

Traffic Impact Statement
For Submittal to the Florida Department of Transportation (FDOT)

CVS Pharmacy, Hallandale Beach
Northwest Quadrant of E. Hallandale Beach Blvd. & Three Islands Blvd.
City of Hallandale Beach, Florida

Prepared for:



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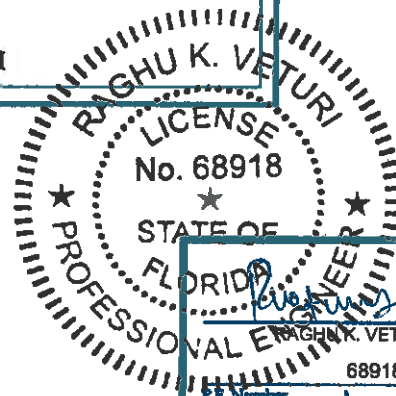
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1.0 Introduction

The Applicant proposes to develop a 15,034 square foot (sf) CVS Pharmacy including mezzanine located in the northwest corner of the intersection of East Hallandale Beach Boulevard & Three Islands Boulevard in the City of Hallandale Beach, Florida. See Figure 1-1 for site location map for reference. The site is currently vacant. The project is anticipated to be completed and operational in the year 2013.

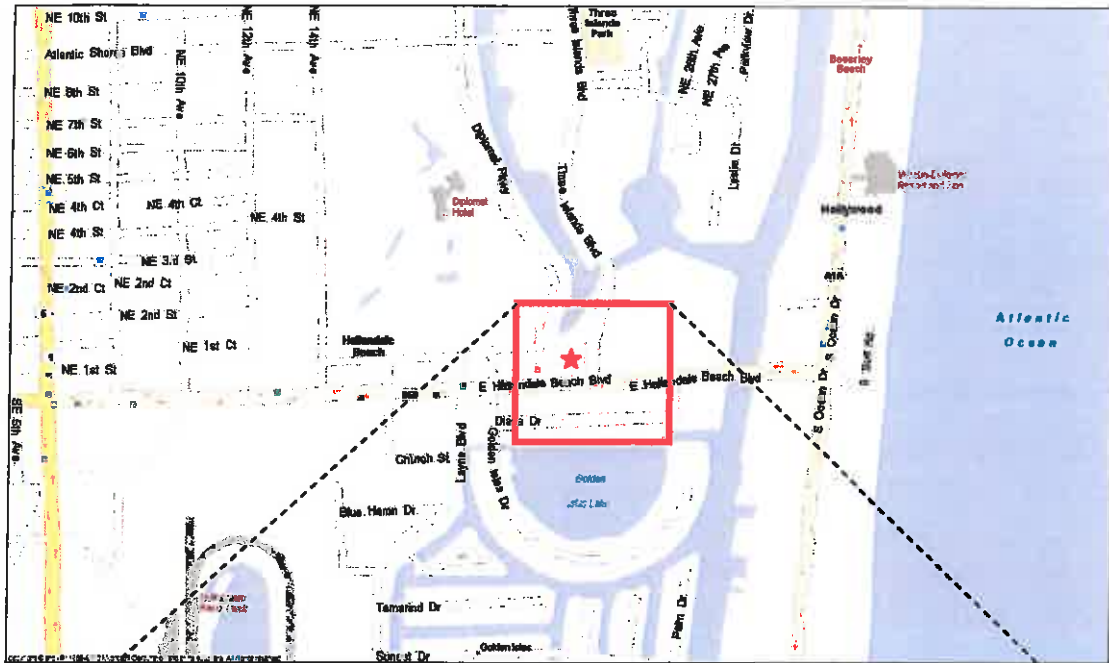


FIGURE 1-1 SITE LOCATION MAP

**CVS Pharmacy, Hallandale Beach, FL
 Northwest Quadrant of E. Hallandale Beach Blvd. &
 Three Islands Blvd
 City of Hallandale Beach, Florida**



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1.1 Site Access

Access to the site is proposed through the following driveways:

- a right-in/right-out driveway on East Hallandale Beach Boulevard (Driveway 1), and
- a right-in/right-out/left-in driveway on Three Islands Boulevard (Driveway 2).

East Hallandale Beach Boulevard (SR 858) is a six-lane divided roadway with a posted speed limit of 35 miles per hour (mph) and is under the jurisdiction of the Florida Department of Transportation (FDOT). Three Islands Boulevard is a six-lane divided roadway with a posted speed limit of

2.0 Project Trip Generation

The trip generation potential for the proposed project was determined based upon *the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition*. ITE land use code 881, Pharmacy/Drugstore with Drive-Through Window was used for the proposed project. A pass-by rate of 49% was applied based upon *ITE Trip Generation Handbook, 2nd Edition*. Table 2-1, shows a summary of ITE Trip Generation. Please see Appendix A for ITE Trip Generation worksheets.

Table 2-1 ITE Trip Generation

Land Use	ITE Land Use Code	Size (ksf)	Gross Daily	Net-New PM Peak Hour Trips
Pharmacy/Drugstore with Drive-Through Window	881	150.032	1,325	80

Note: ksf = thousand square feet

Based upon preliminary trip generation projection, it is anticipated that the proposed project will generate 1,325 gross daily trips and 80 net-new pm peak hour trips. Please see the attached trip generation worksheets in Appendix A for reference.

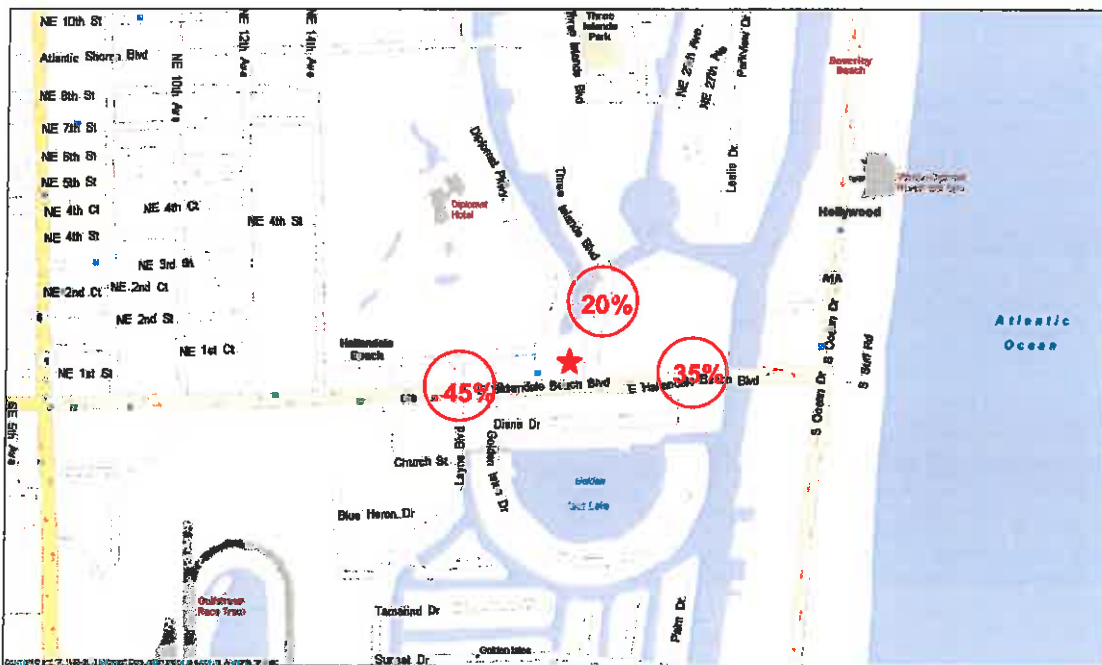
3.0 Project Trip Distribution and Assignment

Trip distribution for the proposed project was determined based upon existing travel patterns observed through available traffic count data and engineering judgment. Based upon existing traffic volumes, the project distribution is as follows:

- 20% to/from north on Three Islands Boulevard;
- 45% to/from west on East Hallandale Beach Boulevard; and
- 35% to/from east on Three Islands Boulevard.

Please see figure 3-1 for project trip distribution. Detailed project trip distribution and trips by movement at project driveways is shown in Appendix B for reference.

Figure 3-1 Project Trip Distribution



4.0 Planned/Scheduled/Funded Improvements

Based upon review of the FDOT five-year work program and the Broward County Capital Improvement Program (CIP), there are no improvements planned/scheduled/funded on the roadways in the vicinity of the project site.

5.0 Turn Lane Analysis

Turn lane warrant analysis was conducted at the project driveways based upon the requirements published in the FDOT Driveway Handbook. The threshold for a right-turn lane to be warranted on East Hallandale Beach Boulevard is 80 vph in the peak hour. Based upon the traffic volume projections, the number of right-turning vehicles at the proposed project driveway on East Hallandale Beach Boulevard is 41 vph. Hence, a westbound right-turn lane is not warranted at this driveway. Please see the attached traffic volume figures in Appendix B and turn lane warrant thresholds from FDOT Driveway Handbook in Appendix C for reference.

6.0 Conclusions

The applicant proposes to develop a 15,034 square foot (sf) CVS Pharmacy including mezzanine located in the northwest corner of the intersection of East Hallandale Beach Boulevard & Three Islands Boulevard in the City of Hallandale Beach, Florida. The project is planned to be operational in the year 2013. The proposed project is anticipated to generate 1,325 gross daily trips and 80 net-new pm peak hour trips. Based upon turn lane warrant analysis, a westbound right-turn lane is not warranted at the intersection of East Hallandale Boulevard & Proposed right-in/right-out driveway.

APPENDIX A
ITE TRIP GENERATION

Summary of Trip Generation Calculation
 For 15,034 Th.Sq.Ft. GFA of Pharmacy / Drugstore with Drive-Thru
 July 18, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	88.16	14.37	1.00	1325
7-9 AM Peak Hour Enter	1.52	0.00	1.00	23
7-9 AM Peak Hour Exit	1.14	0.00	1.00	17
7-9 AM Peak Hour Total	2.66	1.80	1.00	40
4-6 PM Peak Hour Enter	5.18	0.00	1.00	78
4-6 PM Peak Hour Exit	5.18	0.00	1.00	78
4-6 PM Peak Hour Total	10.35	5.72	1.00	156
AM Pk Hr, Generator, Enter	3.86	0.00	1.00	58
AM Pk Hr, Generator, Exit	4.01	0.00	1.00	60
AM Pk Hr, Generator, Total	7.87	3.21	1.00	118
PM Pk Hr, Generator, Enter	4.61	0.00	1.00	69
PM Pk Hr, Generator, Exit	4.61	0.00	1.00	69
PM Pk Hr, Generator, Total	9.21	4.06	1.00	138
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	3.93	0.00	1.00	59
Saturday Peak Hour Exit	3.93	0.00	1.00	59
Saturday Peak Hour Total	7.85	3.69	1.00	118
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

DAILY TRIP GENERATION

Land Use	ITE Land use Code	Size (s.f.)	Rate	Directional Distribution		Gross Trips			Pass-By			Net-New Trips	
				Enter	Exit	Enter	Exit	Total	Rate	Trips	Enter	Exit	Total
Pharmacy/Drugstore with Drive-Through Window	881	15,034	88.16	50%	50%	663	663	1,325	49%	649	338	338	676

AM PEAK HOUR TRIP GENERATION

Land Use	ITE Land use Code	Size (s.f.)	Rate	Directional Distribution		Gross Trips			Pass-By			Net-New Trips	
				Enter	Exit	Enter	Exit	Total	Rate	Trips	Enter	Exit	Total
Pharmacy/Drugstore with Drive-Through Window	881	15,034	2.66	50%	50%	20	20	40	49%	20	10	10	20

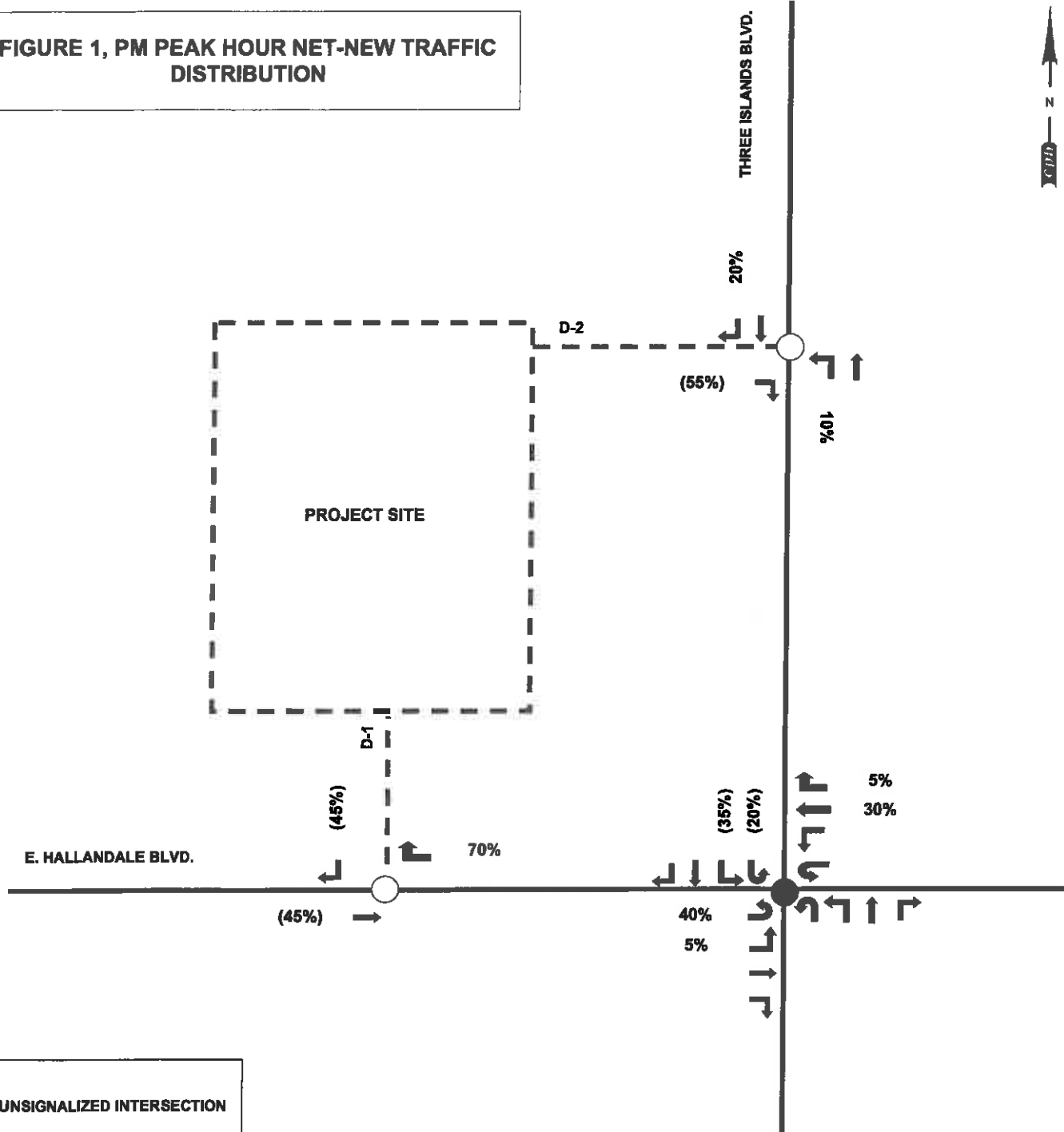
PM PEAK HOUR TRIP GENERATION

Land Use	ITE Land use Code	Size (s.f.)	Rate	Directional Distribution		Gross Trips			Pass-By			Net-New Trips	
				Enter	Exit	Enter	Exit	Total	Rate	Trips	Enter	Exit	Total
Pharmacy/Drugstore with Drive-Through Window	881	15,034	10.35	50%	50%	78	78	156	49%	76	40	40	80

APPENDIX B

TRAFFIC VOLUME FIGURES

FIGURE 1, PM PEAK HOUR NET-NEW TRAFFIC DISTRIBUTION



LEGEND	
○	UNSIGNALIZED INTERSECTION
●	SIGNALIZED INTERSECTION
XX%	ENTERING DISTRIBUTION
(XX%)	EXITING DISTRIBUTION

FIGURE 2, PM PEAK HOUR PASS-BY TRAFFIC DISTRIBUTION

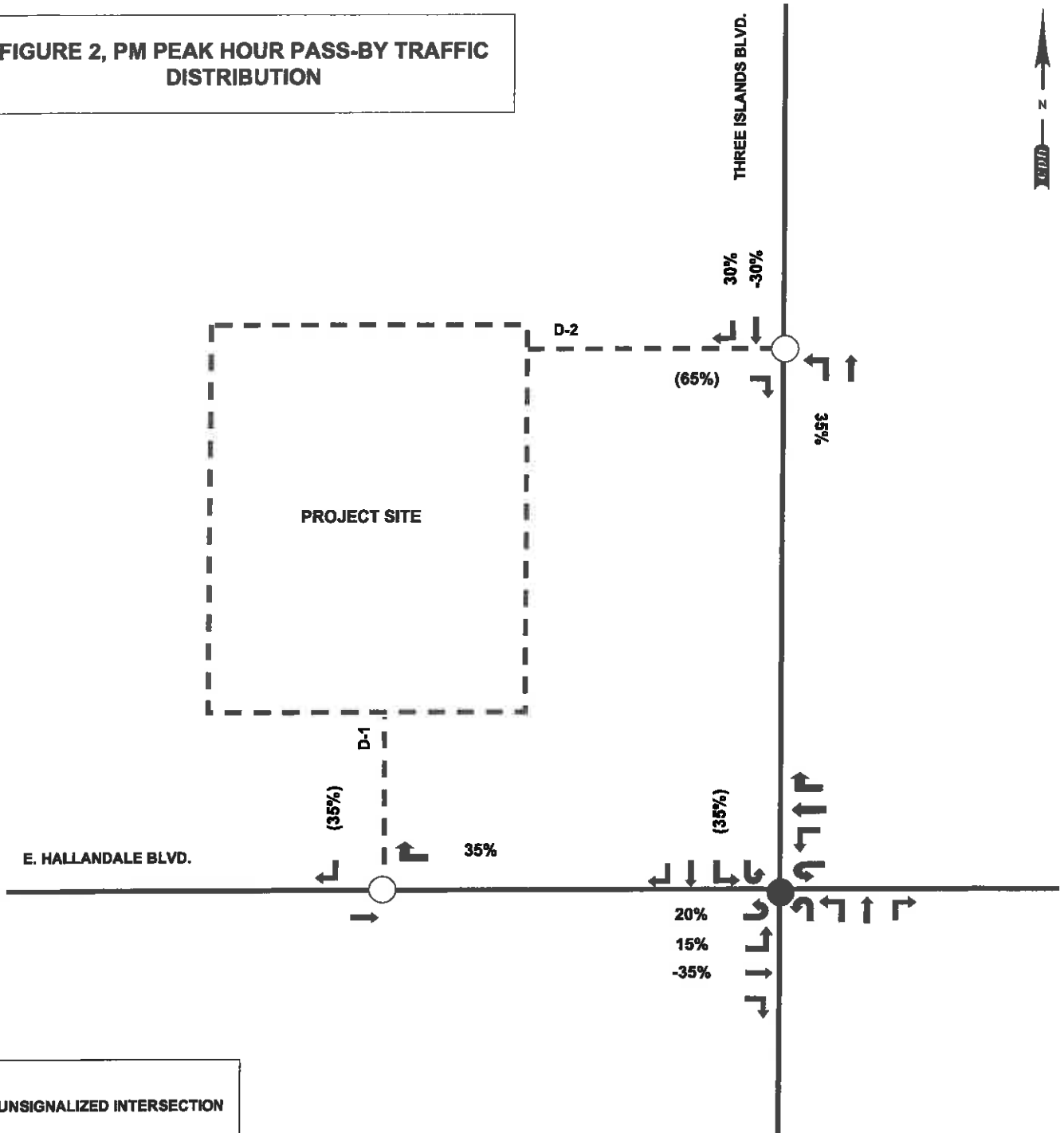
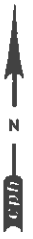
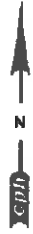
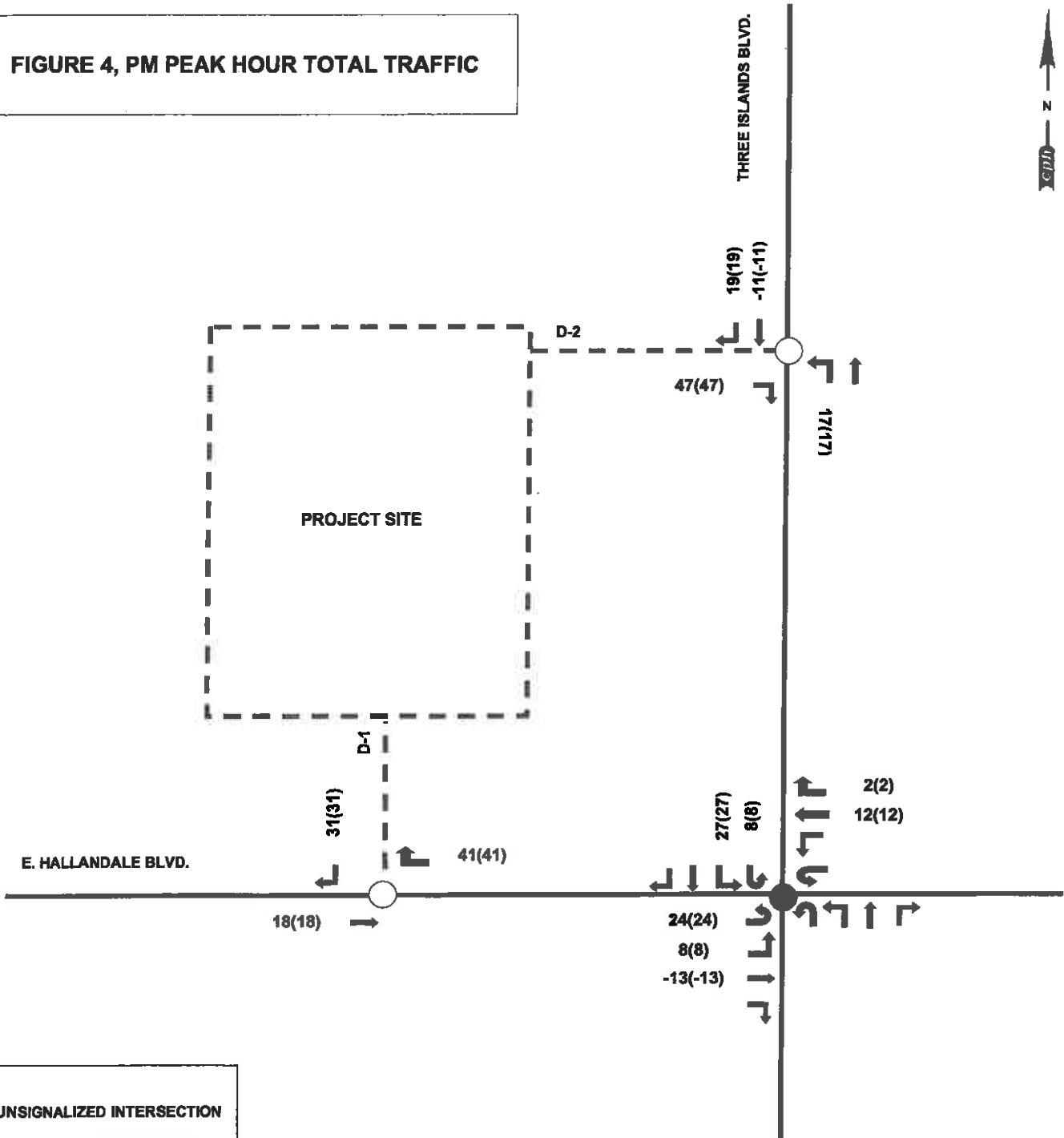


FIGURE 4, PM PEAK HOUR TOTAL TRAFFIC



LEGEND

○	UNSIGNALIZED INTERSECTION
●	SIGNALIZED INTERSECTION
XX	PM PEAK TOTAL TRAFFIC
(XX)	PROJECT TRAFFIC

APPENDIX C
REFERENCES

7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines
for Exclusive Right Turn
Lanes to Unsignalized*
Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 (see note 1)
Over 45 mph	35-55 (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.