00 - 10:14	13	1	14
10:15 - 10:29	2	4	6
10:30 - 10:44	7	5	12
10:45 - 10:59	6	2	8
11:00 - 11:14	2	3	5
11:15 - 11:29	2	3	5
11:30 - 11:44	9	4	13
11:45 - 11:59	5	2	7
12:00 - 12:14	8	6	14
12:15 - 12:29	5	2	7
12:30 - 12:44	15	4	19
12:45 - 12:59	8	3	11

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 06/11/2019

Unit ID: ILLINOIS

Location: SW 8th Court East of SR7/US441

Comments: Margate, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	2	5	7
13:15 - 13:29	12	3	15
13:30 - 13:44	6	6	12
13:45 - 13:59	10	2	12
14:00 - 14:14	8	4	12
14:15 - 14:29	8	6	14
14:30 - 14:44	10	8	18
14:45 - 14:59	4	6	10
15:00 - 15:14	10	1	11
15:15 - 15:29	7	4	11
15:30 - 15:44	10	3	13
15:45 - 15:59	9	2	11
16:00 - 16:14	7	6	13
16:15 - 16:29	13	2	15
16:30 - 16:44	7	0	7
16:45 - 16:59	15	4	19
17:00 - 17:14	14	4	18
17:15 - 17:29	13	6	19
17:30 - 17:44	14	3	17
17:45 - 17:59	14	3	17
18:00 - 18:14	22	3	25
18:15 - 18:29	9	2	11
18:30 - 18:44	15	2	17
18:45 - 18:59	22	2	24
19:00 - 19:14	13	7	20
19:15 - 19:29	12	6	18
19:30 - 19:44	7	1	8
19:45 - 19:59	8	5	13
20:00 - 20:14	14	9	23
20:15 - 20:29	17	6	23
20:30 - 20:44	19	6	25
20:45 - 20:59	10	2	12
21:00 - 21:14	15	5	20
21:15 - 21:29	14	4	18
21:30 - 21:44	5	1	6
21:45 - 21:59	11	4	15
22:00 - 22:14	9	2	11
22:15 - 22:29	7	5	12
22:30 - 22:44	5	1	6
22:45 - 22:59	4	3	7
23:00 - 23:14	6	2	8
23:15 - 23:29	2	2	4
23:30 - 23:44	4	0	4
23:45 - 23:59	5	0	5
Totals	611	330	941
AM Peak Time	09:48 - 10:47	07:11 - 08:10	07:50 - 08:49
AM Peak Volume	29	38	57
PM Peak Time	17:59 - 18:58	19:39 - 20:38	20:11 - 21:10
PM Peak Volume	69	26	85

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 06/11/2019

Unit ID: ILLINOIS

Location: SW 8th Court East of SR7/US441

Comments: Margate, Florida

APPENDIX C

Peak Season Conversion Factors

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8600 EAST-A1A TO US1

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2018 - 01/06/2018	1.02	1.13
2	01/07/2018 - 01/13/2018	1.02	1.13
3	01/14/2018 - 01/20/2018	1.02	1.13
4	01/21/2018 - 01/27/2018	0.99	1.10
* 5	01/28/2018 - 02/03/2018	0.96	1.07
* 6	02/04/2018 - 02/10/2018	0.92	1.02
* 7	02/11/2018 - 02/17/2018	0.89	0.99
* 8	02/18/2018 - 02/24/2018	0.88	0.98
* 9	02/25/2018 - 03/03/2018	0.88	0.98
*10	03/04/2018 - 03/10/2018	0.87	0.97
*11	03/11/2018 - 03/17/2018	0.87	0.97
*12	03/18/2018 - 03/24/2018	0.88	0.98
*13	03/25/2018 - 03/31/2018	0.89	0.99
*14	04/01/2018 - 04/07/2018	0.89	0.99
*15	04/08/2018 - 04/14/2018	0.90	1.00
*16	04/15/2018 - 04/21/2018	0.91	1.01
*17	04/22/2018 - 04/28/2018	0.95	1.06
18	04/29/2018 - 05/05/2018	0.98	1.09
19	05/06/2018 - 05/12/2018	1.02	1.13
20	05/13/2018 - 05/19/2018	1.05	1.17
21	05/20/2018 - 05/26/2018	1.05	1.17
22	05/27/2018 - 06/02/2018	1.04	1.16
23	06/03/2018 - 06/09/2018	1.04	1.16
24	06/10/2018 - 06/16/2018	1.03	1.14
25	06/17/2018 - 06/23/2018	1.03	1.14
26	06/24/2018 - 06/30/2018	1.02	1.13
27	07/01/2018 - 07/07/2018	1.02	1.13
28	07/08/2018 - 07/14/2018	1.01	1.12
29	07/15/2018 - 07/21/2018	1.01	1.12
30	07/22/2018 - 07/28/2018	1.02	1.13
31	07/29/2018 - 08/04/2018	1.03	1.14
32	08/05/2018 - 08/11/2018	1.04	1.16
33	08/12/2018 - 08/18/2018	1.05	1.17
34	08/19/2018 - 08/25/2018	1.07	1.19
35	08/26/2018 - 09/01/2018	1.09	1.21
36	09/02/2018 - 09/08/2018	1.10	1.22
37	09/09/2018 - 09/15/2018	1.12	1.24
38	09/16/2018 - 09/22/2018	1.12	1.24
39	09/23/2018 - 09/29/2018	1.12	1.24
40	09/30/2018 - 10/06/2018	1.12	1.24
41	10/07/2018 - 10/13/2018	1.12	1.24
42	10/14/2018 - 10/20/2018	1.12	1.24
43	10/21/2018 - 10/27/2018	1.10	1.22
44	10/28/2018 - 11/03/2018	1.09	1.21
45	11/04/2018 - 11/10/2018	1.08	1.20
46	11/11/2018 - 11/17/2018	1.07	1.19
47	11/18/2018 - 11/24/2018	1.05	1.17
48	11/25/2018 - 12/01/2018	1.04	1.16
49	12/02/2018 - 12/08/2018	1.03	1.14
50	12/09/2018 - 12/15/2018	1.02	1.13
51	12/16/2018 - 12/22/2018	1.02	1.13
52	12/23/2018 - 12/29/2018	1.02	1.13
53	12/30/2018 - 12/31/2018	1.02	1.13

* PEAK SEASON

25-FEB-2019 16:26:26

830UPD

4_8600_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8601 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2018 - 01/06/2018	1.00	1.02
2	01/07/2018 - 01/13/2018	1.01	1.03
3	01/14/2018 - 01/20/2018	1.01	1.03
4	01/21/2018 - 01/27/2018	1.00	1.02
* 5	01/28/2018 - 02/03/2018	0.99	1.01
* 6	02/04/2018 - 02/10/2018	0.97	0.99
* 7	02/11/2018 - 02/17/2018	0.96	0.98
* 8	02/18/2018 - 02/24/2018	0.96	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.98
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.98	1.00
*14	04/01/2018 - 04/07/2018	0.98	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.00
*16	04/15/2018 - 04/21/2018	0.99	1.01
*17	04/22/2018 - 04/28/2018	1.00	1.02
18	04/29/2018 - 05/05/2018	1.01	1.03
19	05/06/2018 - 05/12/2018	1.02	1.04
20	05/13/2018 - 05/19/2018	1.03	1.05
21	05/20/2018 - 05/26/2018	1.03	1.05
22	05/27/2018 - 06/02/2018	1.03	1.05
23	06/03/2018 - 06/09/2018	1.02	1.04
24	06/10/2018 - 06/16/2018	1.02	1.04
25	06/17/2018 - 06/23/2018	1.02	1.04
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.03	1.05
29	07/15/2018 - 07/21/2018	1.03	1.05
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.02	1.04
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.01	1.03
34	08/19/2018 - 08/25/2018	1.01	1.03
35	08/26/2018 - 09/01/2018	1.02	1.04
36	09/02/2018 - 09/08/2018	1.02	1.04
37	09/09/2018 - 09/15/2018	1.03	1.05
38	09/16/2018 - 09/22/2018	1.02	1.04
39	09/23/2018 - 09/29/2018	1.01	1.03
40	09/30/2018 - 10/06/2018	1.01	1.03
41	10/07/2018 - 10/13/2018	1.00	1.02
42	10/14/2018 - 10/20/2018	1.00	1.02
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.01	1.03
48	11/25/2018 - 12/01/2018	1.01	1.03
49	12/02/2018 - 12/08/2018	1.00	1.02
50	12/09/2018 - 12/15/2018	1.00	1.02
51	12/16/2018 - 12/22/2018	1.01	1.03
52	12/23/2018 - 12/29/2018	1.01	1.03
53	12/30/2018 - 12/31/2018	1.01	1.03

* PEAK SEASON

25-FEB-2019 16:26:26

830UPD

4_8601_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.02	1.05
2	01/07/2018 - 01/13/2018	1.02	1.05
3	01/14/2018 - 01/20/2018	1.01	1.04
4	01/21/2018 - 01/27/2018	1.00	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.01
* 6	02/04/2018 - 02/10/2018	0.97	1.00
* 7	02/11/2018 - 02/17/2018	0.95	0.98
* 8	02/18/2018 - 02/24/2018	0.95	0.98
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.96	0.99
*11	03/11/2018 - 03/17/2018	0.96	0.99
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.02
18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.02	1.05
20	05/13/2018 - 05/19/2018	1.03	1.06
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.04	1.07
23	06/03/2018 - 06/09/2018	1.04	1.07
24	06/10/2018 - 06/16/2018	1.04	1.07
25	06/17/2018 - 06/23/2018	1.04	1.07
26	06/24/2018 - 06/30/2018	1.05	1.08
27	07/01/2018 - 07/07/2018	1.05	1.08
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.01	1.04
36	09/02/2018 - 09/08/2018	1.01	1.04
37	09/09/2018 - 09/15/2018	1.01	1.04
38	09/16/2018 - 09/22/2018	1.01	1.04
39	09/23/2018 - 09/29/2018	1.00	1.03
40	09/30/2018 - 10/06/2018	1.00	1.03
41	10/07/2018 - 10/13/2018	0.99	1.02
42	10/14/2018 - 10/20/2018	0.99	1.02
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.00	1.03
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.02	1.05
50	12/09/2018 - 12/15/2018	1.02	1.05
51	12/16/2018 - 12/22/2018	1.02	1.05
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.01	1.04

* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8659 BROWARD I595

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.00	1.03
2	01/07/2018 - 01/13/2018	1.01	1.04
3	01/14/2018 - 01/20/2018	1.02	1.05
4	01/21/2018 - 01/27/2018	1.01	1.04
5	01/28/2018 - 02/03/2018	1.00	1.03
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.97	1.00
* 9	02/25/2018 - 03/03/2018	0.97	1.00
*10	03/04/2018 - 03/10/2018	0.97	1.00
*11	03/11/2018 - 03/17/2018	0.97	1.00
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.01
*18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.02	1.05
23	06/03/2018 - 06/09/2018	1.01	1.04
24	06/10/2018 - 06/16/2018	1.01	1.04
25	06/17/2018 - 06/23/2018	1.02	1.05
26	06/24/2018 - 06/30/2018	1.02	1.05
27	07/01/2018 - 07/07/2018	1.03	1.06
28	07/08/2018 - 07/14/2018	1.03	1.06
29	07/15/2018 - 07/21/2018	1.04	1.07
30	07/22/2018 - 07/28/2018	1.03	1.06
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.02	1.05
33	08/12/2018 - 08/18/2018	1.01	1.04
34	08/19/2018 - 08/25/2018	1.02	1.05
35	08/26/2018 - 09/01/2018	1.02	1.05
36	09/02/2018 - 09/08/2018	1.03	1.06
37	09/09/2018 - 09/15/2018	1.03	1.06
38	09/16/2018 - 09/22/2018	1.02	1.05
39	09/23/2018 - 09/29/2018	1.02	1.05
40	09/30/2018 - 10/06/2018	1.01	1.04
41	10/07/2018 - 10/13/2018	1.01	1.04
42	10/14/2018 - 10/20/2018	1.00	1.03
43	10/21/2018 - 10/27/2018	1.00	1.03
44	10/28/2018 - 11/03/2018	1.00	1.03
45	11/04/2018 - 11/10/2018	0.99	1.02
46	11/11/2018 - 11/17/2018	0.99	1.02
47	11/18/2018 - 11/24/2018	0.99	1.02
48	11/25/2018 - 12/01/2018	1.00	1.03
49	12/02/2018 - 12/08/2018	1.00	1.03
50	12/09/2018 - 12/15/2018	1.00	1.03
51	12/16/2018 - 12/22/2018	1.01	1.04
52	12/23/2018 - 12/29/2018	1.01	1.04
53	12/30/2018 - 12/31/2018	1.02	1.05

* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8675 BROWARD I75 URBAN

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2018 - 01/06/2018	1.01	1.06
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.98	1.03
* 4	01/21/2018 - 01/27/2018	0.97	1.02
* 5	01/28/2018 - 02/03/2018	0.96	1.01
* 6	02/04/2018 - 02/10/2018	0.94	0.99
* 7	02/11/2018 - 02/17/2018	0.93	0.98
* 8	02/18/2018 - 02/24/2018	0.93	0.98
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.94	0.99
*11	03/11/2018 - 03/17/2018	0.94	0.99
*12	03/18/2018 - 03/24/2018	0.95	1.00
*13	03/25/2018 - 03/31/2018	0.96	1.01
*14	04/01/2018 - 04/07/2018	0.96	1.01
*15	04/08/2018 - 04/14/2018	0.97	1.02
*16	04/15/2018 - 04/21/2018	0.98	1.03
17	04/22/2018 - 04/28/2018	1.00	1.05
18	04/29/2018 - 05/05/2018	1.01	1.06
19	05/06/2018 - 05/12/2018	1.03	1.08
20	05/13/2018 - 05/19/2018	1.04	1.09
21	05/20/2018 - 05/26/2018	1.04	1.09
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.03	1.08
24	06/10/2018 - 06/16/2018	1.02	1.07
25	06/17/2018 - 06/23/2018	1.03	1.08
26	06/24/2018 - 06/30/2018	1.03	1.08
27	07/01/2018 - 07/07/2018	1.04	1.09
28	07/08/2018 - 07/14/2018	1.04	1.09
29	07/15/2018 - 07/21/2018	1.05	1.11
30	07/22/2018 - 07/28/2018	1.04	1.09
31	07/29/2018 - 08/04/2018	1.04	1.09
32	08/05/2018 - 08/11/2018	1.03	1.08
33	08/12/2018 - 08/18/2018	1.02	1.07
34	08/19/2018 - 08/25/2018	1.02	1.07
35	08/26/2018 - 09/01/2018	1.03	1.08
36	09/02/2018 - 09/08/2018	1.03	1.08
37	09/09/2018 - 09/15/2018	1.03	1.08
38	09/16/2018 - 09/22/2018	1.03	1.08
39	09/23/2018 - 09/29/2018	1.02	1.07
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.01	1.06
43	10/21/2018 - 10/27/2018	1.02	1.07
44	10/28/2018 - 11/03/2018	1.02	1.07
45	11/04/2018 - 11/10/2018	1.03	1.08
46	11/11/2018 - 11/17/2018	1.03	1.08
47	11/18/2018 - 11/24/2018	1.03	1.08
48	11/25/2018 - 12/01/2018	1.02	1.07
49	12/02/2018 - 12/08/2018	1.02	1.07
50	12/09/2018 - 12/15/2018	1.01	1.06
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.98	1.03

* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8676 BROWARD I75 RURAL

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2018 - 01/06/2018	0.95	0.99
2	01/07/2018 - 01/13/2018	0.99	1.03
3	01/14/2018 - 01/20/2018	1.02	1.06
4	01/21/2018 - 01/27/2018	1.01	1.05
* 5	01/28/2018 - 02/03/2018	0.99	1.03
* 6	02/04/2018 - 02/10/2018	0.98	1.02
* 7	02/11/2018 - 02/17/2018	0.96	1.00
* 8	02/18/2018 - 02/24/2018	0.95	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.98
*10	03/04/2018 - 03/10/2018	0.92	0.96
*11	03/11/2018 - 03/17/2018	0.91	0.95
*12	03/18/2018 - 03/24/2018	0.93	0.97
*13	03/25/2018 - 03/31/2018	0.94	0.98
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.97	1.01
*16	04/15/2018 - 04/21/2018	0.99	1.03
*17	04/22/2018 - 04/28/2018	1.00	1.04
18	04/29/2018 - 05/05/2018	1.02	1.06
19	05/06/2018 - 05/12/2018	1.03	1.07
20	05/13/2018 - 05/19/2018	1.04	1.08
21	05/20/2018 - 05/26/2018	1.04	1.08
22	05/27/2018 - 06/02/2018	1.04	1.08
23	06/03/2018 - 06/09/2018	1.03	1.07
24	06/10/2018 - 06/16/2018	1.03	1.07
25	06/17/2018 - 06/23/2018	1.02	1.06
26	06/24/2018 - 06/30/2018	1.01	1.05
27	07/01/2018 - 07/07/2018	1.00	1.04
28	07/08/2018 - 07/14/2018	0.99	1.03
29	07/15/2018 - 07/21/2018	0.98	1.02
30	07/22/2018 - 07/28/2018	1.00	1.04
31	07/29/2018 - 08/04/2018	1.01	1.05
32	08/05/2018 - 08/11/2018	1.03	1.07
33	08/12/2018 - 08/18/2018	1.04	1.08
34	08/19/2018 - 08/25/2018	1.06	1.10
35	08/26/2018 - 09/01/2018	1.09	1.14
36	09/02/2018 - 09/08/2018	1.11	1.16
37	09/09/2018 - 09/15/2018	1.13	1.18
38	09/16/2018 - 09/22/2018	1.12	1.17
39	09/23/2018 - 09/29/2018	1.11	1.16
40	09/30/2018 - 10/06/2018	1.09	1.14
41	10/07/2018 - 10/13/2018	1.08	1.13
42	10/14/2018 - 10/20/2018	1.07	1.11
43	10/21/2018 - 10/27/2018	1.04	1.08
44	10/28/2018 - 11/03/2018	1.01	1.05
45	11/04/2018 - 11/10/2018	0.98	1.02
46	11/11/2018 - 11/17/2018	0.95	0.99
47	11/18/2018 - 11/24/2018	0.95	0.99
48	11/25/2018 - 12/01/2018	0.95	0.99
49	12/02/2018 - 12/08/2018	0.95	0.99
50	12/09/2018 - 12/15/2018	0.95	0.99
51	12/16/2018 - 12/22/2018	0.97	1.01
52	12/23/2018 - 12/29/2018	1.00	1.04
53	12/30/2018 - 12/31/2018	1.02	1.06

* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8695 BROWARD I95

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.00	1.03
2	01/07/2018 - 01/13/2018	1.00	1.03
3	01/14/2018 - 01/20/2018	1.00	1.03
* 4	01/21/2018 - 01/27/2018	0.99	1.02
* 5	01/28/2018 - 02/03/2018	0.99	1.02
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.96	0.99
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.95	0.98
*11	03/11/2018 - 03/17/2018	0.94	0.97
*12	03/18/2018 - 03/24/2018	0.95	0.98
*13	03/25/2018 - 03/31/2018	0.96	0.99
*14	04/01/2018 - 04/07/2018	0.97	1.00
*15	04/08/2018 - 04/14/2018	0.98	1.01
*16	04/15/2018 - 04/21/2018	0.99	1.02
17	04/22/2018 - 04/28/2018	1.00	1.03
18	04/29/2018 - 05/05/2018	1.01	1.04
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.03	1.06
23	06/03/2018 - 06/09/2018	1.03	1.06
24	06/10/2018 - 06/16/2018	1.03	1.06
25	06/17/2018 - 06/23/2018	1.03	1.06
26	06/24/2018 - 06/30/2018	1.03	1.06
27	07/01/2018 - 07/07/2018	1.02	1.05
28	07/08/2018 - 07/14/2018	1.02	1.05
29	07/15/2018 - 07/21/2018	1.02	1.05
30	07/22/2018 - 07/28/2018	1.02	1.05
31	07/29/2018 - 08/04/2018	1.01	1.04
32	08/05/2018 - 08/11/2018	1.01	1.04
33	08/12/2018 - 08/18/2018	1.00	1.03
34	08/19/2018 - 08/25/2018	1.01	1.04
35	08/26/2018 - 09/01/2018	1.02	1.05
36	09/02/2018 - 09/08/2018	1.03	1.06
37	09/09/2018 - 09/15/2018	1.04	1.07
38	09/16/2018 - 09/22/2018	1.03	1.06
39	09/23/2018 - 09/29/2018	1.03	1.06
40	09/30/2018 - 10/06/2018	1.02	1.05
41	10/07/2018 - 10/13/2018	1.02	1.05
42	10/14/2018 - 10/20/2018	1.01	1.04
43	10/21/2018 - 10/27/2018	1.01	1.04
44	10/28/2018 - 11/03/2018	1.01	1.04
45	11/04/2018 - 11/10/2018	1.01	1.04
46	11/11/2018 - 11/17/2018	1.01	1.04
47	11/18/2018 - 11/24/2018	1.01	1.04
48	11/25/2018 - 12/01/2018	1.01	1.04
49	12/02/2018 - 12/08/2018	1.00	1.03
50	12/09/2018 - 12/15/2018	1.00	1.03
51	12/16/2018 - 12/22/2018	1.00	1.03
52	12/23/2018 - 12/29/2018	1.00	1.03
53	12/30/2018 - 12/31/2018	1.00	1.03

* PEAK SEASON

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APPENDIX D

**Historic Growth
and Approved Development**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0426 - SR 7 - S OF SOUTHGATE BLVD, CABINET AT AZTEC BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	49000	C	N 24500		S 24500	9.00	54.50	3.50
2017	48000	C	N 25000		S 23000	9.00	51.90	3.50
2016	50000	C	N 24500		S 25500	9.00	54.10	2.90
2015	47500	C	N 22500		S 25000	9.00	54.00	2.90
2014	47500	C	N 22500		S 25000	9.00	54.20	3.10
2013	47500	C	N 22500		S 25000	9.00	53.60	3.10
2012	49500	C	N 24000		S 25500	9.00	52.20	3.40
2011	44500	C	N 22000		S 22500	9.00	52.50	3.30
2010	39500	C	N 19500		S 20000	8.35	52.69	4.00
2009	45500	C	N 22500		S 23000	8.53	53.89	4.10
2008	45000	C	N 23000		S 22000	8.81	54.16	3.80
2007	48000	C	N 24500		S 23500	8.63	55.75	3.10
2006	49500	C	N 24500		S 25000	8.40	55.34	3.00
2005	46000	C	N 23000		S 23000	8.20	51.70	3.00
2004	51000	C	N 25500		S 25500	9.10	55.30	3.00
2003	49500	C	N 24000		S 25500	8.60	57.50	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
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7491 - SR 7 - S OF ATLANTIC BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	51500	C	N 26500		S 25000	9.00	54.50	2.20
2017	54000	C	N 26500		S 27500	9.00	51.90	3.10
2016	56000	C	N 28000		S 28000	9.00	54.10	3.10
2015	48500	C	N 23500		S 25000	9.00	54.00	3.10
2014	54500	C	N 27500		S 27000	9.00	54.20	2.90
2013	52500	C	N 26000		S 26500	9.00	53.60	3.00
2012	55000	C	N 29000		S 26000	9.00	52.20	3.00
2011	48500	C	N 24500		S 24000	9.00	52.50	5.30
2010	55500	C	N 29500		S 26000	8.35	52.69	5.30
2009	54000	C	N 27500		S 26500	8.53	53.89	5.30
2008	61500	S	N 30500		S 31000	8.81	54.16	3.80
2007	63500	F	N 31500		S 32000	8.63	55.75	3.10
2006	60500	C	N 30000		S 30500	8.40	55.34	2.50
2005	67000	C	N 31500		S 35500	8.20	51.70	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
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7512 - SOUTHGATE BLVD, W OF SR 7

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	21200	S	E 12000		W 9200	9.00	56.30	6.00
2017	21100	F	E 12000		W 9100	9.00	57.10	6.20
2016	20400	C	E 11500		W 8900	9.00	56.10	2.90
2015	20000	V	0		0	9.00	56.20	3.40
2014	19500	R				9.00	56.80	7.40
2013	19000	T	0		0	9.00	56.20	7.60
2012	19000	S	0		0	9.00	57.00	5.90
2011	18900	F	0		0	9.00	59.10	6.30
2010	18500	C	E 9100		W 9400	9.60	57.92	9.30
2009	17800	F	E 9000		W 8800	9.71	58.42	5.30
2008	17600	C	E 8900		W 8700	9.67	56.67	6.50
2007	17800	C	E 9200		W 8600	10.19	60.63	4.80
2006	22000	C	E 11000		W 11000	9.61	59.08	2.90
2005	18300	C	E 9300		W 9000	10.00	58.10	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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7524 - KIMBERLY BLVD, W OF SR 7

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2018	10900	T	E	5900	W	5000	9.00	56.30	6.00
2017	10700	S	E	5800	W	4900	9.00	57.10	6.20
2016	10400	F	E	5600	W	4800	9.00	56.10	2.90
2015	10200	C	E	5500	W	4700	9.00	56.20	3.40
2014	9900	X					9.00	56.80	7.40
2013	9700	X		0		0	9.00	56.20	7.60
2012	9600	T		0		0	9.00	57.00	5.90
2011	9500	S		0		0	9.00	59.10	6.30
2010	9300	F	E	4700	W	4600	9.60	57.92	9.30
2009	9100	C	E	4600	W	4500	9.71	58.42	5.30
2008	8900	C	E	4600	W	4300	9.67	56.67	6.50
2007	9300	C	E	4700	W	4600	10.19	60.63	4.80
2006	9900	C	E	5500	W	4400	9.61	59.08	2.90
2005	9600	C	E	5000	W	4600	10.00	58.10	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

**Popeye's Louisiana Kitchen
SR 7 (US 441) at SW 8 Court
Margate**

Growth Rate Analysis

Site #860426 - SR 7 south of Southgate Boulevard

Year	Volume	Growth Rate
2013	47500	
2018	49000	0.62%

Site #867491 - SR 7 south of Atlantic Boulevard

Year	Volume	Growth Rate
2013	52500	
2018	51500	-0.38%

Site #867512 - Southgate Boulevard west of SR 7

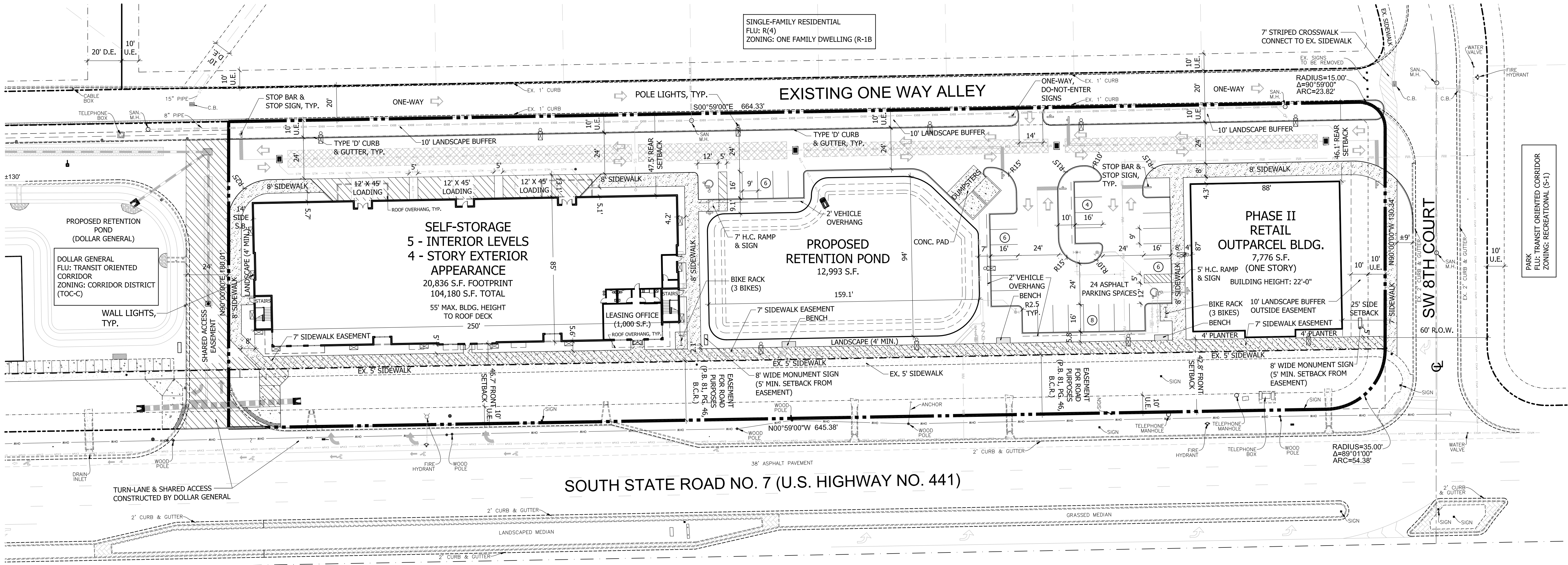
Year	Volume	Growth Rate
2013	19000	
2018	21200	2.22%

Site #867524 - Kimberly Boulevard west of SR 7

Year	Volume	Growth Rate
2013	9700	
2018	10900	2.36%

Total - All Count Stations

Year	Volume	Growth Rate
2013	128700	
2018	132600	0.60%



APPLICATION DATA:

NAME OF APPLICATION:	NUVO MARGATE SELF STORAGE/RETAIL
FOLIO NUMBERS:	494206180933 494206180934 494206180935 494206180936 494206180937 494206180938
FUTURE LAND USE DESIGNATION:	TRANSIT ORIENTED CORRIDOR
ZONING DESIGNATION:	TRANSIT ORIENTED CORRIDOR - CORRIDOR DISTRICT (TOC-C)
EXISTING USES:	VACANT
PROPOSED USES:	ENCLOSED SELF STORAGE: 104,180 S.F. (757 BAYS) RETAIL: 7,776 S.F.

SITE DATA:

GROSS SITE AREA:	122,045.63 S.F. (2.8018 ACRES)
BUILDING AREA AND USES:	
RETAIL:	7,776 S.F.
STORAGE (757 BAYS):	104,180 S.F.
TOTAL PROJECT BUILDING AREA:	111,956 S.F.
FLOOR AREA RATIO (F.A.R.):	0.92
BUILDING FRONTAGE:	49.3% (335 L.F./680 L.F.) (FRONTAGE VARIANCE GRANTED BY CITY ON 9/05/16)
PERVIOUS AREA:	
LANDSCAPE AREA:	37,038.8 S.F.
RETENTION AREA:	12,993 S.F.
TOTAL PERVIOUS AREA PROVIDED:	50,031.8 S.F., 1.15 AC., 41.0%
IMPERVIOUS AREA:	
BUILDING COVERAGE:	28,827.66 S.F.
VEHICULAR USE AREA:	28,435.01 S.F.
SIDEWALKS/CURBS/DUMPSTERS	14,731.81 S.F.
TOTAL IMPERVIOUS AREA PROVIDED:	71,994.48 S.F., 1.65 AC., 59.0%

PARKING DATA:

PARKING REQUIRED (AS PER SHARED PARKING REQUIREMENTS - SECTIONS 9.11 & 9.12):	
RETAIL: 7,776 S.F. @ 3 SPACES/1,000 S.F. = 23.3 SPACES	24 SPACES
OFFICE: 1,000 S.F. @ 3 SPACES/1,000 S.F. = 3 SPACES	3 SPACES
TOTAL FOR OFFICE/RETAIL:	27 SPACES
DIVIDE BY SHARING FACTOR OF 1.2 = 22.5 SPACES	23 SPACES
ENCLOSED SELF-STORAGE: 757 STORAGE BAYS @ 1 SPACE/200 BAYS	4 SPACES
TOTAL PARKING REQUIRED:	27 SPACES
PARKING PROVIDED:	30 SPACES
HANDICAP PARKING REQUIRED:	2 SPACES
HANDICAP PARKING PROVIDED:	2 SPACES
LOADING REQUIRED:	3 SPACES (11' X 24' MIN.)
LOADING PROVIDED:	3 SPACES
BICYCLE PARKING REQUIRED:	4 SPACES (1/2,500 S.F. RETAIL(7,735 S.F.) + 1/2,500 OFFICE (1,000 S.F.))
BICYCLE PARKING PROVIDED:	6 SPACES (2 BIKE RACKS, 3 EACH)

MISC. DATA:

MAX. BUILDING HEIGHT:	55' (TO ROOF DECK)
MAX. NUMBER OF STORIES:	*5 (4 STORY APPEARANCE FROM EXTERIOR)
	*VARIANCE GRANTED BY CITY FOR NUMBER OF STORIES ON 9/05/16

LEGAL DESCRIPTION: (SURVEYOR'S DESCRIPTION)

A PORTION OF TRACT B, "SERINO PARK SECTION 3", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 81, PAGE 46, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTH AND WEST LINES OF SAID TRACT "B", ALSO BEING THE INTERSECTION OF THE NORTH RIGHT OF WAY LINE OF SOUTHWEST 8TH COURT AND THE EAST RIGHT-OF-WAY LINE OF SOUTH STATE ROAD NO. 7 (U.S. HIGHWAY NO. 441); THENCE NORTH 00°59'00" WEST ON SAID EAST RIGHT-OF-WAY LINE 34.40 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 00°59'00" WEST ON SAID EAST RIGHT-OF-WAY LINE 645.38 FEET TO THE INTERSECTION WITH THE SOUTH LINE OF THE NORTH 435.62 FEET OF SAID TRACT B; THENCE NORTH 90°00'00" EAST ON SAID SOUTH LINE 180.01 FEET TO THE INTERSECTION WITH THE EAST LINE OF SAID TRACT B; THENCE SOUTH 00°59'00" EAST ON SAID EAST LINE 664.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CENTRAL ANGLE OF 90°59'00", AND AN ARC DISTANCE OF 23.82 FEET TO A POINT OF TANGENCY ON THE AFOREMENTIONED NORTH RIGHT-OF-WAY LINE OF SW 8TH COURT, ALSO BEING THE SOUTH LINE OF SAID TRACT B; THENCE NORTH 90°00'00" WEST ON SAID SOUTH LINE AND SAID NORTH RIGHT-OF-WAY LINE 130.34 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ON THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 35.00 FEET, A CENTRAL ANGLE OF 89°01'00", FOR AN ARC DISTANCE OF 54.38 FEET TO THE POINT OF BEGINNING..

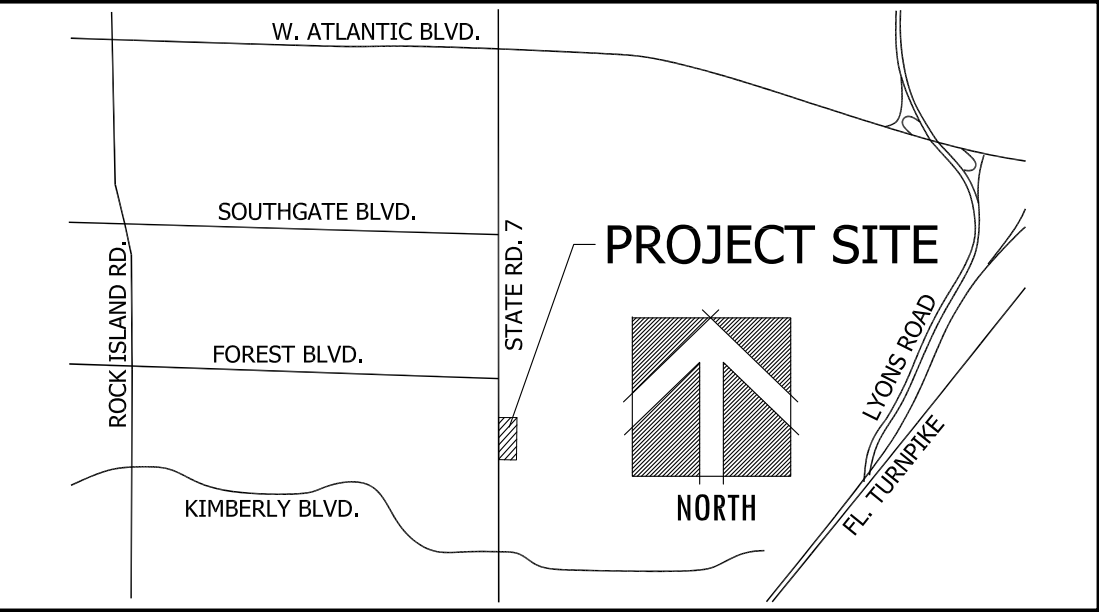
SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF MARGATE, BROWARD COUNTY, FLORIDA, CONTAINING 122,046 SQUARE FEET (2.8018 ACRES).

AUTO SALES
FLU: TRANSIT ORIENTED CORRIDOR
ZONING: GATEWAY DISTRICT (TOC-G)

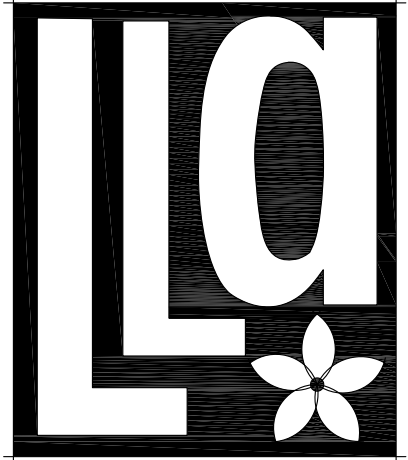
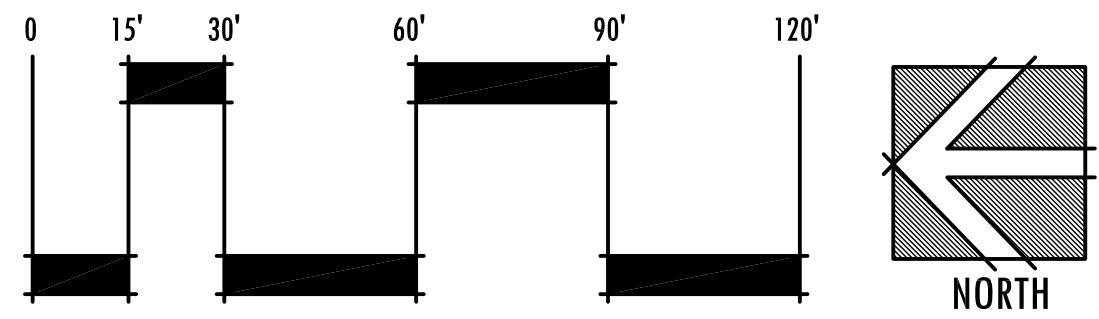
PROJECT TEAM

DEVELOPER
Margate Self Storage, LLC 288 North Park Avenue Winter Park, Florida 32789 Contact: Tonya Mellen (321-972-9838)
DEVELOPMENT MANAGER/AGENT
Managed Land Entitlements, LLC 3710 Buckeye Street, Suite 100 Palm Beach Gardens, Florida 33410 Contact: Michael Sanchez (561-568-8045)
CIVIL ENGINEER
McLeod McCarthy & Associates The Forum III 1655 Palm Beach Lakes Boulevard, Suite 712 West Palm beach, Florida 33401 Contact: Todd McLeod (561-689-9500)
LANDSCAPE ARCHITECT
Litterick Landscape Architecture 2740 SW Martin Downs Boulevard, Suite 199 Palm Beach, Florida 34990 Contact: Jason Litterick (561-719-3876)
ARCHITECT
Farmer Architecture, Inc. 941 Lake Baldwin Lane Orlando, Florida 32814 Contact: Dan Farmer (321-441-3320)

LOCATION MAP



Site Plan



Litterick
Landscape
Architecture

2740 SW Martin Downs Blvd. #199
Palm City, FL 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Nuvo Margate Self-Storage/Retail

750 South State Road 7
Margate, Florida 33068

Landscape Architect of Record

Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	6/24/16
Job no.	
Revisions:	10/20/16 12/21/16 4/18/17

Sheet No.

SP-1

Table 2: Trip Generation Approved Development

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Mini-Warehouse	104.180	ksf	10	6	4	18	8	10	157	79	78
Total			10	6	4	18	8	10	157	79	78

Source: ITE Trip Generation Manual (10th Edition)

APPENDIX E

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SR 7 (US 441) at SW 8 Court Mid-day Peak Hour

WEEKDAY

Description	SR 7 (US 441) Northbound				SR 7 (US 441) Southbound			Ruth Court Eastbound			SW 8 Court Westbound		
	u-turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/11/2019)	38	13	1,172	14	22	1,076	29	1	0	28	0	0	12
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	40	14	1219	15	23	1119	30	1	0	29	0	0	12
Annual Growth Rate	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%
Committed Developments:													
Nuvo Margate Self Storage			4			5							
2020 Background Traffic	40	14	1,235	15	23	1,135	30	1	0	29	0	0	13
Existing Development Popeye's Louisiana Kitchen													
Primary Trip				28	38								63
Pass-by Capture													
2020 Total Traffic	40	14	1,235	43	61	1,135	30	1	0	29	0	0	76

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SR 7 (US 441) at SW 8 Court PM Peak Hour

WEEKDAY

Description	SR 7 (US 441) Northbound				SR 7 (US 441) Southbound			Ruth Court Eastbound			SW 8 Court Westbound		
	u-turn	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/11/2019)	49	15	1,890	18	57	1,548	16	0	1	30	0	0	19
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	51	16	1966	19	59	1610	17	0	1	31	0	0	20
Annual Growth Rate	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%
Committed Developments:													
Nuvo Margate Self Storage			4			5							
2020 Background Traffic	51	16	1,989	19	60	1,631	17	0	1	32	0	0	20
Existing Development													
Popeye's Louisiana Kitchen													
Primary Trip				18	23								38
Pass-by Capture													
2020 Total Traffic	51	16	1,989	37	83	1,631	17	0	1	32	0	0	58

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Driveway at SW 8 Court Mid-day Peak Hour

WEEKDAY

Description	- Northbound			Driveway Southbound			SW 8 Court Eastbound			SW 8 Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/11/2019)	0	0	0	0	0	0	0	36	0	0	12	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	37	0	0	12	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Nuvo Margate Self Storage												
2020 Background Traffic	0	0	0	0	0	0	0	38	0	0	13	0
Existing Development												
Popeye's Louisiana Kitchen												
Primary Trip				1		63	66					1
Pass-by Capture												
2020 Total Traffic	0	0	0	1	0	63	66	38	0	0	13	1

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Driveway at SW 8 Court PM Peak Hour

WEEKDAY

Description	- Northbound			Driveway Southbound			SW 8 Court Eastbound			SW 8 Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (6/11/2019)	0	0	0	0	0	0	0	75	0	0	19	0
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2019 Peak Season Traffic	0	0	0	0	0	0	0	78	0	0	20	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Committed Developments:												
Nuvo Margate Self Storage												
2020 Background Traffic	0	0	0	0	0	0	0	79	0	0	20	0
Existing Development												
Popeye's Louisiana Kitchen												
Primary Trip				1		38	41					1
Pass-by Capture												
2020 Total Traffic	0	0	0	1	0	38	41	79	0	0	20	1

APPENDIX F

Intersection Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

Existing
Mid-day Peak Hou

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	29	0	0	12	40	14	813	15	23	746
Future Volume (Veh/h)	0	0	29	0	0	12	40	14	813	15	23	746
Sign Control	Stop			Stop					Free			Free
Grade	0%			0%					0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	30	0	0	12	0	14	838	15	24	769
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None										None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	1276	1698	384	1336	1722	426	0	800			853	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1276	1698	384	1336	1722	426	0	800			853	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	95	100	100	98	0	98			97	
cM capacity (veh/h)	117	87	614	102	84	576	0	819			782	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	30	12	14	559	294	24	384	384	31			
Volume Left	0	0	14	0	0	24	0	0	0			
Volume Right	30	12	0	0	15	0	0	0	31			
cSH	614	576	819	1700	1700	782	1700	1700	1700			
Volume to Capacity	0.05	0.02	0.02	0.33	0.17	0.03	0.23	0.23	0.02			
Queue Length 95th (ft)	4	2	1	0	0	2	0	0	0			
Control Delay (s)	11.2	11.4	9.5	0.0	0.0	9.7	0.0	0.0	0.0			
Lane LOS	B	B	A			A						
Approach Delay (s)	11.2	11.4	0.2			0.3						
Approach LOS	B	B										
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	37.3%											
Analysis Period (min)	15											
ICU Level of Service												
A												

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

Existing
Mid-day Peak Hou

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	30
Future Volume (Veh/h)	30
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	31
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

Existing
Mid-day Peak Hou



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	37	12	0	0	0
Future Volume (Veh/h)	0	37	12	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	13	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	13				53	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	13				53	13
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1606				955	1067
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	40	13	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1606	1700	1700			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	31	0	0	20	51	16	1311	19	59	1073
Future Volume (Veh/h)	0	0	31	0	0	20	51	16	1311	19	59	1073
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	32	0	0	21	0	16	1352	20	61	1106
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None										None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	1957	2632	553	2101	2640	686	0	1124			1372	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1957	2632	553	2101	2640	686	0	1124			1372	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	93	100	100	95	0	97			88	
cM capacity (veh/h)	32	20	477	25	20	390	0	617			496	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	32	21	16	901	471	61	553	553	18			
Volume Left	0	0	16	0	0	61	0	0	0			
Volume Right	32	21	0	0	20	0	0	0	18			
cSH	477	390	617	1700	1700	496	1700	1700	1700			
Volume to Capacity	0.07	0.05	0.03	0.53	0.28	0.12	0.33	0.33	0.01			
Queue Length 95th (ft)	5	4	2	0	0	10	0	0	0			
Control Delay (s)	13.1	14.8	11.0	0.0	0.0	13.3	0.0	0.0	0.0			
Lane LOS	B	B	B			B						
Approach Delay (s)	13.1	14.8	0.1			0.7						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			46.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: SR 7 & Ruth Ct/SW 8 Ct

Existing
PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (Veh/h)	17
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	18
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

Existing
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	78	20	0	0	0
Future Volume (Veh/h)	0	78	20	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	85	22	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22				107	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22				107	22
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1593				891	1055
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	85	22	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1593	1700	1700			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			7.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

2020 Background Traffic
Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	29	0	0	13	40	14	823	15	23	757
Future Volume (Veh/h)	0	0	29	0	0	13	40	14	823	15	23	757
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	30	0	0	13	0	14	848	15	24	780
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None		None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	1293	1719	390	1352	1742	432	0	811			863	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1293	1719	390	1352	1742	432	0	811			863	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	95	100	100	98	0	98			97	
cM capacity (veh/h)	113	84	609	100	82	572	0	811			775	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	30	13	14	565	298	24	390	390	31			
Volume Left	0	0	14	0	0	24	0	0	0			
Volume Right	30	13	0	0	15	0	0	0	31			
cSH	609	572	811	1700	1700	775	1700	1700	1700			
Volume to Capacity	0.05	0.02	0.02	0.33	0.18	0.03	0.23	0.23	0.02			
Queue Length 95th (ft)	4	2	1	0	0	2	0	0	0			
Control Delay (s)	11.2	11.4	9.5	0.0	0.0	9.8	0.0	0.0	0.0			
Lane LOS	B	B	A			A						
Approach Delay (s)	11.2	11.4	0.2			0.3						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			37.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: SR 7 & Ruth Ct/SW 8 Ct

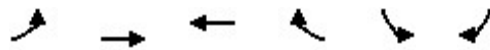
2020 Background Traffic
Mid-day Peak Hou

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	30
Future Volume (Veh/h)	30
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	31
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

2020 Background Traffic
Mid-day Peak Hou



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	38	13	0	0	0
Future Volume (Veh/h)	0	38	13	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	41	14	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	14				55	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	14				55	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1604				953	1066
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	41	14	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1604	1700	1700			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

2020 Background Traffic
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	32	0	0	20	51	16	1326	19	60	1087
Future Volume (Veh/h)	0	0	32	0	0	20	51	16	1326	19	60	1087
Sign Control	Stop				Stop				Free		Free	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	33	0	0	21	0	16	1367	20	62	1121
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None										None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	1982	2664	560	2126	2672	694	0	1139			1387	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1982	2664	560	2126	2672	694	0	1139			1387	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	93	100	100	95	0	97			87	
cM capacity (veh/h)	31	19	471	23	19	386	0	609			490	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	33	21	16	911	476	62	560	560	18			
Volume Left	0	0	16	0	0	62	0	0	0			
Volume Right	33	21	0	0	20	0	0	0	18			
cSH	471	386	609	1700	1700	490	1700	1700	1700			
Volume to Capacity	0.07	0.05	0.03	0.54	0.28	0.13	0.33	0.33	0.01			
Queue Length 95th (ft)	6	4	2	0	0	11	0	0	0			
Control Delay (s)	13.2	14.9	11.1	0.0	0.0	13.4	0.0	0.0	0.0			
Lane LOS	B	B	B			B						
Approach Delay (s)	13.2	14.9	0.1			0.7						
Approach LOS	B	B										
Intersection Summary												
Average Delay	0.7											
Intersection Capacity Utilization	47.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 3: SR 7 & Ruth Ct/SW 8 Ct

2020 Background Traffic
PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (Veh/h)	17
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	18
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

2020 Background Traffic
PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	79	20	0	0	0
Future Volume (Veh/h)	0	79	20	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	86	22	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22				108	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22				108	22
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1593				889	1055
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	86	22	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1593	1700	1700			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		7.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

2020 Total Traffic

Mid-day Peak Hou

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	29	0	0	76	40	14	823	43	61	757
Future Volume (Veh/h)	0	0	29	0	0	76	40	14	823	43	61	757
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	30	0	0	78	0	14	848	44	63	780
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None		None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked							0.00					
vC, conflicting volume	1436	1826	390	1444	1835	446	0	811	892			
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1436	1826	390	1444	1835	446	0	811	892			
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1	4.1			
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2	2.2			
p0 queue free %	100	100	95	100	100	86	0	98	92			
cM capacity (veh/h)	75	69	609	81	68	560	0	811	756			
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	30	78	14	565	327	63	390	390	31			
Volume Left	0	0	14	0	0	63	0	0	0			
Volume Right	30	78	0	0	44	0	0	0	31			
cSH	609	560	811	1700	1700	756	1700	1700	1700			
Volume to Capacity	0.05	0.14	0.02	0.33	0.19	0.08	0.23	0.23	0.02			
Queue Length 95th (ft)	4	12	1	0	0	7	0	0	0			
Control Delay (s)	11.2	12.5	9.5	0.0	0.0	10.2	0.0	0.0	0.0			
Lane LOS	B	B	A	B								
Approach Delay (s)	11.2	12.5	0.1	0.7								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			37.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis 3: SR 7 & Ruth Ct/SW 8 Ct

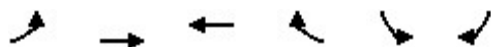
2020 Total Traffic
Mid-day Peak Hou

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	30
Future Volume (Veh/h)	30
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	31
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

2020 Total Traffic
Mid-day Peak Hou



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↩	↩		↩	
Traffic Volume (veh/h)	66	38	13	1	1	63
Future Volume (Veh/h)	66	38	13	1	1	63
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	41	14	1	1	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	15				200	14
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	15				200	14
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	94
cM capacity (veh/h)	1603				754	1065
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	113	15	69			
Volume Left	72	0	1			
Volume Right	0	1	68			
cSH	1603	1700	1059			
Volume to Capacity	0.04	0.01	0.07			
Queue Length 95th (ft)	4	0	5			
Control Delay (s)	4.8	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	4.8	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization		22.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

2020 Total Traffic
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	0	32	0	0	58	51	16	1326	37	83	1087
Future Volume (Veh/h)	0	0	32	0	0	58	51	16	1326	37	83	1087
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	33	0	0	60	0	16	1367	38	86	1121
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None										None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	2068	2730	560	2184	2729	702	0	1139			1405	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2068	2730	560	2184	2729	702	0	1139			1405	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	0.0	4.1			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			2.2	
p0 queue free %	100	100	93	100	100	84	0	97			82	
cM capacity (veh/h)	22	16	471	20	16	380	0	609			482	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4			
Volume Total	33	60	16	911	494	86	560	560	18			
Volume Left	0	0	16	0	0	86	0	0	0			
Volume Right	33	60	0	0	38	0	0	0	18			
cSH	471	380	609	1700	1700	482	1700	1700	1700			
Volume to Capacity	0.07	0.16	0.03	0.54	0.29	0.18	0.33	0.33	0.01			
Queue Length 95th (ft)	6	14	2	0	0	16	0	0	0			
Control Delay (s)	13.2	16.2	11.1	0.0	0.0	14.1	0.0	0.0	0.0			
Lane LOS	B	C	B			B						
Approach Delay (s)	13.2	16.2	0.1			1.0						
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			49.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: SR 7 & Ruth Ct/SW 8 Ct

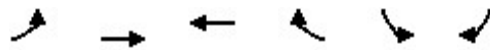
2020 Total Traffic
PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (Veh/h)	17
Sign Control	
Grade	
Peak Hour Factor	0.97
Hourly flow rate (vph)	18
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis

7: SW 8 Ct & Driveway

2020 Total Traffic
PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	79	20	1	1	38
Future Volume (Veh/h)	41	79	20	1	1	38
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	86	22	1	1	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	23				198	22
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	23				198	22
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	96
cM capacity (veh/h)	1592				768	1054
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	131	23	42			
Volume Left	45	0	1			
Volume Right	0	1	41			
cSH	1592	1700	1045			
Volume to Capacity	0.03	0.01	0.04			
Queue Length 95th (ft)	2	0	3			
Control Delay (s)	2.7	0.0	8.6			
Lane LOS	A		A			
Approach Delay (s)	2.7	0.0	8.6			
Approach LOS			A			
Intersection Summary						
Average Delay		3.6				
Intersection Capacity Utilization		23.1%	ICU Level of Service	A		
Analysis Period (min)		15				

APPENDIX G

Queue Analysis

Popeye's Louisiana Kitchen – Margate – Drive-Through Operations
Queuing Analysis based on ITE Procedures

$$q = 34 \text{ veh/hr (demand rate)}$$

$$Q = 60 \text{ veh/hr (service rate)}$$

$$p = \frac{q}{NQ} = 0.2833 \text{ (N = 2)}$$

$$Q_M = 0.1265 \text{ (for N = 2)}$$

Using Acceptable Probability of 1% (99% Confidence Level)

$$M = \left(\frac{\ln(x > M) - \ln(Q_M)}{\ln(p)} \right) - 1$$

$$M = \left(\frac{\ln(0.01) - \ln(0.1265)}{\ln(0.2833)} \right) - 1$$

$$M = \left(\frac{-4.605 - (-2.067)}{-1.261} \right) - 1$$

$$M = 2.012 - 1 = 1.012 \text{ vehicles}$$

or, 2 vehicles