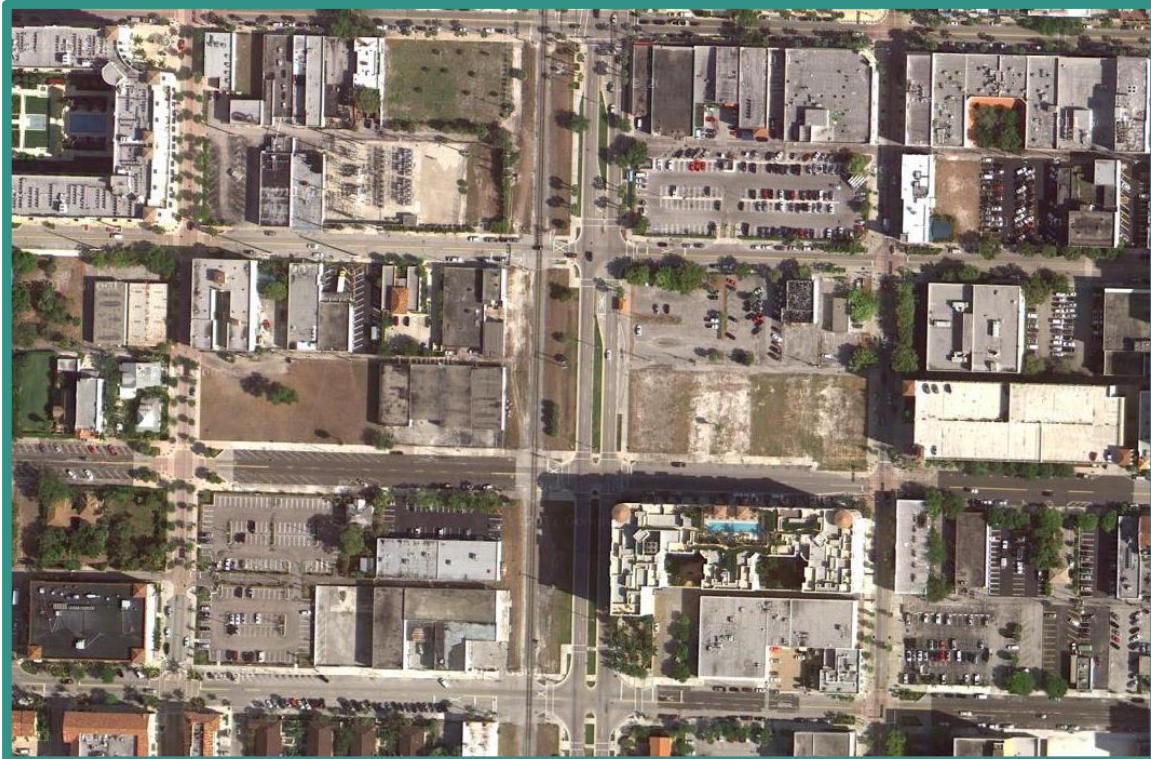


Traffic Impact Analysis

All Aboard Florida – West Palm Beach Station West Palm Beach, Florida



Kimley»Horn

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Updated June 2014

Updated May 2014

Updated September 2013

May 2013

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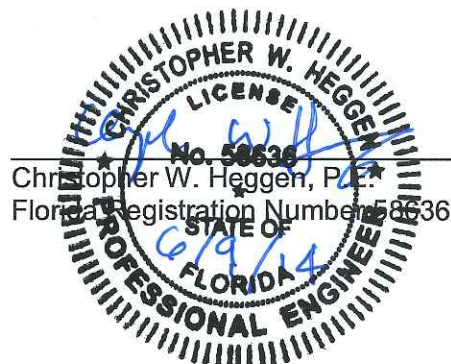
TRAFFIC EVALUATION

ALL ABOARD FLORIDA WEST PALM BEACH STATION WEST PALM BEACH, FL

Prepared for:
All Aboard Florida Operations, LLC

Kimley»Horn

144772000
May 2013
Revised September 2013
Revised May 2014
Revised June 2014
CA 00000696
©Kimley-Horn and Associates, Inc.
1920 Wekiva Way, Suite 200
West Palm Beach, Florida 33411
561/845-0665 TEL



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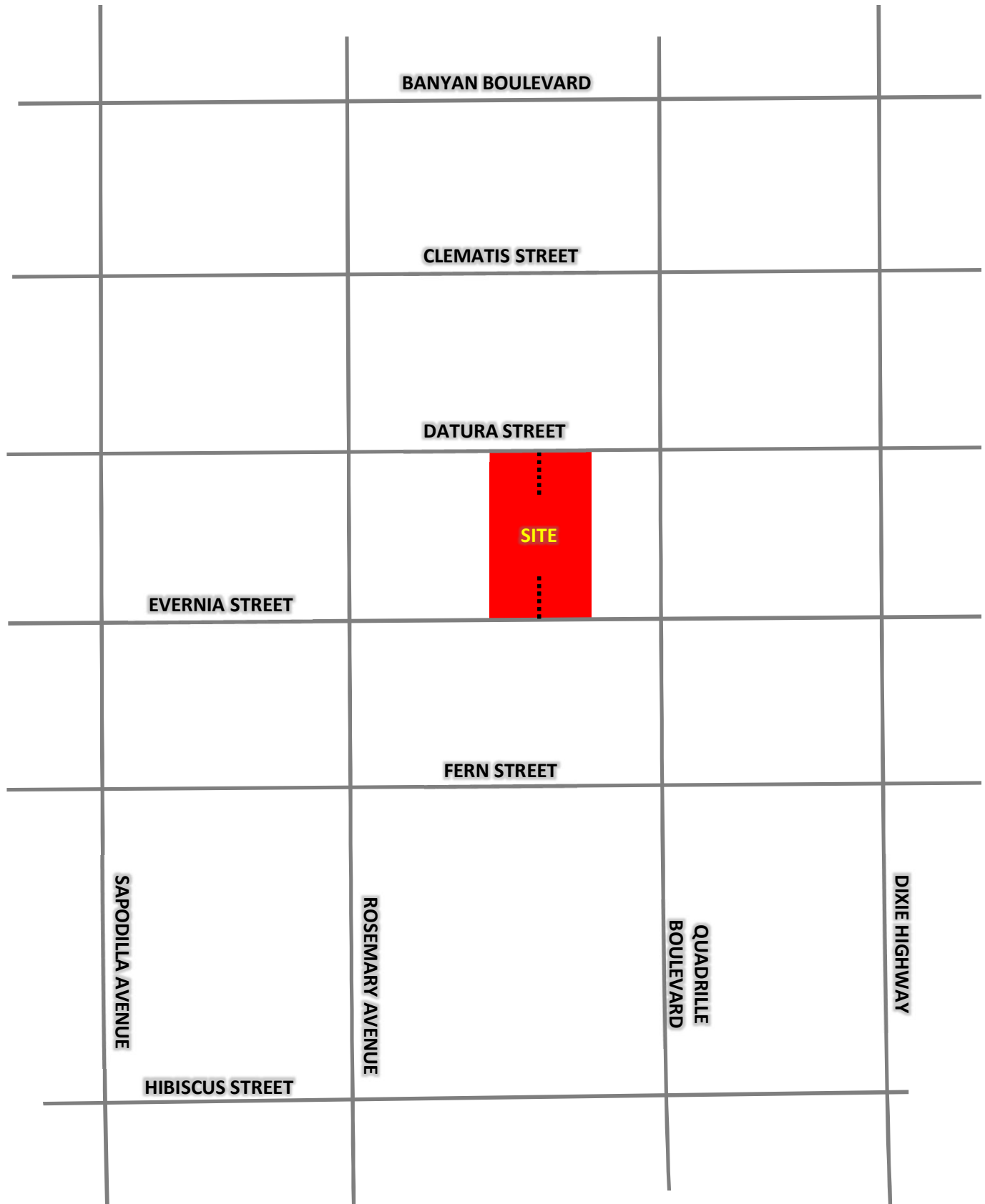
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INTRODUCTION

As a part of the proposed All Aboard Florida passenger rail service linking Miami, Ft. Lauderdale and West Palm Beach, a new passenger rail station is proposed to be built along the Florida East Coast (FEC) railroad tracks between Evernia Street and Datura Street in downtown West Palm Beach, just west of Quadrille Boulevard. The site currently contains a mix of office and warehouse uses. The development of the passenger rail station and platform contemplates the closure of the railroad grade crossings on Evernia Street and Datura Street. In conjunction with the closure of these crossings, consideration was also given to providing other vehicular connectivity through a new north-south frontage road on the west side of the railroad tracks between Clematis Street and Fern Street. **Figure 1** illustrates the location of the proposed train station within the surrounding area.

Kimley-Horn and Associates, Inc. has been retained to perform a traffic analysis of the surrounding roadway network to determine the impact of the closure of the crossings at Datura Street and Evernia Street and the additional traffic from the proposed train station. The results of these analyses are documented in this report.



LEGEND



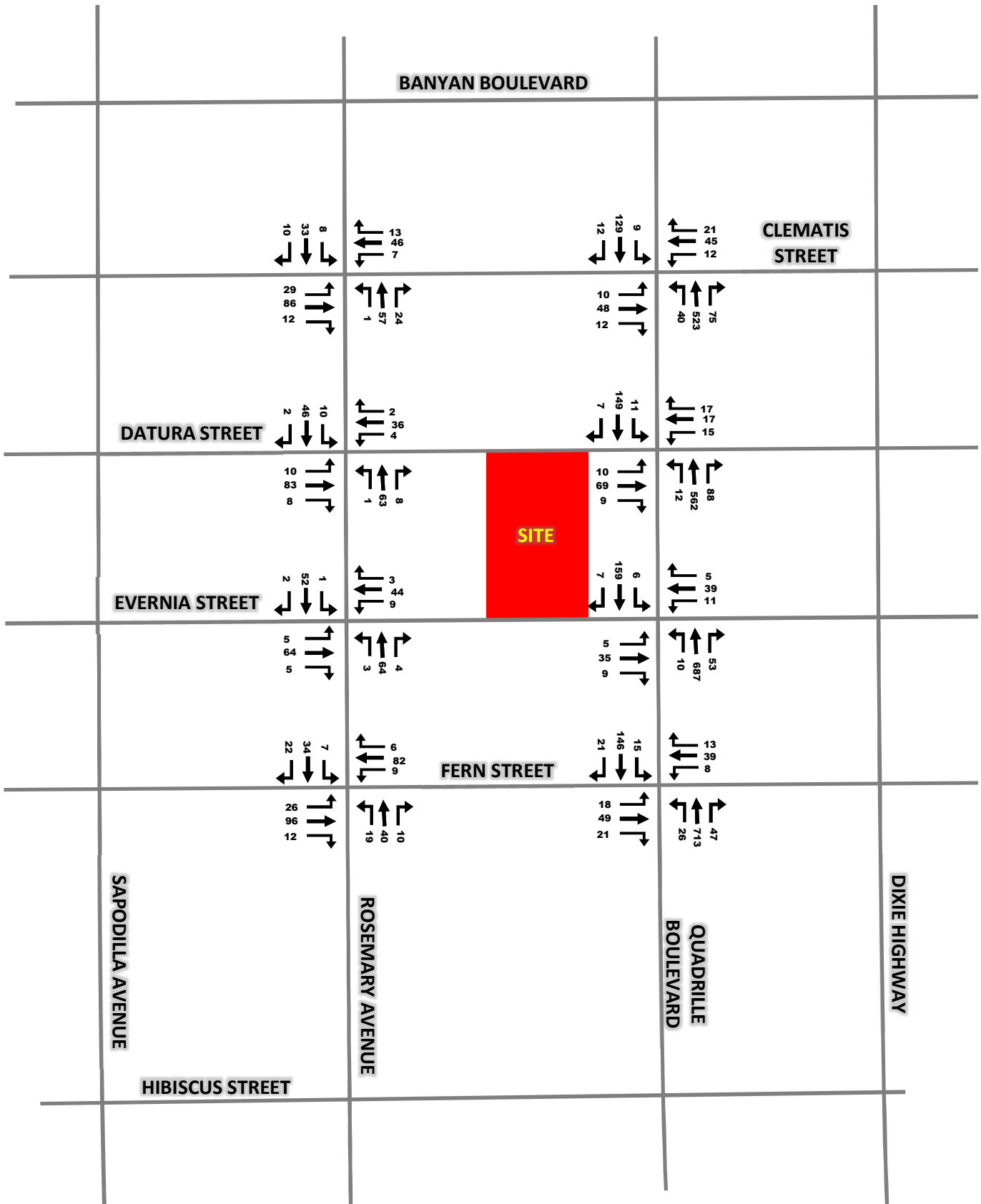
Project Site Location

DATA COLLECTION

Traffic volumes were counted at the intersections that will serve as major access points to the proposed train station. Because the station is proposed to be located in the central business district, the analysis focused on the time periods of peak traffic volumes on the surrounding roadway network, which are the typical weekday morning and afternoon peak commute periods. Therefore, turning movement counts were collected during the AM peak hour period (7:00 AM – 9:00 AM) and the PM peak period (4:00 pm – 6:00 pm) on April 9, 2013 at the following locations:

- Clematis Street & Rosemary Avenue
- Clematis Street & Quadrille Boulevard
- Datura Street & Rosemary Avenue
- Datura Street & Quadrille Boulevard
- Evernia Street & Rosemary Avenue
- Evernia Street & Quadrille Boulevard
- Fern Street & Rosemary Avenue
- Fern Street & Quadrille Boulevard

Figures 2A and 2B illustrate the existing peak season turning movement counts for the eight critical intersections listed above. The turning movement counts are included in Appendix A.



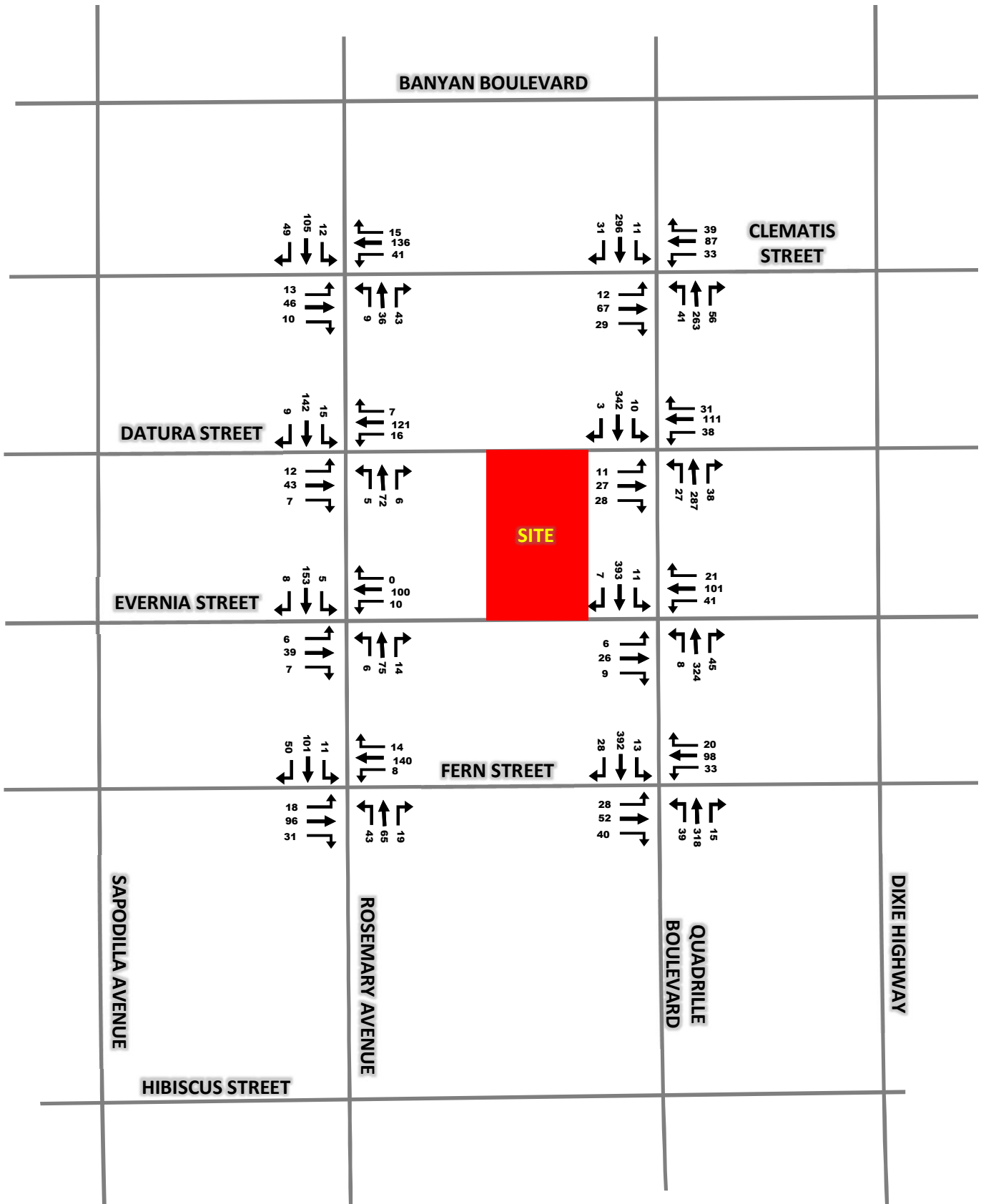
LEGEND

15 Existing Peak Season Volume



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FIGURE 2A
AM PEAK SEASON EXISTING TMC
ALL ABOARD FLORIDA
144772000



LEGEND

15 Existing Peak Season Volume

FIGURE 2B
PM PEAK SEASON EXISTING TMC
ALL ABOARD FLORIDA
144772000



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INTERSECTION OPERATIONAL ANALYSIS (EXISTING CONDITIONS)

Intersection Summary

The site is currently accessed through eight intersections, summarized below.

Clematis Street & Rosemary Avenue: Signalized; with 1 shared left/through/right-turn lane on all approaches

Clematis Street & Quadrille Boulevard: Signalized; with 1 shared left/through/right-turn lane on the eastbound and westbound approaches; 1 left-turn, 1 through, and 1 shared through/right-turn lane on the southbound approach; 1 left-turn, 1 through, 1 right-turn lane on the northbound approach

Datura Street & Rosemary Avenue: Unsignalized; stop control on all approaches; with 1 shared left/through/right-turn lane on all approaches

Datura Street & Quadrille Boulevard: Unsignalized; free flow on Quadrille Boulevard and stop control on Datura; with 1 shared left/through/right-turn lane on the eastbound and westbound approaches; 1 left-turn, 1 through, and 1 shared through/right-right lane on the northbound and southbound approaches

Evernia Street & Rosemary Avenue: Unsignalized; free flow on Rosemary Avenue and stop control on Evernia Street; with 1 shared left/through/right-turn lane on all approaches

Evernia Street & Quadrille Boulevard: Unsignalized; free flow on Quadrille Boulevard and stop control on Evernia Street; with 1 shared left/through/right-turn lane on the eastbound and westbound approaches; 1 shared left/through lane and 1 shared through/right-turn lane on the northbound and southbound approaches.

Fern Street & Rosemary Avenue: Unsignalized; stop control on all approaches; with 1 shared left/through/right-turn lane on all approaches

Fern Street & Quadrille Boulevard: Unsignalized; free flow on Quadrille Boulevard and stop control on Fern Street; with 1 shared left/through/right-turn lane on the eastbound and westbound approaches; 1 shared left/through lane and 1 shared through/right-turn lane on the northbound and southbound approaches.

Intersection Operational Analyses

At all eight intersections, level of service and operational analyses for existing conditions were performed during AM and PM peak hour conditions. As a standard of measure for how an intersection operates a “grading” scale representing the level of service (LOS) has been established in the *Highway Capacity Manual*. This grading scale provides a measure of the congestion of an intersection by determining how much delay a driver encounters at an intersection, or, in other words, the average length of time a driver has to wait before being able to drive through an intersection. The grading scale measures the congestion on a grading scale of A through F, with A representing minimal delays for drivers at an intersection and F representing substantial delays and over capacity conditions at an intersection. Typically, LOS A through D represent acceptable conditions, while LOS E and F represent that an intersection or component of an intersection (such as one approach leg of an intersection) are at or over capacity. Palm Beach County has adopted a standard that, in most cases, LOS D or better is an acceptable LOS. For this analysis, *HCS+* software was used. **Table 1** summarizes the level of service (LOS) and delay for the intersections under existing conditions. Based on the analyses, all intersections currently operate at a level of service (LOS) C or better with no delays exceeding 17 seconds per vehicle, which meets Palm Beach County’s level of service (LOS) and delay standards.

Table 1: Level of Service Analysis (Existing Conditions)

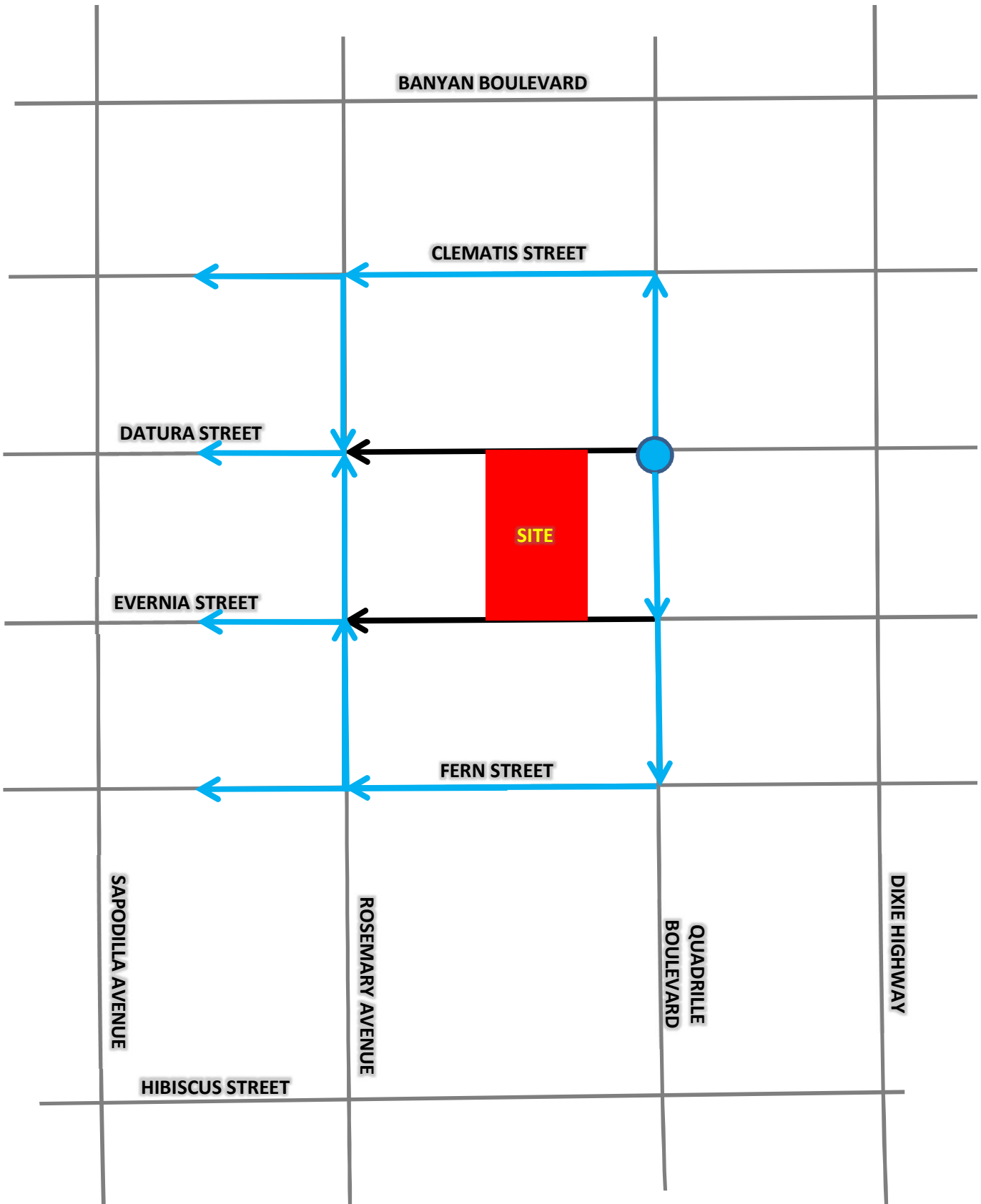
Level of Service Analysis (Existing Conditions w/ Peak Season Volumes)					
Peak Hour	Approach	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Clematis Street & Rosemary Avenue	NB	3.4	A	4.2	A
	SB	3.3	A	4.5	A
	EB	20.7	C	17.3	B
	WB	15.8	B	18.6	B
	Total	12.7	B	11.4	B
Clematis Street & Quadrille Boulevard	NB	4.6	A	5.5	A
	SB	3.8	A	6.3	A
	EB	37.3	D	36.2	D
	WB	46.6	D	47.3	D
	Total	10.5	B	16.1	B
Datura Street & Rosemary Avenue	NB	7.7	A	8.2	A
	SB	7.7	A	8.8	A
	EB	7.9	A	8.2	A
	WB	7.6	A	8.8	A
	Total	7.8	A	8.6	A
Datura Street & Quadrille Boulevard	NB	0.1	A	0.6	A
	SB	0.6	A	0.2	A
	EB	21.8	C	16.1	C
	WB	18.7	C	25.5	D
	Total	3.1	A	6.2	A
Evernia Street & Rosemary Avenue	NB	0.3	A	0.5	A
	SB	0.1	A	0.3	A
	EB	10.2	B	11.2	B
	WB	10.1	B	12.1	B
	Total	5.3	A	4.7	A
Evernia Street & Quadrille Boulevard	NB	0.1	A	0.2	A
	SB	0.4	A	0.3	A
	EB	20	C	17.8	C
	WB	23.4	C	26.5	D
	Total	2.4	A	5.3	A
Fern Street & Rosemary Avenue	NB	8	A	9.1	A
	SB	7.8	A	9.1	A
	EB	8.3	A	9.1	A
	WB	8	A	9.3	A
	Total	8.1	A	9.1	A
Fern Street & Quadrille Boulevard	NB	0.3	A	1	A
	SB	0.9	A	0.3	A
	EB	23.8	C	24.9	C
	WB	25.2	D	32.5	D
	Total	3.6	A	7.8	A

TRAFFIC DIVERSION

Based on the proposed development, the crossings at Evernia and Datura Streets will be closed. As described previously, consideration was given to whether or not a parallel frontage road facility would be necessary on the west side of the FEC tracks. The initial analysis did not include the frontage road in order to determine whether the study intersections would operate acceptably without it. Because there will be no direct connection provided between Rosemary Avenue and Quadrille Boulevard on Evernia and Datura Streets, a traffic diversion analyses was conducted to reroute the existing traffic. Existing traffic that currently uses Datura Street and Evernia Street as connection between Rosemary Avenue and Quadrille Boulevard will be diverted north to Clematis or south to Fern Street. **Figures 3A-3D** illustrate the diversion routes for vehicles originating from the following critical intersections that directly access Datura Street and Evernia Street:

- Quadrille Boulevard & Datura Street
- Quadrille Boulevard & Evernia Street
- Rosemary Avenue & Evernia Street
- Rosemary Avenue & Datura Street

After diversion routes were determined, existing peak season volumes were redistributed on the proposed roadway network. A proportion between approach volumes was calculated at each intersection to determine the origins of the diverted traffic. The diverted traffic was then added to the existing volumes on the proposed roadway network. **Figures 4A and 4B** illustrate the total diversion and redistribution of the AM and PM existing peak season volumes.



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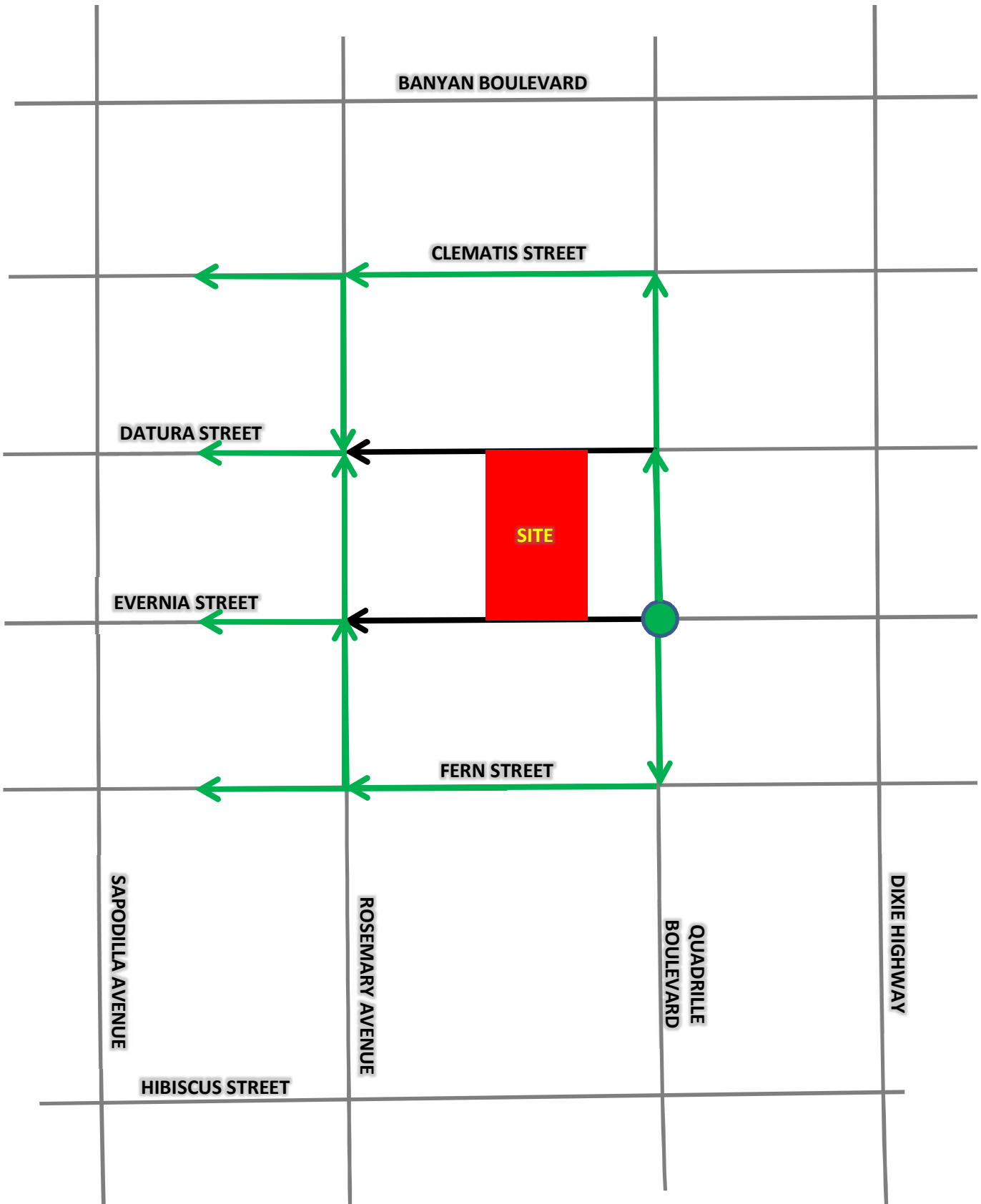
DIVERSION ROUTE
EXISTING TRAFFIC ROUTE

LEGEND



TRAFFIC ORIGIN

FIGURE 3A
QUADRILLE/DATURA DIVERSION
ROUTE
ALL ABOARD FLORIDA
144772000



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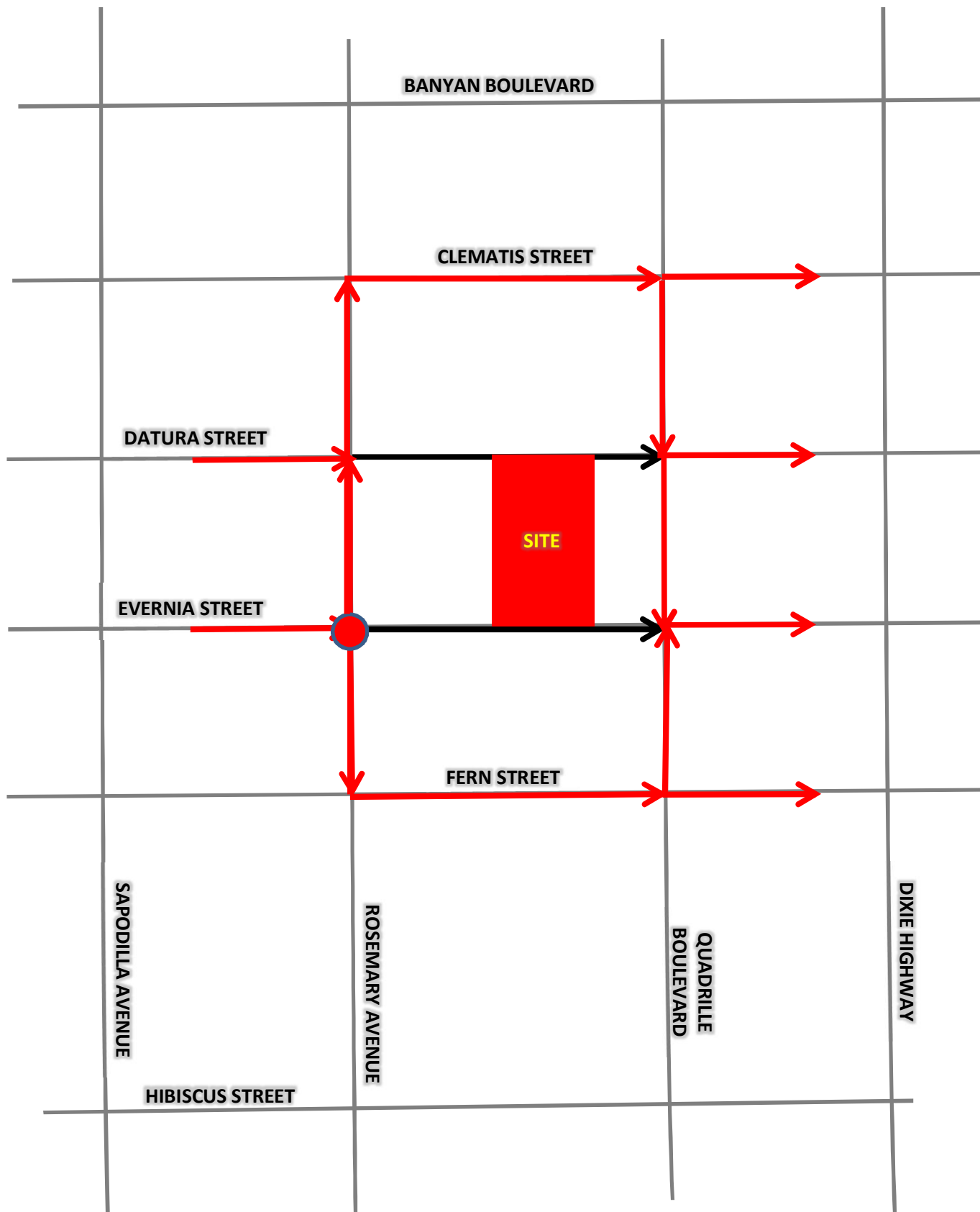


LEGEND
 DIVERSION ROUTE
 EXISTING TRAFFIC ROUTE



TRAFFIC ORIGIN

FIGURE 3B
QUADRILLE/EVERNIA DIVERSION
ROUTE
ALL ABOARD FLORIDA
144772000



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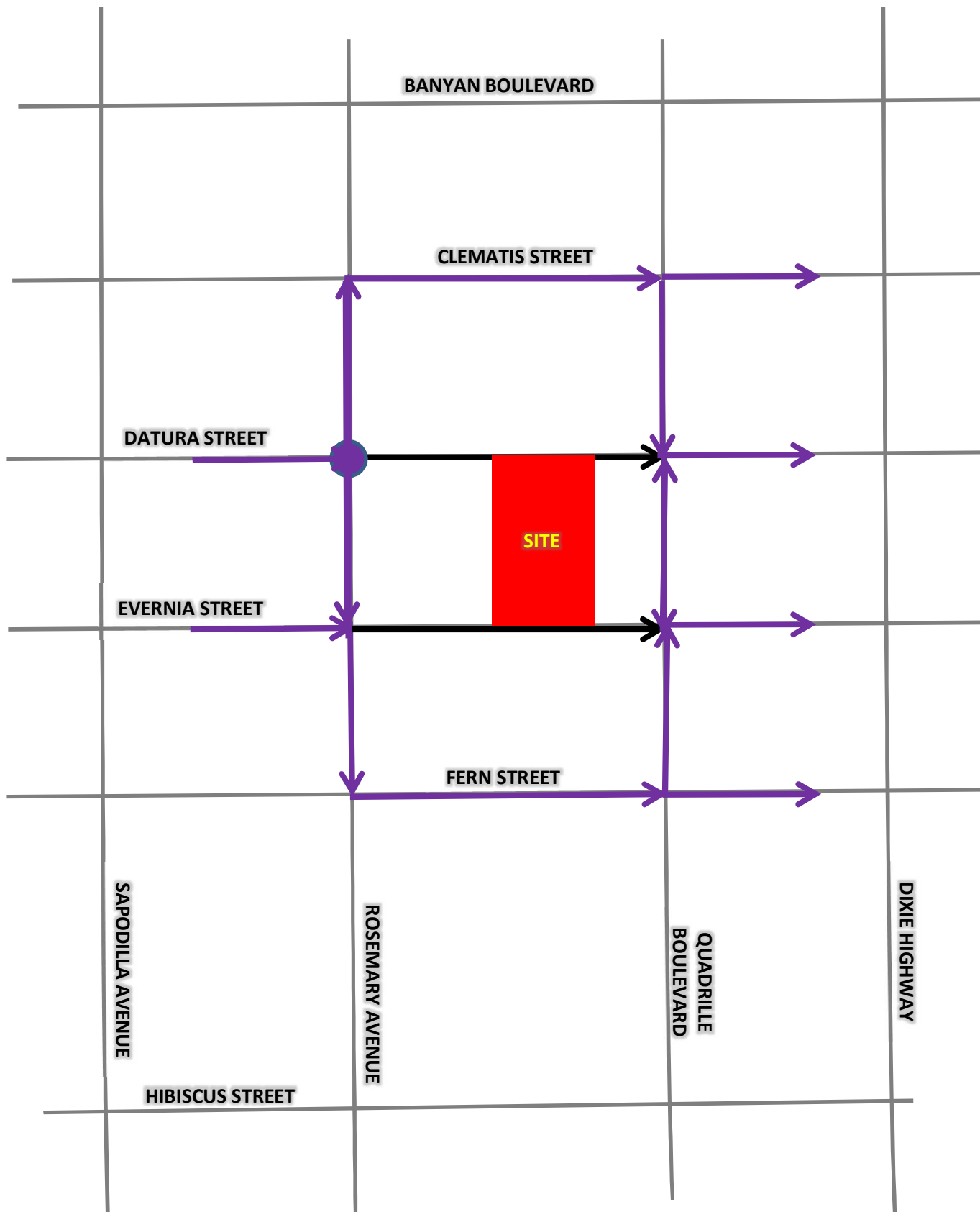
DIVERSION ROUTE
EXISTING TRAFFIC ROUTE

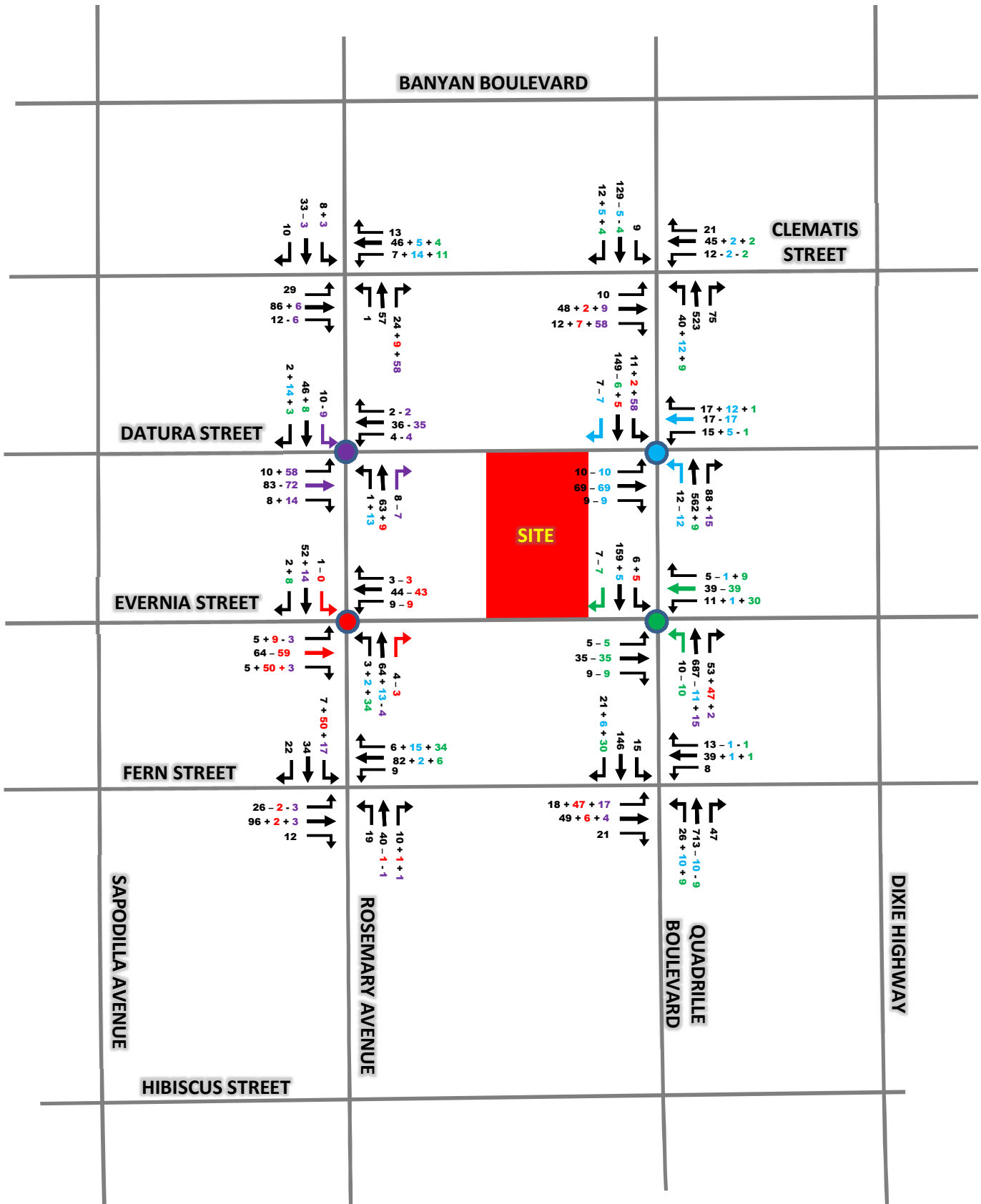
LEGEND



TRAFFIC ORIGIN

FIGURE 3C
ROSEMARY/DATURA
DIVERSION ROUTE
ALL ABOARD FLORIDA
144772000





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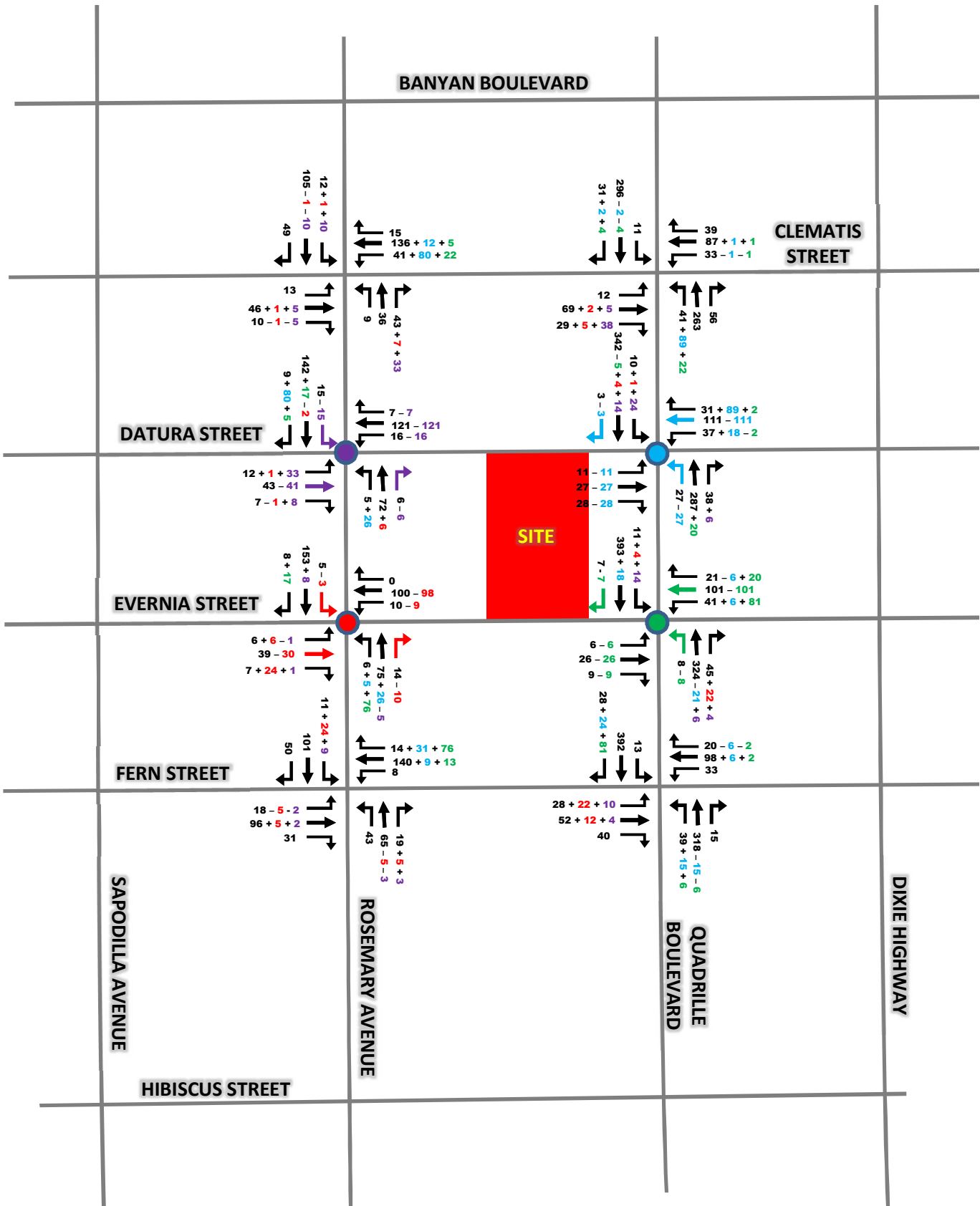
LEGEND

- 15 Quadrille/Datura Diverted Volume
- 15 Quadriple/Evernia Diverted Volume
- 15 Rosemary/Fern Diverted Volume
- 15 Rosemary/Datura Diverted Volume

15 Existing Peak Season Volume



FIGURE 4A
AM PEAK SEASON
DIVERSION
ALL ABOARD FLORIDA
144772000



LEGEND

- 15 Quadrille/Datura Diverted Volume
- 15 Quadrille/Evernia Diverted Volume
- 15 Rosemary/Fern Diverted Volume
- 15 Rosemary/Datura Diverted Volume

- 15 Existing Peak Season Volume
- Intersection Node

FIGURE 4B
PM PEAK SEASON
DIVERSION
ALL ABOARD FLORIDA
144772000

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Trip Generation

A trip generation for the proposed train station was based on the daily boarding and alighting data provided in the *All Aboard Florida Ridership and Revenue Study*. It was assumed that a total of 20 percent of the daily boardings and alightings occur during the AM and PM peak hours combined. It was assumed that during the AM peak hour 40 percent of the trips are boarding and 60 percent are alighting. During the PM peak hour the reverse directional distribution was used with 60 percent boarding and 40 percent alighting. A 3% transit modal and pedestrian reduction was applied to the trip generation. The reduction factor is intended to capture the characteristics of the urban environment in which the project is located. The site is located in a downtown setting with a mix of high density uses in close proximity and therefore it is expected that the station might even capture more than 3% of its trips using modes other than a traditional passenger vehicle. However, 3% was applied in order to maintain a conservative analysis.

As summarized in **Table 2**, the project is expected to generate 1,784 daily trips, 178 peak hour trips (72 in / 107 out), and 178 PM peak hour trips (107 in / 72 out).

Table 2: Trip Generation

TABLE 1 TRIP GENERATION ALL ABOARD FLORIDA							
Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Proposed							
Train Station ⁽¹⁾	1,839	184	74	110	184	110	74
<i>Multimodal/Pedestrian Reduction (3%)</i>	55	6	2	3	6	3	2
Proposed Net New Trips	1,784	178	72	107	178	107	72
Trip generation was calculated using the following data: ⁽¹⁾ Based on All Aboard Florida Ridership and Revenue Data, April 2014							

Traffic Distribution

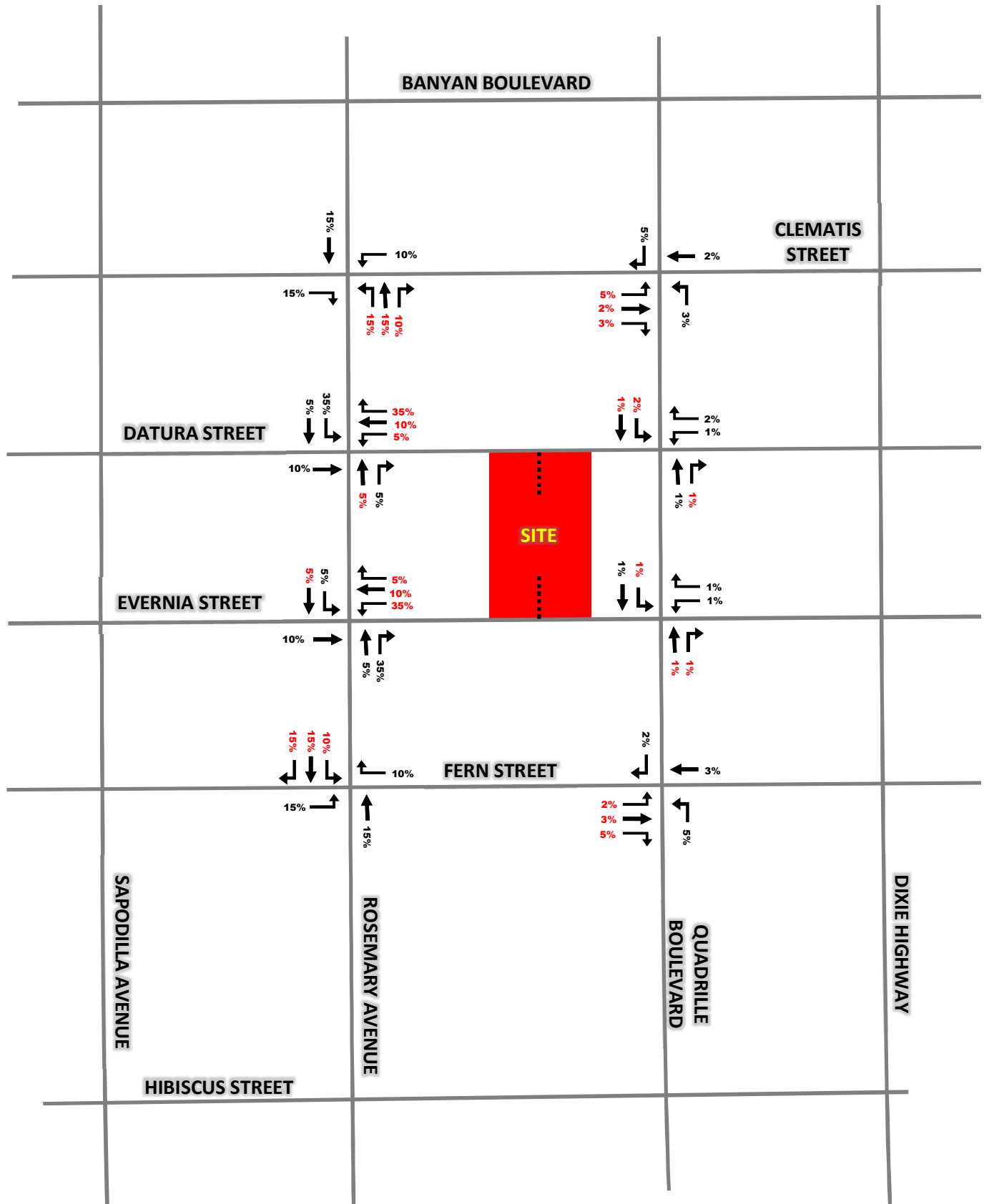
Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network considered to be in place at the time of buildout and its travel time characteristics.

The distribution according to cardinal directions is was determined to be:

NORTH	-	20 percent
SOUTH	-	20 percent
EAST	-	10 percent
WEST	-	50 percent

Traffic Assignment

Driveway assignment percentages were then determined based upon the external traffic assignment and the general location of buildings within the site. The anticipated peak hour project volume assignment for the proposed train station is illustrated in **Figure 5**.



LEGEND

- 15% Inbound Project Traffic Assignment
- 15% Outbound Project Traffic Assignment

FIGURE 5
PROJECT TRAFFIC ASSIGNMENT
All ABOARD FLORIDA
144772000

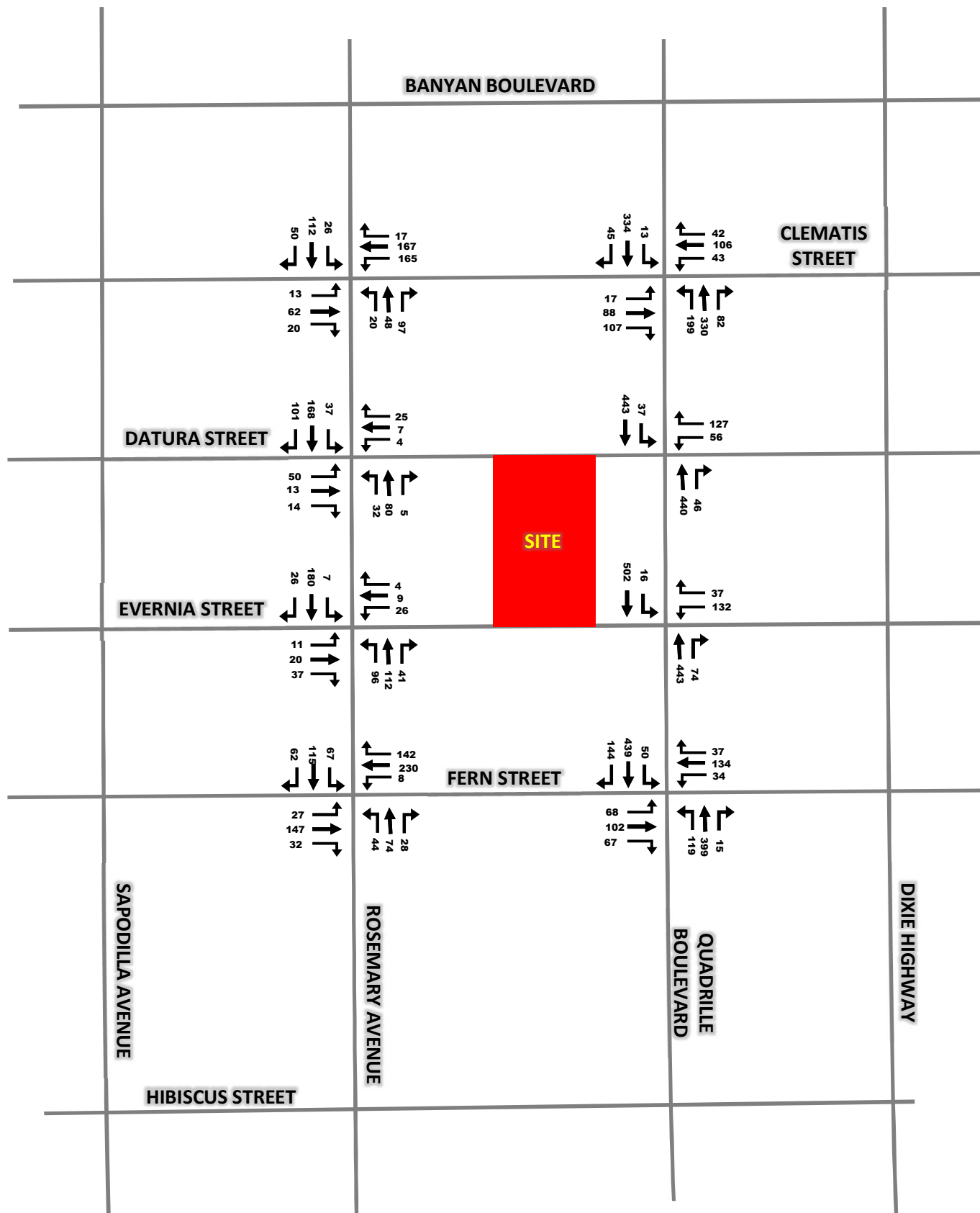


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VOLUME DEVELOPMENT

Existing peak period traffic count data were collected on April 9, 2013 by observers stationed at each intersection counting and classifying vehicle maneuvers at each intersection. Using this data as a base, future year 2018 traffic volumes were calculated by applying peak season factors, adding traffic diversions, adding trips associated with the new train station and adding annual increases in traffic volumes resulting from development in the adjacent areas. Each component is described in further detail below. For the purpose of this analysis, the analysis evaluated year 2018 traffic conditions.

Because the base turning movement counts were collected in April, which is outside of the time period typically classified locally as “peak season”, a peak season adjustment factor of 1.02 was used. This added 2% to the traffic volumes at each intersection analyzed. The counts were then further adjusted to incorporate the traffic diversion described previously. A 0.5% traffic growth rate was then applied to the peak season diverted traffic volumes to account for growth in the area. Trip generation calculations were then conducted for all of the active committed projects in the downtown area. These volumes were then assigned to the surrounding roadway network and added to determine the AM and PM background traffic volumes without the proposed project. Project traffic was then applied to both AM and PM background peak hour volumes to determine total peak hour volumes. **Figures 6A and 6B** illustrate the AM and PM peak hour total volumes.



INTERSECTION OPERATIONAL ANALYSES (FUTURE CONDITIONS)

Intersection Operational Analyses

At all eight intersections, level of service and operational analyses for future conditions of development were performed during AM and PM peak hour conditions. These analyses were performed to determine whether the intersections are expected to meet Palm Beach County's level of service (LOS) and delay requirements with the closure of the crossings at Datura Street and Evernia Street and with the additional traffic from the proposed train station. For this analysis, *Synchro 8.0* software was used.

As summarized in **Table 3**, all intersections are expected to operate acceptably, with the exception of Fern Street & Quadrille Boulevard. This intersection is unsignalized; therefore, traffic on Fern Street must wait for appropriate gaps in traffic to be available to cross the intersection or turn left onto Quadrille Boulevard because traffic on Quadrille Boulevard operates under free flow conditions.

Improvement Options at Fern & Quadrille

In order to improve the condition at Fern Street and Quadrille Boulevard, several options can be considered. Both are expected to result in operational improvements at the intersection that would allow level of service standards to be met:

- Install a median restrictor in the intersection that allows northbound-to-westbound and southbound-to-eastbound left turns from Quadrille Boulevard onto Fern Street but restricts eastbound and westbound traffic on Fern Street to right-turns only onto Quadrille Boulevard.
- Evaluate traffic signal warrant criteria at this intersection. If these criteria are deemed to be met, a signal can be considered for installation at this location.

For each of these alternatives, level of service and operational analyses for future conditions of development were performed during AM and PM peak hour conditions. These analyses were performed to determine whether the intersection would meet Palm

Beach County's level of service (LOS) and delay requirements for each alternative. *Synchro 8.0* software was used to analyze each alternative.

As summarized in **Table 4**, each of the alternatives is expected to operate acceptably based on the analysis.

Table 3: Level of Service Analysis (Future Conditions)

Level of Service Analysis (Future Conditions)					
Peak Hour	Approach	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Clematis Street & Rosemary Avenue	NB	4.0	A	8.3	A
	SB	3.6	A	8.8	A
	EB	20.6	C	11.6	B
	WB	20.8	C	17.8	B
	Total	12.3	B	13	B
Clematis Street & Quadrille Boulevard	NB	7.5	A	6.3	A
	SB	7	A	9.9	A
	EB	42.1	D	46.1	D
	WB	49.0	D	68.9	E
	Total	16.8	B	21.8	C
Datura Street & Rosemary Avenue	NB	8.1	A	8.5	A
	SB	8.1	A	9.7	A
	EB	8.3	A	8.6	A
	WB	7.5	A	7.9	A
	Total	8.1	A	9.2	A
Datura Street & Quadrille Boulevard	NB	0.0	A	0.0	A
	SB	2.1	A	0.7	A
	EB	-	-	-	-
	WB	17.6	C	15.6	C
	Total	1.4	A	2.8	A
Evernia Street & Rosemary Avenue	NB	2.2	A	3.4	A
	SB	0.4	A	0.3	A
	EB	9.9	A	12.5	B
	WB	12.2	B	15.5	C
	Total	4.8	A	4.2	A
Evernia Street & Quadrille Boulevard	NB	0.0	A	0.0	A
	SB	1.3	A	0.3	A
	EB	-	-	-	-
	WB	23.6	C	24.4	C
	Total	1.2	A	3.6	A
Fern Street & Rosemary Avenue	NB	9.1	A	11.3	B
	SB	10.2	B	13.1	B
	EB	10.2	B	12.0	B
	WB	9.7	A	16.0	C
	Total	9.9	A	13.7	B
Fern Street & Quadrille Boulevard	NB	0.9	A	2.6	A
	SB	1.1	A	0.8	A
	EB	391.8	F	not given	F
	WB	80.7	F	667.6	F
	Total	70.3	C	not given	C

Table 4: Level of Service Analysis: Fern Street & Quadrille Boulevard

Level of Service Analysis: Fern Street & Quadrille Boulevard (Future Total Conditions)					
Peak Hour	Approach	Median Restriction		Signal	
		Delay	LOS	Delay	LOS
AM Peak Hour	NB	0.9	A	6.3	A
	SB	1.1	A	4.7	A
	EB	11.2	B	21.0	C
	WB	12.9	B	18.3	B
	Total	3.5	A	9.2	A
PM Peak Hour	NB	2.6	A	5.7	A
	SB	0.8	A	5.3	A
	EB	13.2	B	20.7	C
	WB	11.3	B	19.8	B
	Total	4.6	A	9.6	A

CONCLUSION

A train station is proposed to be developed between Evernia Street and Datura Street, just west of Quadrille Boulevard along the FEC railroad tracks as one of the stations for the All Aboard Florida Service connecting Miami, Ft. Lauderdale and West Palm Beach. The site currently contains a mix of office and warehouse uses. Based on the proposed station development, the at-grade railroad crossings on Evernia Street and Datura Street will be closed. An analysis was undertaken of the surrounding roadway network to determine the impact of the closure of the crossings and the additional traffic from the proposed train station. These analyses included background growth resulting from the traffic diversion, a 0.5% annual growth rate with a buildout year of 2018, and the addition of committed traffic. To perform the evaluation, *Synchro 8.0* software was used.

Based on the analysis, all intersections are expected to operate acceptably through buildout in 2018, with the exception of Fern Street & Quadrille Boulevard. This intersection is unsignalized with free-flow movement on Quadrille Boulevard. The following alternative enhancement/mitigation options at the intersection were analyzed using *Synchro 8.0* software.

- Install a median restrictor in the intersection that allows northbound-to-westbound and southbound-to-eastbound left turns from Quadrille Boulevard onto Fern Street but restricts eastbound and westbound traffic on Fern Street to right-turns only onto Quadrille Boulevard.
- Evaluate traffic signal warrant criteria at this intersection. If these criteria are deemed to be met, a signal can be considered for installation at this location.

Based on the analysis, each of these alternative enhancements will result in traffic conditions that are well within the intersection's overall capacity and will therefore provide an acceptable level of service at this intersection during normal operations.

APPENDICES

APPENDIX A: DATA COLLECTION

CLEMATIS STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CLARA DE JESUS
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMROSE
 Page : 1

ALL VEHICLES

ROSEMARY AVENUE From North					CLEMATIS STREET From East				ROSEMARY AVENUE From South				CLEMATIS STREET From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 04/09/13 -----																			
07:00	0	0	2	0	0	2	7	1		0	3	8	5		0	1	8	0	37
07:15	0	0	3	1	0	3	5	1		0	2	14	2		0	1	13	0	45
07:30	0	1	1	5	0	2	6	5		0	0	21	3		0	8	17	3	72
07:45	0	2	7	1	0	0	17	2		0	0	20	6		0	8	19	4	86
Hr Total	0	3	13	7	0	7	35	9		0	5	63	16		0	18	57	7	240
08:00	0	3	9	2	0	2	14	4		0	1	9	5		0	6	16	2	73
08:15	0	2	8	2	0	1	5	5		0	0	18	8		0	9	25	3	86
08:30	0	1	8	5	0	4	9	2		0	0	9	5		0	5	24	3	75
08:45	0	0	11	4	0	0	12	2		0	1	12	8		0	7	13	4	74
Hr Total	0	6	36	13	0	7	40	13		0	2	48	26		0	27	78	12	308
----- * BREAK * -----																			
16:00	0	4	16	5	0	10	32	3		0	2	10	16		0	2	16	1	117
16:15	0	0	10	5	0	6	24	3		0	1	9	9		0	1	10	1	79
16:30	0	5	11	5	0	10	29	3		0	3	6	12		0	6	13	4	107
16:45	0	3	19	9	0	6	29	3		0	3	8	11		0	3	12	1	107
Hr Total	0	12	56	24	0	32	114	12		0	9	33	48		0	12	51	7	410
17:00	0	1	36	29	0	12	46	4		0	3	9	9		0	3	13	1	166
17:15	0	3	37	5	0	12	29	5		0	0	12	10		0	1	7	4	125
17:30	0	4	20	1	0	8	23	3		0	2	10	7		0	0	12	1	91
17:45	0	2	16	5	0	4	13	6		0	0	7	6		0	1	13	0	73
Hr Total	0	10	109	40	0	36	111	18		0	5	38	32		0	5	45	6	455

TOTAL	0	31	214	84	0	82	300	52		0	21	182	122		0	62	231	32	1413

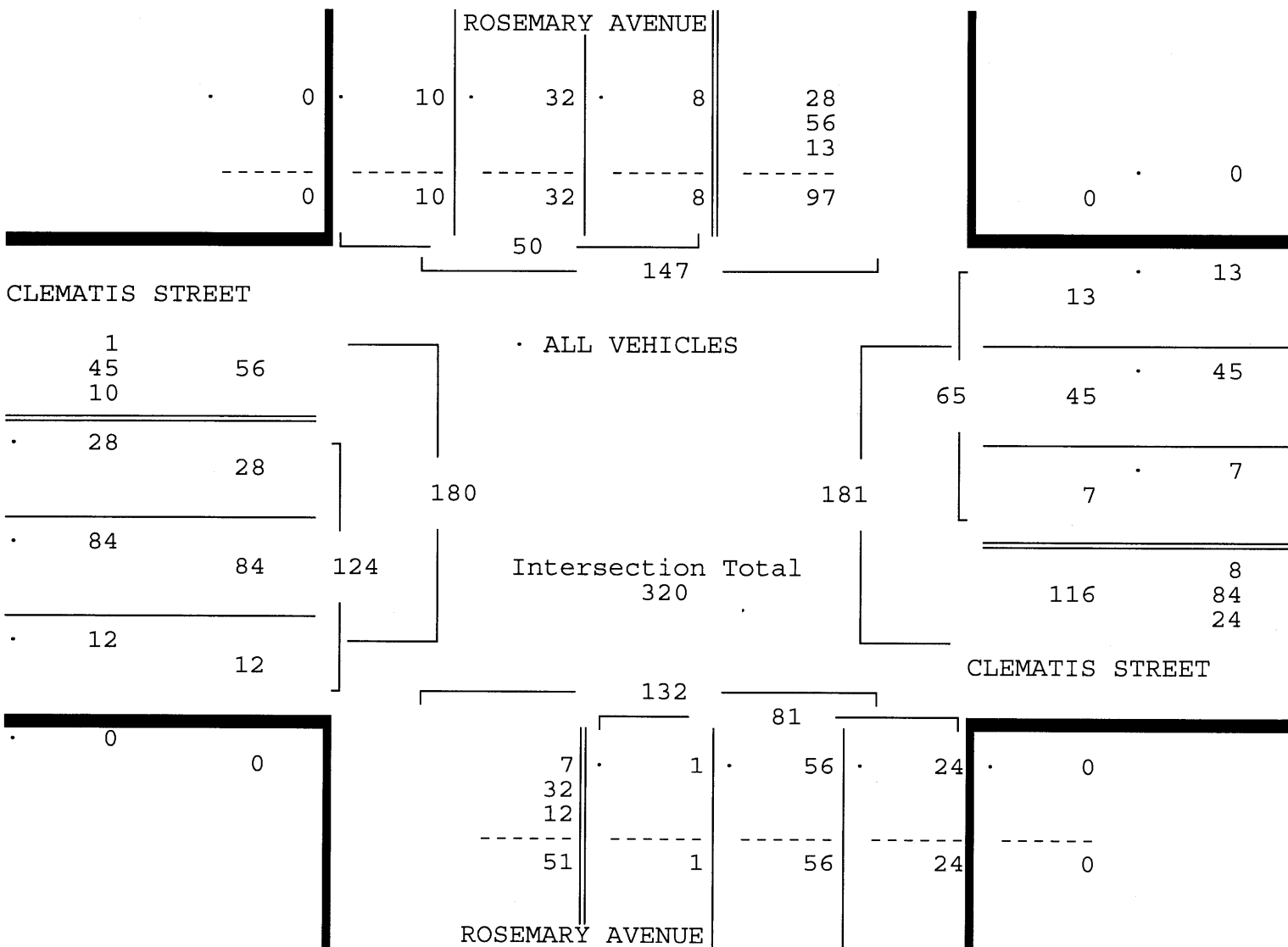
CLEMATIS STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CLARA DE JESUS
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMROSE
 Page : 2

ALL VEHICLES

ROSEMARY AVENUE					CLEMATIS STREET					ROSEMARY AVENUE					CLEMATIS STREET					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 04/09/13 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																				
Peak start 07:45					07:45					07:45					07:45					
Volume	0	8	32	10	0	7	45	13		0	1	56	24		0	28	84	12		
Percent	0%	16%	64%	20%	0%	11%	69%	20%		0%	1%	69%	30%		0%	23%	68%	10%		
Pk total	50				65					81					124					
Highest	08:00				08:00					07:45					08:15					
Volume	0	3	9	2	0	2	14	4		0	0	20	6		0	9	25	3		
Hi total	14				20					26					37					
PHF	.89				.81					.78					.84					



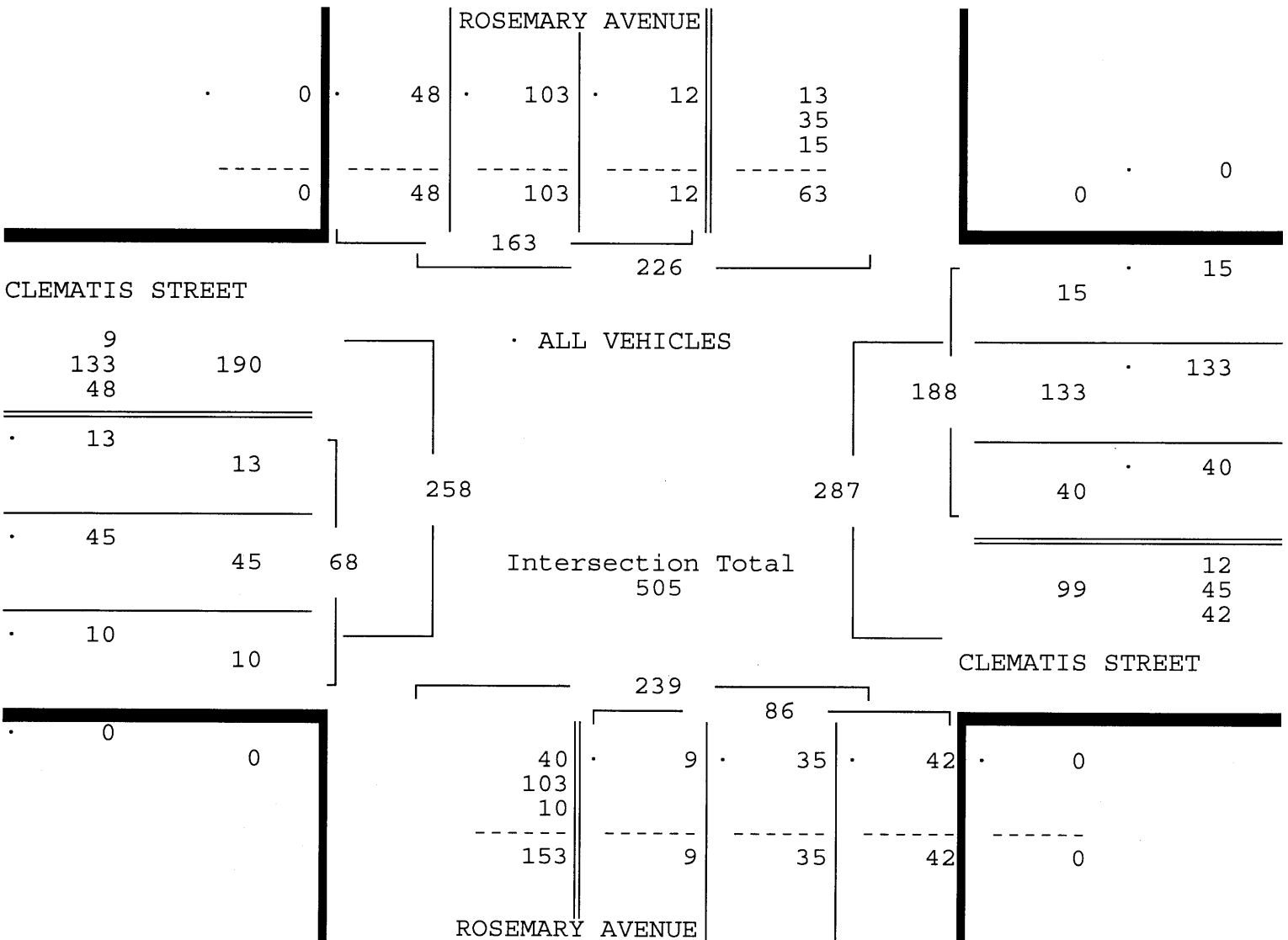
CLEMATIS STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CLARA DE JESUS
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMROSE
 Page : 3

ALL VEHICLES

ROSEMARY AVENUE					CLEMATIS STREET					ROSEMARY AVENUE					CLEMATIS STREET					
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 04/09/13 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																				
Peak start 16:30					16:30					16:30					16:30					
Volume	0	12	103	48	0	40	133	15	0	9	35	42	0	13	45	10				
Percent	0%	7%	63%	29%	0%	21%	71%	8%	0%	10%	41%	49%	0%	19%	66%	15%				
Pk total	163				188				86				68							
Highest	17:00				17:00				16:45				16:30							
Volume	0	1	36	29	0	12	46	4	0	3	8	11	0	6	13	4				
Hi total	66				62				22				23							
PHF	.62				.76				.98				.74							



CLEMATIS STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CARLOS PALOMINO
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMQUAD
 Page : 1

ALL VEHICLES

S QUADRILLE AVENUE					CLEMATIS STREET				S QUADRILLE AVENUE				CLEMATIS STREET						
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 04/09/13 -----																			
07:00	0	0	24	3	0	1	6	2		1	8	64	10		0	1	5	0	125
07:15	0	1	21	0	0	0	5	3		0	5	85	6		0	1	6	0	133
07:30	0	1	21	2	0	1	10	2		0	5	138	16		0	1	11	0	208
07:45	0	2	33	3	0	3	12	3		0	11	133	21		0	3	6	2	232
Hr Total	0	4	99	8	0	5	33	10		1	29	420	53		0	6	28	2	698
08:00	0	2	38	4	0	4	14	9		0	9	122	19		0	3	11	4	239
08:15	0	4	34	3	0	4	8	7		0	14	120	18		0	3	19	6	240
08:30	0	2	32	2	0	4	8	7		0	9	108	11		0	7	9	1	200
08:45	0	5	33	0	0	2	8	0		1	4	113	17		0	4	15	4	206
Hr Total	0	13	137	9	0	14	38	23		1	36	463	65		0	17	54	15	885
----- * BREAK * -----																			
16:00	0	6	64	3	0	8	24	9		0	12	67	16		0	4	23	5	241
16:15	0	3	53	7	0	5	19	8		1	14	72	13		0	3	13	4	215
16:30	0	5	56	10	0	10	21	8		1	9	72	19		0	6	16	7	240
16:45	0	1	66	5	0	5	21	10		2	7	57	9		0	4	15	3	205
Hr Total	0	15	239	25	0	28	85	35		4	42	268	57		0	17	67	19	901
17:00	0	0	91	8	0	8	24	14		0	12	62	14		0	1	21	13	268
17:15	0	5	77	7	0	9	19	6		0	9	67	13		0	1	14	5	232
17:30	0	2	57	7	0	5	17	9		0	5	68	13		0	1	13	6	203
17:45	0	4	62	3	0	3	17	7		3	3	52	15		0	3	12	5	189
Hr Total	0	11	287	25	0	25	77	36		3	29	249	55		0	6	60	29	892

TOTAL	0	43	762	67	0	72	233	104		9	136	1400	230		0	46	209	65	3376

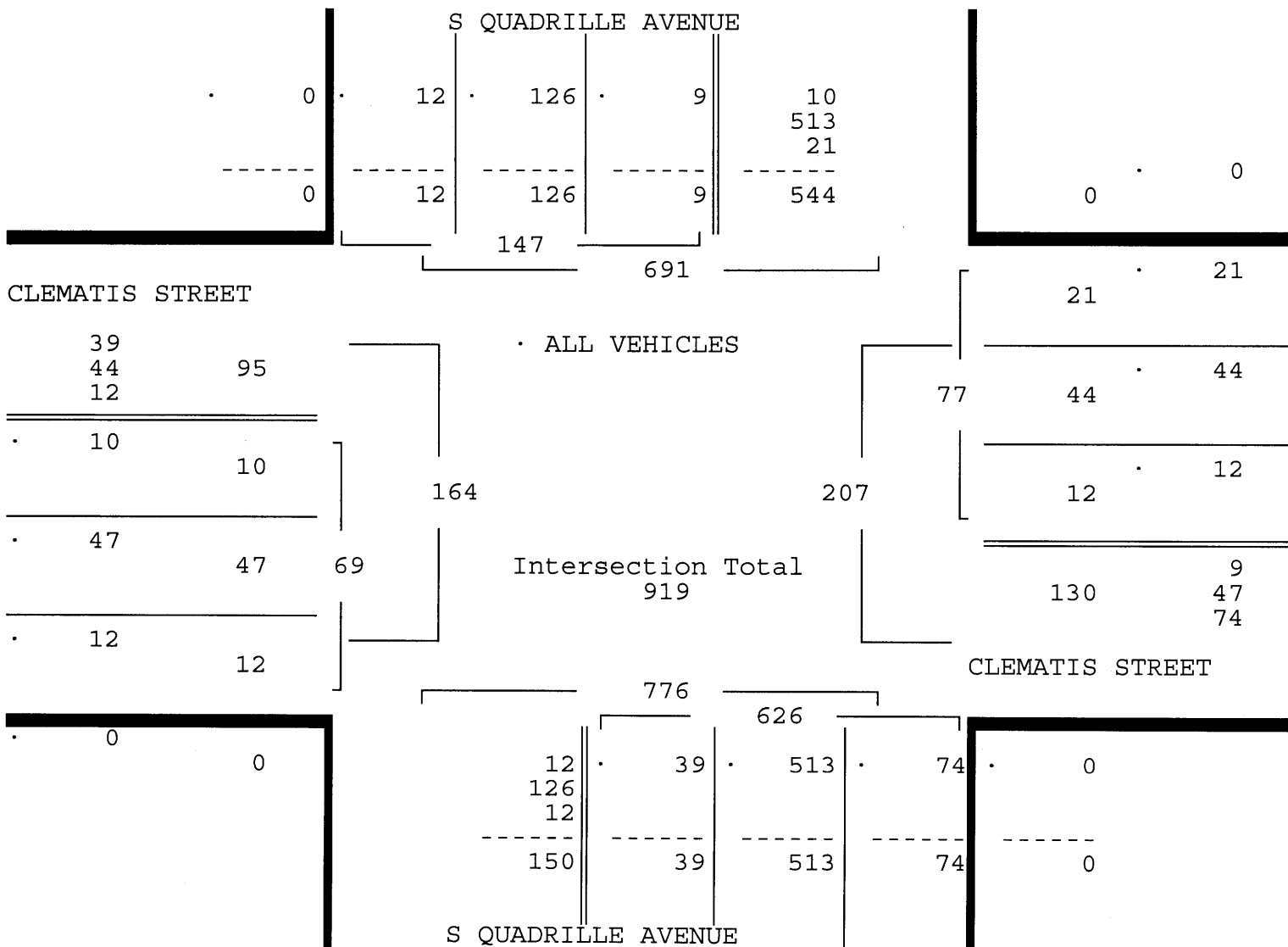
CLEMATIS STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CARLOS PALOMINO
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMQUAD
 Page : 2

ALL VEHICLES

S QUADRILLE AVENUE				CLEMATIS STREET				S QUADRILLE AVENUE				CLEMATIS STREET				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 04/09/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																
Peak start 07:30				07:30				07:30				07:30				
Volume	0	9	126	12	0	12	44	21	0	39	513	74	0	10	47	12
Percent	0%	6%	86%	8%	0%	16%	57%	27%	0%	6%	82%	12%	0%	14%	68%	17%
Pk total	147				77				626				69			
Highest	08:00				08:00				07:45				08:15			
Volume	0	2	38	4	0	4	14	9	0	11	133	21	0	3	19	6
Hi total	44				27				165				28			
PHF	.84				.71				.95				.62			



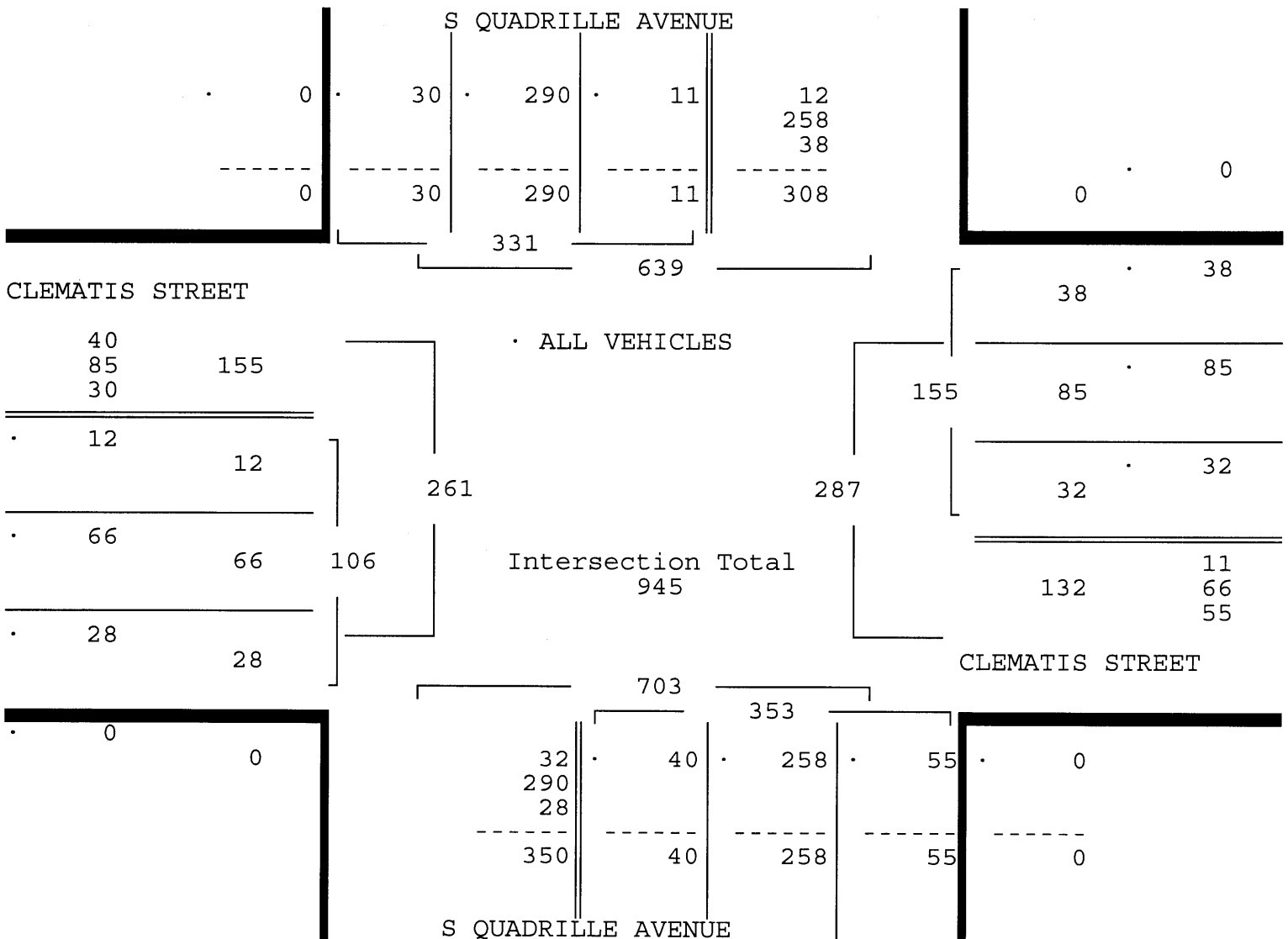
CLEMATIS STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: CARLOS PALOMINO
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : CLEMQUAD
 Page : 3

ALL VEHICLES

S QUADRILLE AVENUE				CLEMATIS STREET				S QUADRILLE AVENUE				CLEMATIS STREET				
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 04/09/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																
Peak start 16:30				16:30				16:30				16:30				
Volume	0	11	290	30	0	32	85	38	3	37	258	55	0	12	66	28
Percent	0%	3%	88%	9%	0%	21%	55%	25%	1%	10%	73%	16%	0%	11%	62%	26%
Pk total	331				155				353				106			
Highest	17:00				17:00				16:30				17:00			
Volume	0	0	91	8	0	8	24	14	1	9	72	19	0	1	21	13
Hi total	99				46				101				35			
PHF	.84				.84				.87				.76			



DATURA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUROSE
 Page : 1

ALL VEHICLES

ROSEMARY AVENUE From North					DATURA STREET From East				ROSEMARY AVENUE From South				DATURA STREET From West								
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total	
Date 04/09/13 -----																					
07:00	0	0	4	1		0	0	2	0		0	0	8	0		0	4	7	0		26
07:15	0	0	6	1		0	0	5	1		0	1	15	1		0	2	7	1		40
07:30	0	1	4	0		0	0	5	2		0	0	21	0		0	3	13	0		49
07:45	0	3	6	2		0	3	3	1		0	0	22	3		0	2	17	1		63
Hr Total	0	4	20	4		0	3	15	4		0	1	66	4		0	11	44	2		178
08:00	0	2	11	1		0	1	9	1		1	0	14	3		0	2	12	3		60
08:15	0	3	7	1		0	0	11	0		0	0	21	0		0	0	22	0		65
08:30	0	3	14	0		0	2	6	0		0	0	10	3		0	3	25	2		68
08:45	0	2	13	0		0	1	9	1		0	0	17	2		0	5	22	3		75
Hr Total	0	10	45	2		0	4	35	2		1	0	62	8		0	10	81	8		268
----- * BREAK * -----																					
16:00	0	2	26	0		0	2	18	4		0	3	22	0		0	0	11	0		88
16:15	0	0	17	1		0	2	19	2		0	1	16	1		0	5	12	4		80
16:30	0	2	22	2		0	3	14	1		0	2	16	0		0	1	9	4		76
16:45	0	2	24	2		0	3	28	0		0	0	17	2		0	5	13	2		98
Hr Total	0	6	89	5		0	10	79	7		0	6	71	3		0	11	45	10		342
17:00	0	4	40	2		0	5	32	4		0	2	19	1		0	2	9	1		121
17:15	0	6	47	4		0	3	25	2		0	1	19	0		0	3	11	2		123
17:30	0	3	28	1		0	5	34	1		0	2	16	3		0	2	9	2		106
17:45	0	1	16	3		0	3	23	0		0	4	13	0		0	0	8	4		75
Hr Total	0	14	131	10		0	16	114	7		0	9	67	4		0	7	37	9		425

TOTAL	0	34	285	21		0	33	243	20		1	16	266	19		0	39	207	29		1213

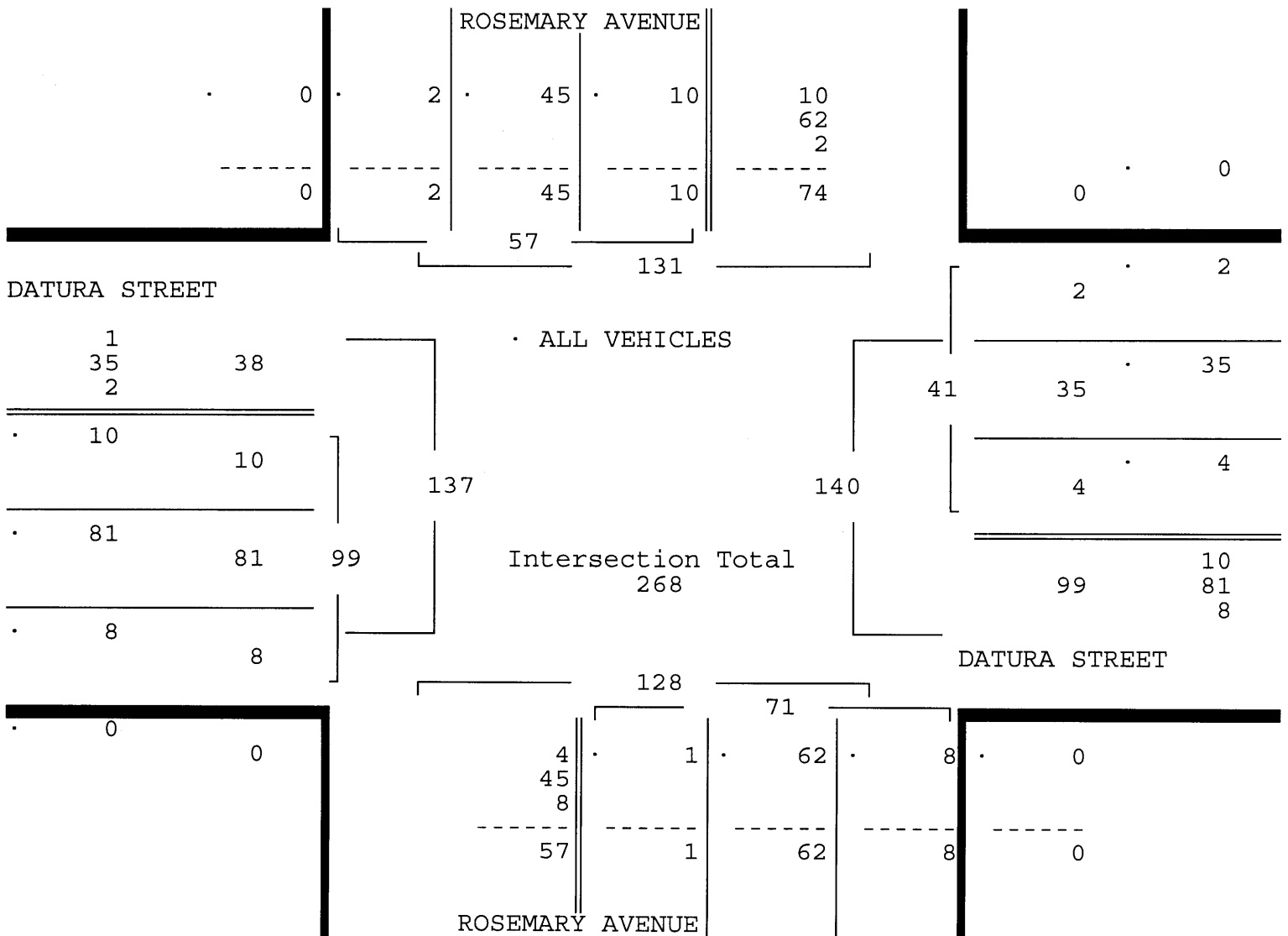
DATURA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUROSE
 Page : 2

ALL VEHICLES

ROSEMARY AVENUE					DATURA STREET					ROSEMARY AVENUE					DATURA STREET					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 04/09/13 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																				
Peak start 08:00					08:00					08:00					08:00					
Volume	0	10	45	2	0	4	35	2		1	0	62	8		0	10	81	8		
Percent	0%	18%	79%	4%	0%	10%	85%	5%		1%	0%	87%	11%		0%	10%	82%	8%		
Pk total	57				41					71					99					
Highest	08:30				08:00					08:15					08:30					
Volume	0	3	14	0	0	1	9	1		0	0	21	0		0	3	25	2		
Hi total	17				11					21					30					
PHF	.84				.93					.85					.82					



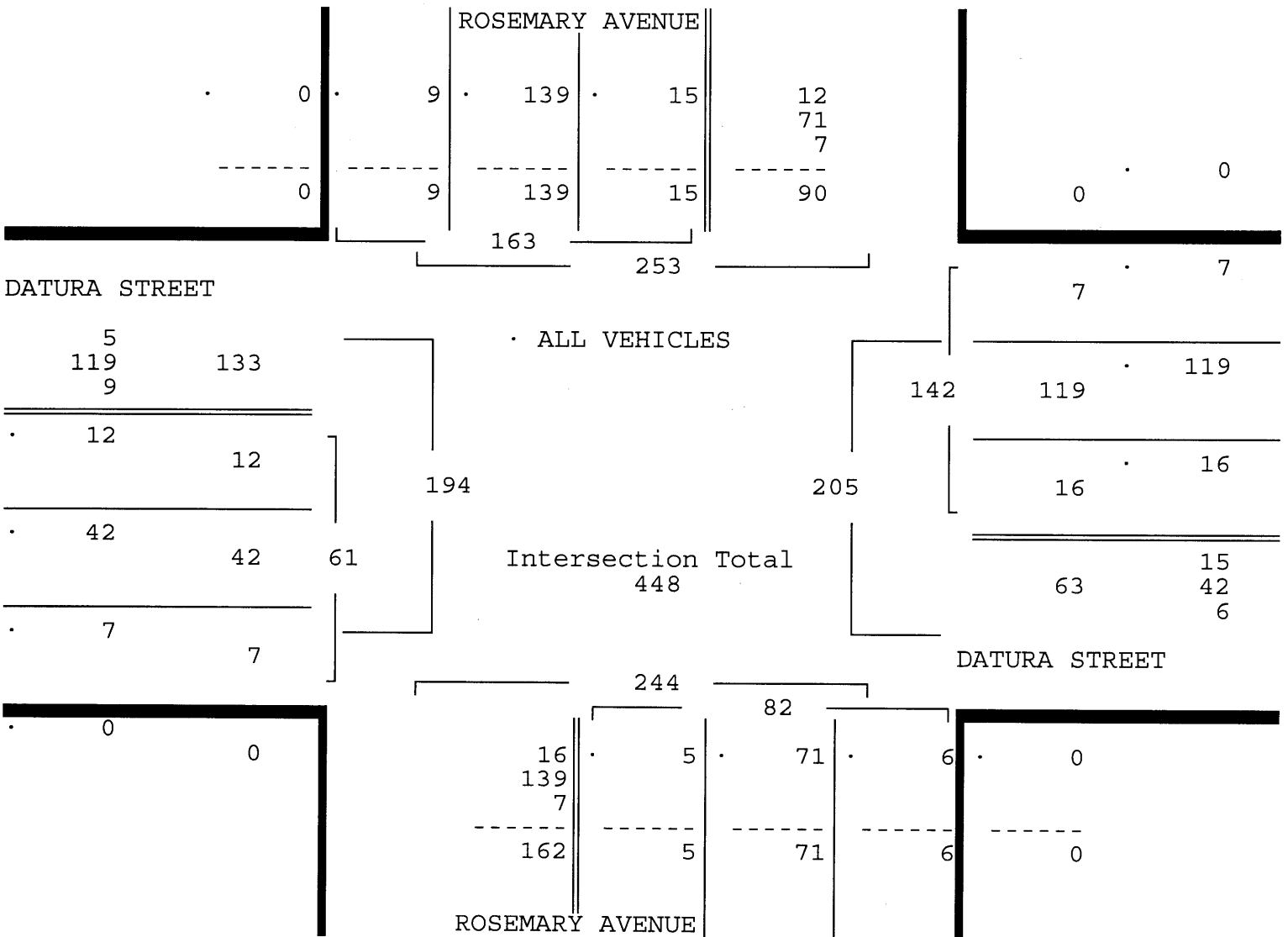
DATURA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MARISA CRUZ
 NOT SIGNALIZED

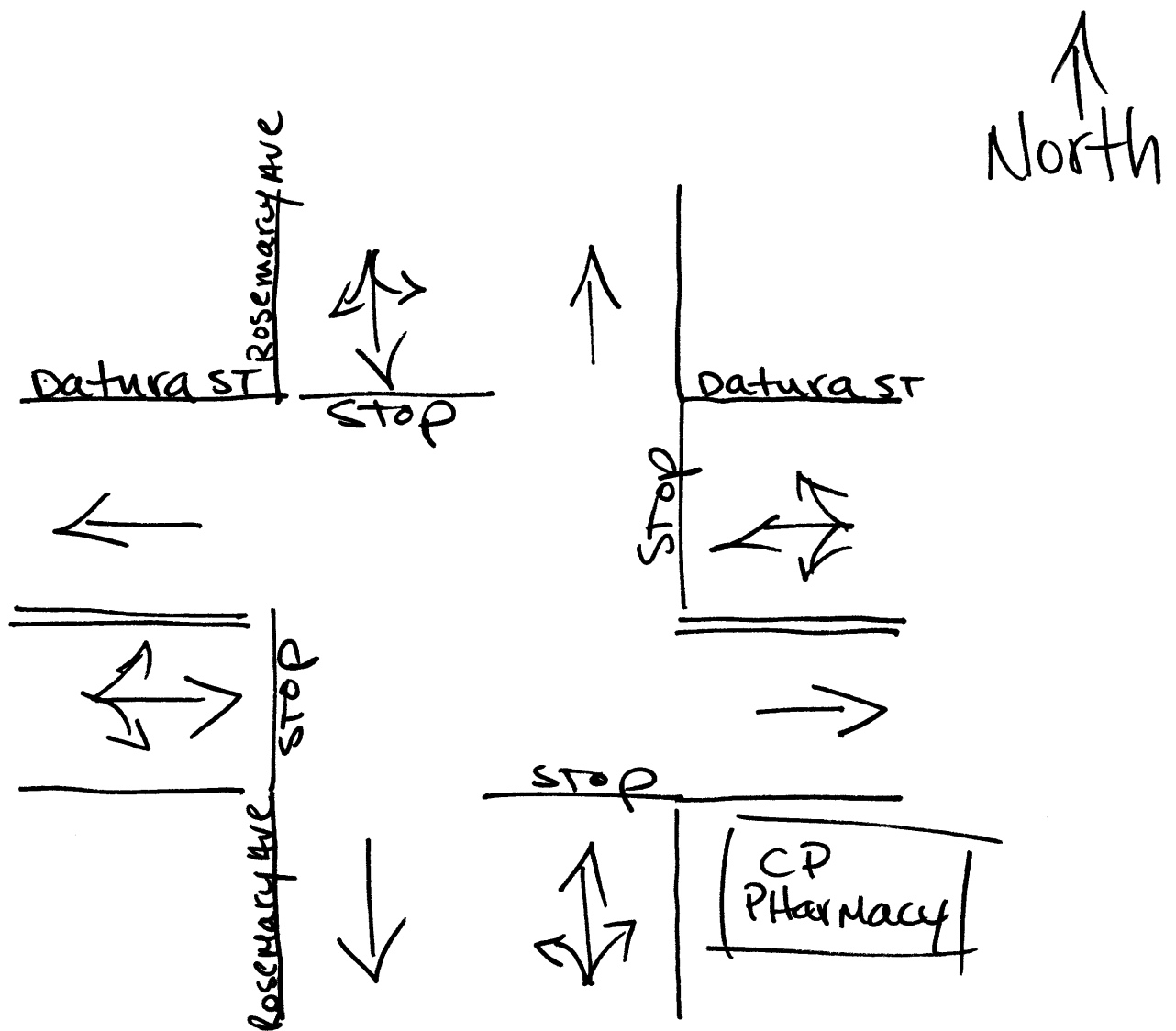
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
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Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUROSE
 Page : 3

ALL VEHICLES

ROSEMARY AVENUE					DATURA STREET				ROSEMARY AVENUE				DATURA STREET					
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 04/09/13																		Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																		
Peak start 16:45					16:45				16:45				16:45					
Volume	0	15	139	9	0	16	119	7	0	5	71	6	0	12	42	7		
Percent	0%	9%	85%	6%	0%	11%	84%	5%	0%	6%	87%	7%	0%	20%	69%	11%		
Pk total	163				142				82				61					
Highest	17:15				17:00				17:00				16:45					
Volume	0	6	47	4	0	5	32	4	0	2	19	1	0	5	13	2		
Hi total	57				41				22				20					
PHF	.71				.87				.93				.76					





West Palm bch, Florida
April 09, 2013
drawn by: Luis Palomino
not Signalized

DATURA STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUQUAD
 Page : 1

ALL VEHICLES

S QUADRILLE AVENUE					DATURA STREET				S QUADRILLE AVENUE				DATURA STREET				
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 04/09/13																	
07:00	0	1	24	1	0	1	1	2	0	0	71	8	0	1	4	0	114
07:15	0	1	19	0	0	2	4	0	0	2	92	9	0	1	5	0	135
07:30	0	2	21	0	0	0	4	1	0	1	155	7	0	3	4	2	200
07:45	0	2	36	1	0	2	3	3	0	2	158	18	0	2	18	4	249
Hr Total	0	6	100	2	0	5	12	6	0	5	476	42	0	7	31	6	698
08:00	0	4	37	4	0	10	4	8	1	6	132	19	0	1	14	1	241
08:15	0	1	42	1	0	3	6	4	0	2	141	15	0	5	15	2	237
08:30	0	4	31	1	0	0	4	2	0	1	120	34	0	2	21	2	222
08:45	1	3	34	0	0	1	10	4	0	3	132	22	0	0	13	8	231
Hr Total	1	12	144	6	0	14	24	18	1	12	525	90	0	8	63	13	931
* BREAK *																	
16:00	2	3	67	0	0	10	19	3	0	3	85	6	0	0	8	5	211
16:15	1	4	58	1	0	11	11	6	0	2	81	9	0	3	5	4	196
16:30	1	3	66	3	0	10	12	6	0	4	81	6	0	2	5	4	203
16:45	2	3	71	1	0	9	24	10	1	4	57	12	0	3	9	6	212
Hr Total	6	13	262	5	0	40	66	25	1	13	304	33	0	8	27	19	822
17:00	1	1	110	0	0	9	26	9	1	12	79	7	0	0	6	7	268
17:15	0	1	89	1	0	12	23	4	0	5	78	6	0	3	6	6	234
17:30	0	2	65	1	0	7	36	7	0	3	67	12	0	5	5	8	218
17:45	0	2	64	5	0	11	13	4	0	4	64	1	0	0	6	3	177
Hr Total	1	6	328	7	0	39	98	24	1	24	288	26	0	8	23	24	897
TOTAL	8	37	834	20	0	98	200	73	3	54	1593	191	0	31	144	62	3348

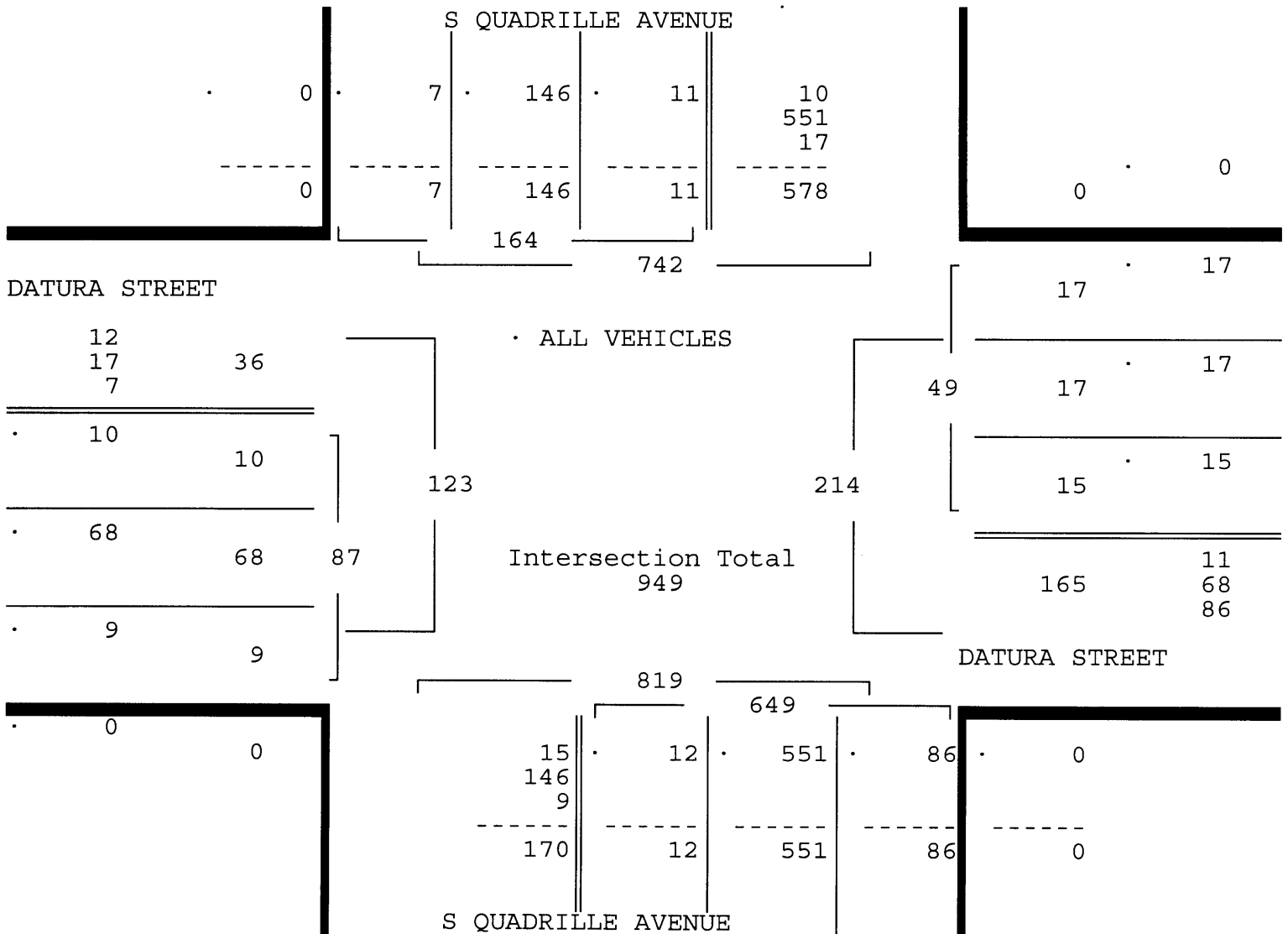
DATURA STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUQUAD
 Page : 2

ALL VEHICLES

S QUADRILLE AVENUE				DATURA STREET				S QUADRILLE AVENUE				DATURA STREET				
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 04/09/13																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																
Peak start 07:45				07:45				07:45				07:45				
Volume	0	11	146	7	0	15	17	17	1	11	551	86	0	10	68	9
Percent	0%	7%	89%	4%	0%	31%	35%	35%	0%	2%	85%	13%	0%	11%	78%	10%
Pk total	164				49				649				87			
Highest	08:00				08:00				07:45				08:30			
Volume	0	4	37	4	0	10	4	8	0	2	158	18	0	2	21	2
Hi total	45				22				178				25			
PHF	.91				.56				.91				.87			



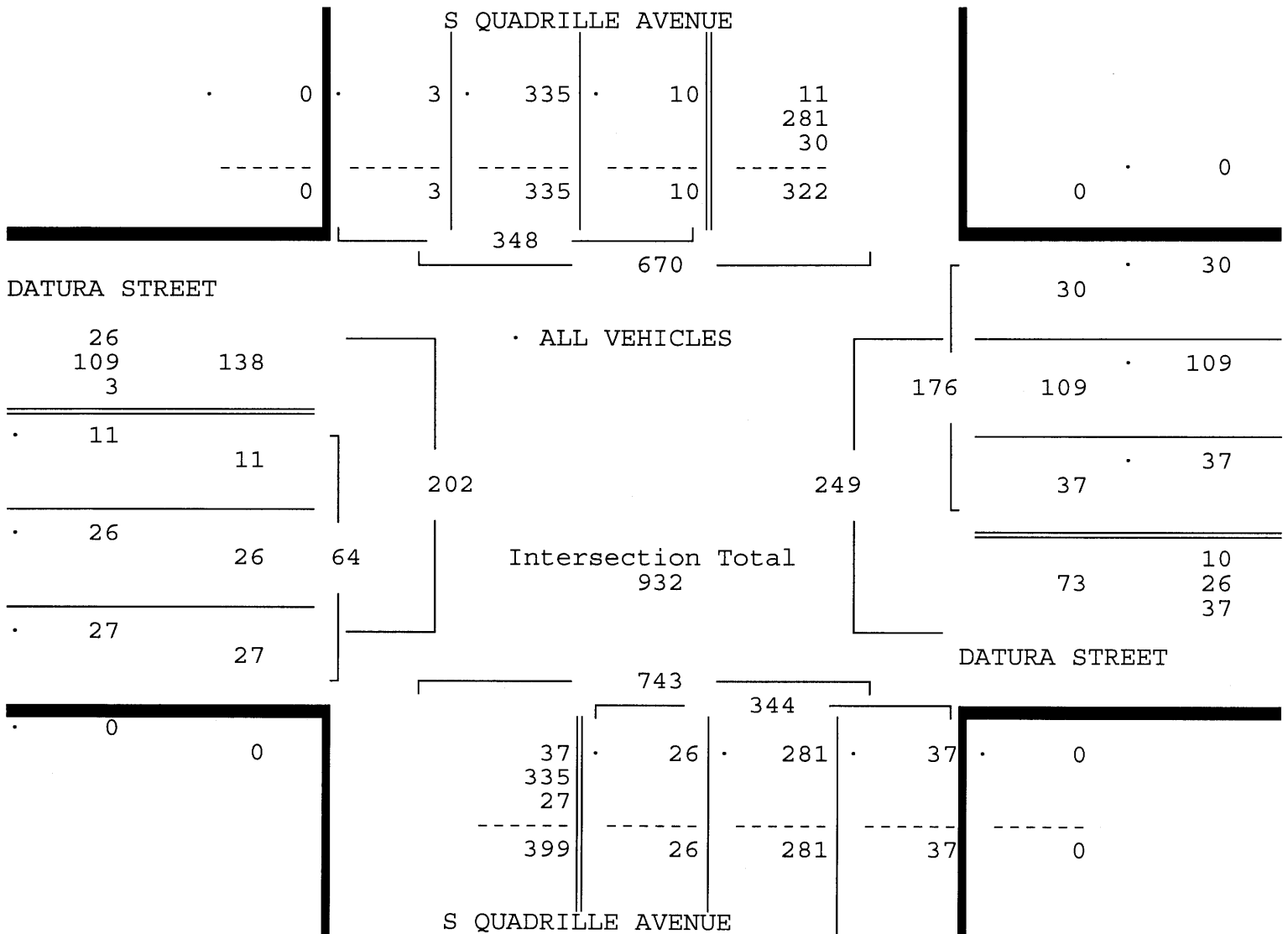
DATURA STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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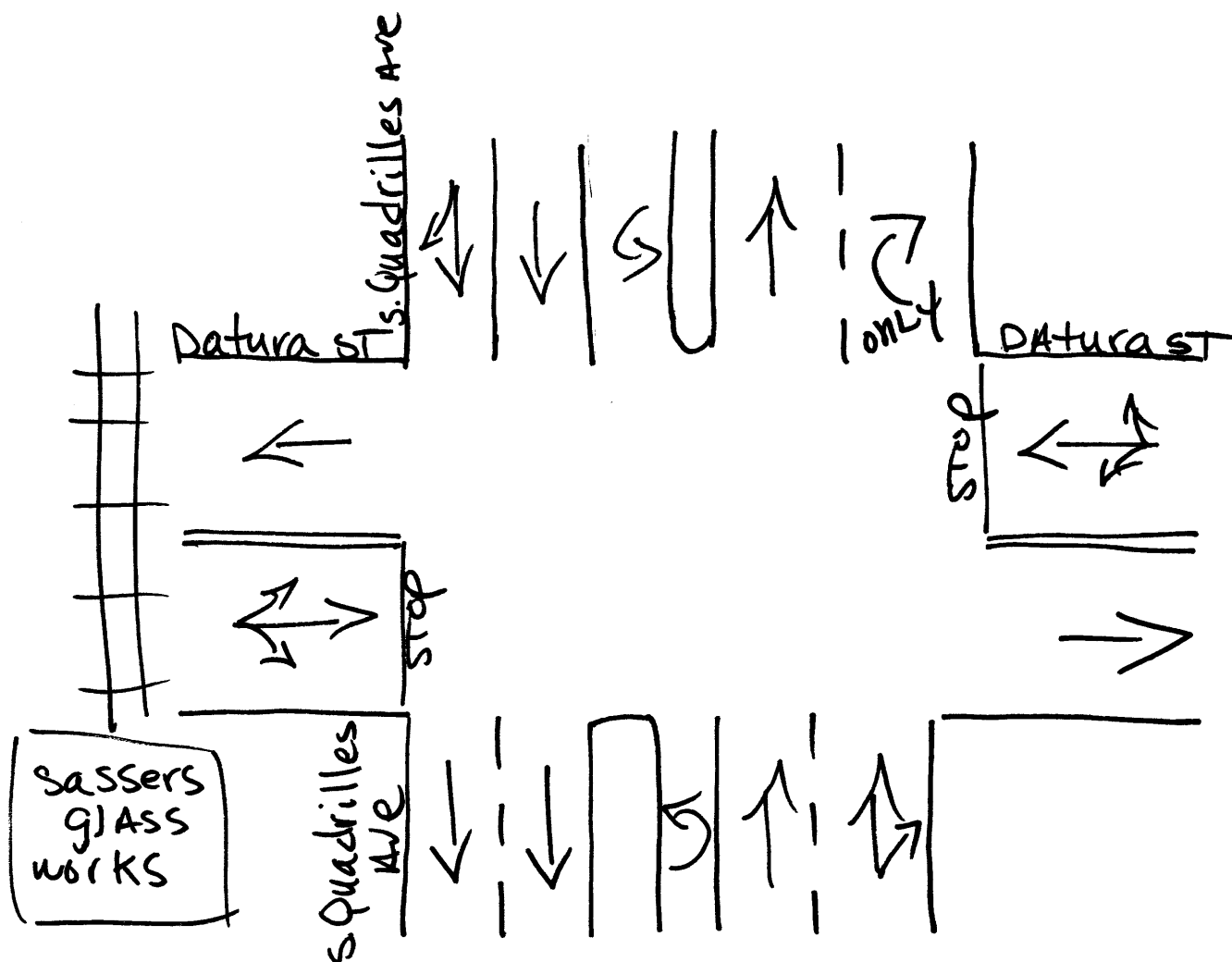
Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : DATUQUAD
 Page : 3

ALL VEHICLES

S QUADRILLE AVENUE				DATURA STREET				S QUADRILLE AVENUE				DATURA STREET				
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 04/09/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																
Peak start 16:45				16:45				16:45				16:45				
Volume	3	7	335	3	0	37	109	30	2	24	281	37	0	11	26	27
Percent	1%	2%	96%	1%	0%	21%	62%	17%	1%	7%	82%	11%	0%	17%	41%	42%
Pk total	348				176				344				64			
Highest	17:00				17:30				17:00				16:45			
Volume	1	1	110	0	0	7	36	7	1	12	79	7	0	3	9	6
Hi total	112				50				99				18			
PHF	.78				.88				.87				.89			



↑
North



West Palm bch, Florida
April 09, 2013
drawn by: Luis Palomino
NOT signalized

EVERNIA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: WAYNE ASSAM
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : EVERROSE
 Page : 1

ALL VEHICLES

ROSEMARY AVENUE From North					EVERNIA STREET From East				ROSEMARY AVENUE From South				EVERNIA STREET From West								
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total	
Date 04/09/13 -----																					
07:00	0	0	4	0		0	2	5	2		0	0	8	0		0	0	10	0		31
07:15	0	0	6	0		0	1	7	0		0	1	15	0		0	0	6	0		36
07:30	0	0	5	0		0	1	8	1		0	0	21	0		0	0	4	0		40
07:45	0	1	9	0		0	0	12	2		0	1	24	0		0	1	11	0		61
Hr Total	0	1	24	0		0	4	32	5		0	2	68	0		0	1	31	0		168
08:00	0	0	14	1		0	5	13	0		0	0	15	1		0	2	8	2		61
08:15	0	0	7	0		0	2	7	0		0	1	22	0		0	0	15	0		54
08:30	0	0	16	1		0	1	12	3		0	1	7	1		0	2	13	2		59
08:45	0	1	14	0		0	1	11	0		0	1	19	2		0	1	27	1		78
Hr Total	0	1	51	2		0	9	43	3		0	3	63	4		0	5	63	5		252
----- * BREAK * -----																					
16:00	0	3	27	1		0	5	19	0		0	1	26	2		0	0	7	0		91
16:15	0	0	20	1		0	2	8	0		0	3	18	1		0	0	8	2		63
16:30	0	0	33	0		0	3	18	1		0	3	17	2		0	1	8	0		86
16:45	0	0	26	1		0	0	20	0		0	1	19	5		0	0	10	0		82
Hr Total	0	3	106	3		0	10	65	1		0	8	80	10		0	1	33	2		322
17:00	0	0	44	2		0	2	35	0		0	1	18	0		0	3	5	2		112
17:15	0	1	53	4		0	7	22	0		0	3	21	3		0	0	11	2		127
17:30	0	4	27	1		0	1	21	0		0	1	16	6		0	3	12	3		95
17:45	0	2	22	0		0	4	17	1		0	3	15	4		0	1	10	1		80
Hr Total	0	7	146	7		0	14	95	1		0	8	70	13		0	7	38	8		414

TOTAL	0	12	327	12		0	37	235	10		0	21	281	27		0	14	165	15		1156

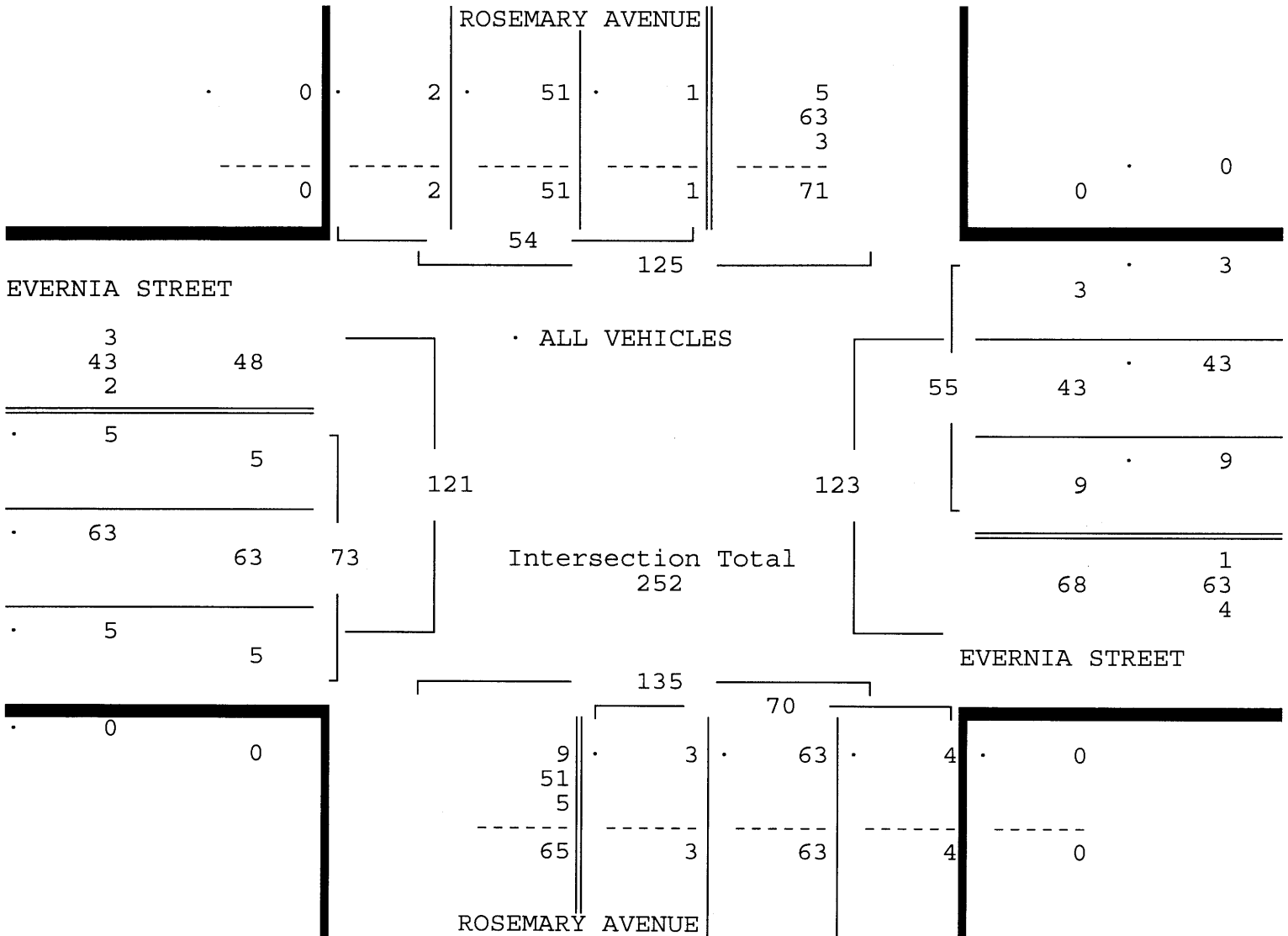
EVERNIA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: WAYNE ASSAM
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : EVERROSE
 Page : 2

ALL VEHICLES

ROSEMARY AVENUE					EVERNIA STREET					ROSEMARY AVENUE					EVERNIA STREET					
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 04/09/13																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																				
Peak start 08:00					08:00					08:00					08:00					
Volume	0	1	51	2	0	9	43	3		0	3	63	4		0	5	63	5		
Percent	0%	2%	94%	4%	0%	16%	78%	5%		0%	4%	90%	6%		0%	7%	86%	7%		
Pk total	54				55					70					73					
Highest	08:30				08:00					08:15					08:45					
Volume	0	0	16	1	0	5	13	0		0	1	22	0		0	1	27	1		
Hi total	17				18					23					29					
PHF	.79				.76					.76					.63					



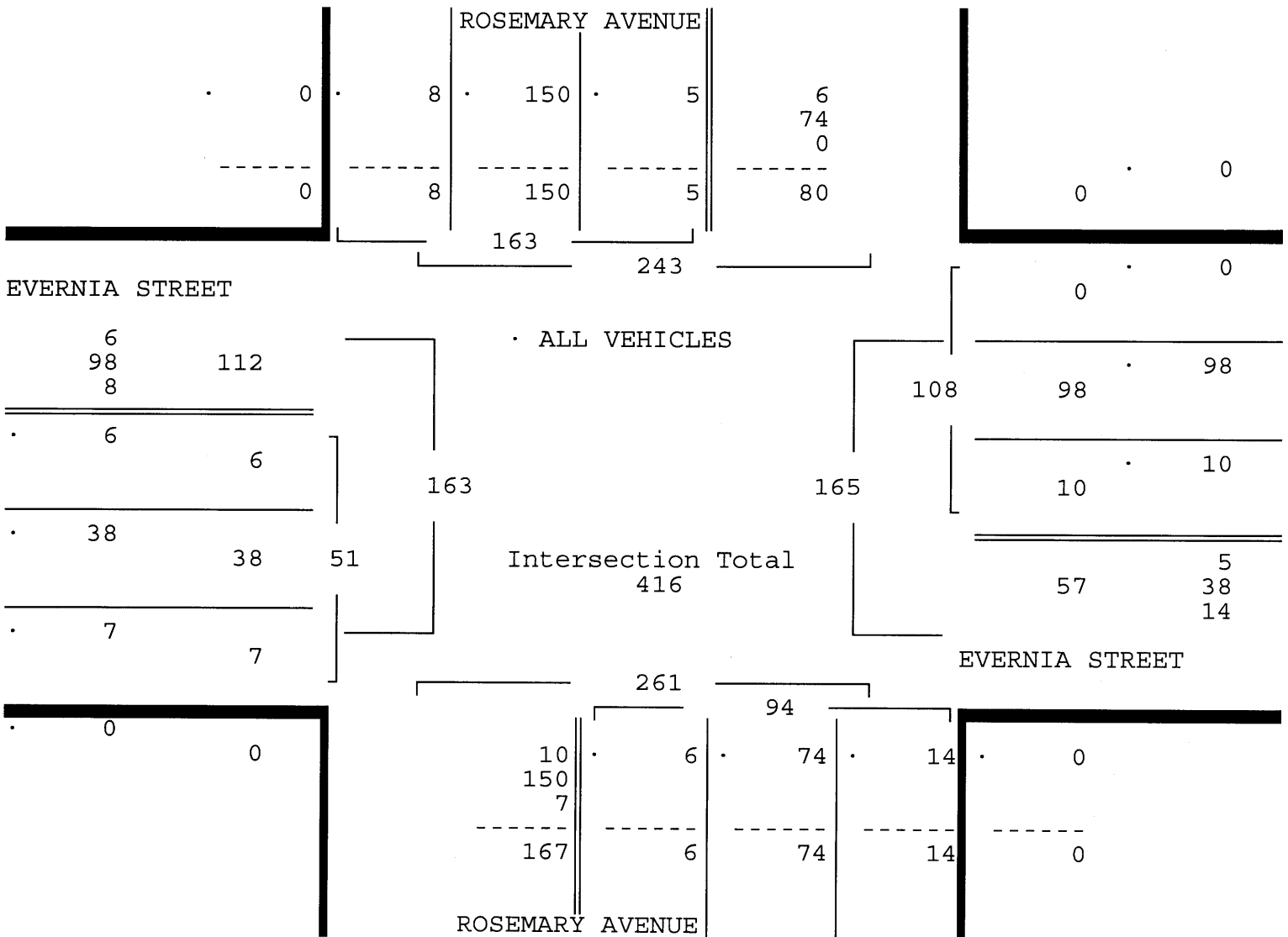
EVERNIA STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: WAYNE ASSAM
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

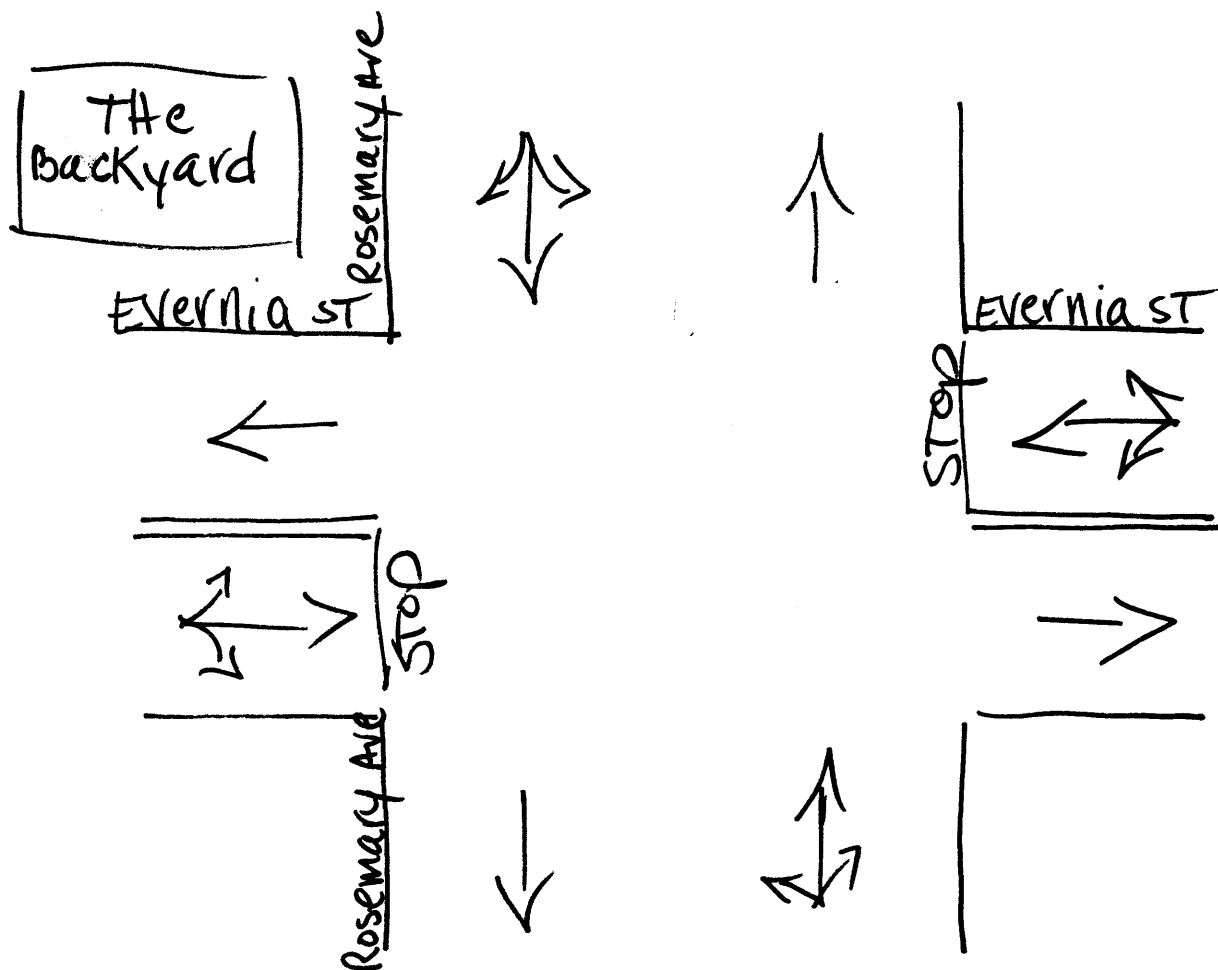
Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : EVERROSE
 Page : 3

ALL VEHICLES

ROSEMARY AVENUE					EVERNIA STREET					ROSEMARY AVENUE					EVERNIA STREET					
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 04/09/13 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																				
Peak start 16:45					16:45					16:45					16:45					
Volume	0	5	150	8	0	10	98	0		0	6	74	14		0	6	38	7		
Percent	0%	3%	92%	5%	0%	9%	91%	0%		0%	6%	79%	15%		0%	12%	75%	14%		
Pk total	163				108					94					51					
Highest	17:15				17:00					17:15					17:30					
Volume	0	1	53	4	0	2	35	0		0	3	21	3		0	3	12	3		
Hi total	58				37					27					18					
PHF	.70				.73					.87					.71					



North ↑



West Palm bch, Florida
April 09, 2013
drawn by: Luis Palomino
NOT signalized

EVERNIA STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : EVERQUAD
 Page : 1

ALL VEHICLES

S QUADRILLE AVENUE From North					EVERNIA STREET From East				S QUADRILLE AVENUE From South				EVERNIA STREET From West				
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/09/13																	
07:00	0	2	22	1	0	2	6	3	0	2	75	6	0	2	7	1	129
07:15	0	0	21	0	0	3	7	2	0	1	105	4	0	2	5	0	150
07:30	0	1	21	0	0	0	8	2	0	2	166	6	0	0	3	1	210
07:45	0	2	40	0	0	3	10	1	1	4	182	16	0	1	7	3	270
Hr Total	0	5	104	1	0	8	31	8	1	9	528	32	0	5	22	5	759
08:00	0	2	43	4	0	3	10	1	0	3	169	10	0	0	5	3	253
08:15	0	1	44	1	0	4	8	2	0	0	161	12	0	1	12	3	249
08:30	0	1	29	2	0	1	10	1	0	2	162	14	0	3	10	0	235
08:45	0	4	41	1	0	4	10	3	0	0	153	20	0	4	21	1	262
Hr Total	0	8	157	8	0	12	38	7	0	5	645	56	0	8	48	7	999
----- * BREAK *																	
16:00	0	1	82	2	0	7	15	2	0	4	94	4	0	1	7	3	222
16:15	1	2	69	1	0	9	10	3	0	0	88	8	0	4	5	1	201
16:30	0	0	77	1	1	12	23	4	0	1	88	8	0	0	6	3	224
16:45	0	3	84	1	0	7	19	4	0	4	66	16	0	4	6	1	215
Hr Total	1	6	312	5	1	35	67	13	0	9	336	36	0	9	24	8	862
17:00	0	3	123	3	0	11	32	7	0	1	87	4	0	0	3	1	275
17:15	0	5	101	2	0	9	25	6	0	2	77	16	0	2	10	4	259
17:30	0	1	79	0	0	8	20	5	0	2	77	14	0	0	14	2	222
17:45	0	3	75	0	0	8	21	2	0	2	62	13	0	1	10	5	202
Hr Total	0	12	378	5	0	36	98	20	0	7	303	47	0	3	37	12	958
TOTAL	1	31	951	19	1	91	234	48	1	30	1812	171	0	25	131	32	3578

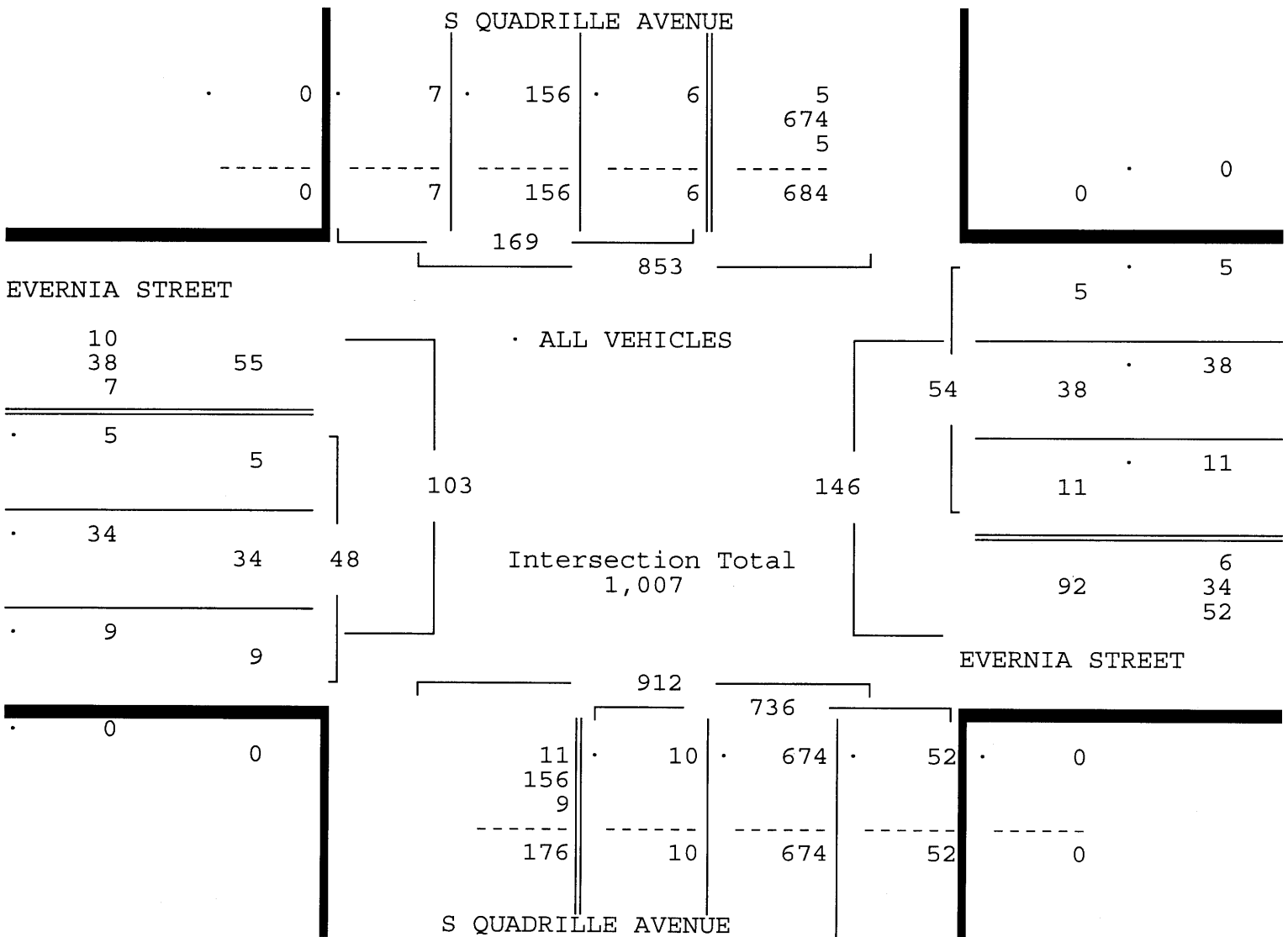
EVERNIA STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MAURICE GOMEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : EVERQUAD
 Page : 2

ALL VEHICLES

S QUADRILLE AVENUE				EVERNIA STREET				S QUADRILLE AVENUE				EVERNIA STREET				
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 04/09/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																
Peak start 07:45				07:45				07:45				07:45				
Volume	0	6	156	7	0	11	38	5	1	9	674	52	0	5	34	9
Percent	0%	4%	92%	4%	0%	20%	70%	9%	0%	1%	92%	7%	0%	10%	71%	19%
Pk total	169				54				736				48			
Highest	08:00				07:45				07:45				08:15			
Volume	0	2	43	4	0	3	10	1	1	4	182	16	0	1	12	3
Hi total	49				14				203				16			
PHF	.86				.96				.91				.75			



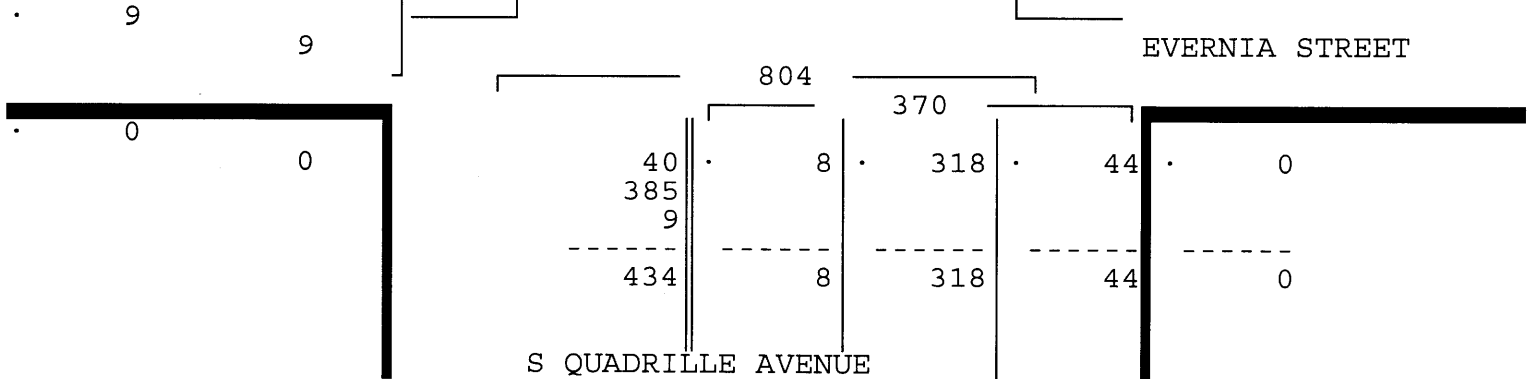
NOT SIGNALIZED

Phone (561) 272-3255

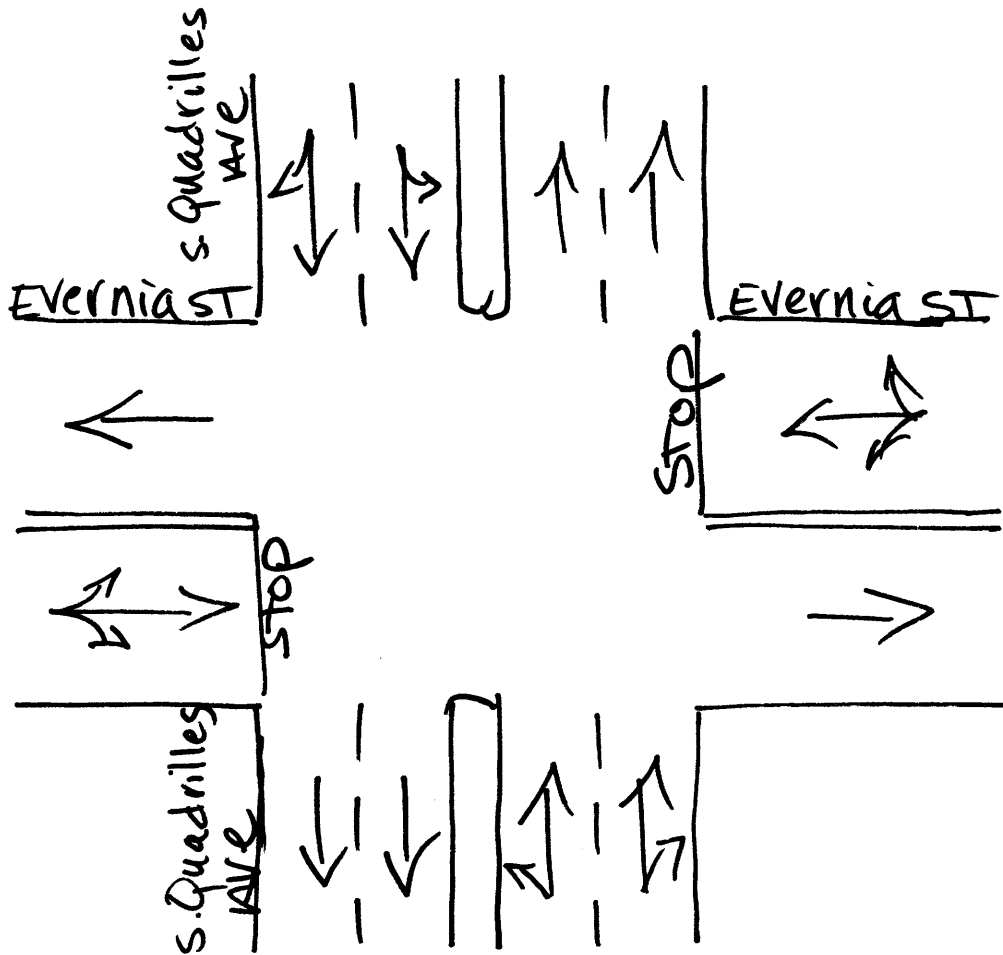
Page : 3

ALL VEHICLES

PHF	.78	.80	.95	.62
-----	-----	-----	-----	-----



↑
North



West Palm bch, Florida
April 09, 2013
drawn by: Luis Palomino
not signalized

FERN STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNROSE
 Page : 1

ALL VEHICLES

ROSEMARY AVENUE From North					FERN STREET From East					ROSEMARY AVENUE From South					FERN STREET From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total	
Date 04/09/13 -----																					
07:00	0	2	3	3		0	0	20	0		0	3	6	0		0	4	2	4		47
07:15	0	0	3	1		0	1	12	0		0	7	13	0		0	3	6	1		47
07:30	0	4	4	1		0	1	14	0		0	2	15	1		0	5	13	1		61
07:45	1	1	5	3		0	1	14	3		0	3	16	1		0	8	14	1		71
Hr Total	1	7	15	8		0	3	60	3		0	15	50	2		0	20	35	7		226
08:00	1	0	10	8		0	2	30	3		0	8	9	1		0	3	18	3		96
08:15	0	3	2	4		0	3	25	1		0	6	17	2		2	5	25	3		98
08:30	1	0	10	6		0	0	12	1		0	2	3	3		0	5	23	2		68
08:45	0	2	11	4		0	4	13	1		0	3	10	4		0	10	28	4		94
Hr Total	2	5	33	22		0	9	80	6		0	19	39	10		2	23	94	12		356
----- * BREAK * -----																					
16:00	0	1	24	7		0	2	15	0		0	9	21	5		0	3	22	3		112
16:15	0	1	17	8		0	0	13	2		0	7	15	2		0	5	28	7		105
16:30	0	4	16	13		0	0	26	0		0	7	15	4		0	6	16	6		113
16:45	0	3	19	7		0	0	21	3		2	4	12	1		0	5	18	6		101
Hr Total	0	9	76	35		0	2	75	5		2	27	63	12		0	19	84	22		431
17:00	0	1	26	9		0	2	51	2		0	11	17	4		0	2	22	5		152
17:15	1	4	33	24		0	2	34	5		0	6	20	4		0	4	14	8		159
17:30	0	2	25	5		0	1	25	3		0	12	14	3		0	5	36	9		140
17:45	0	3	15	11		0	3	27	4		0	13	13	8		0	7	22	8		134
Hr Total	1	10	99	49		0	8	137	14		0	42	64	19		0	18	94	30		585

TOTAL	4	31	223	114		0	22	352	28		2	103	216	43		2	80	307	71		1598

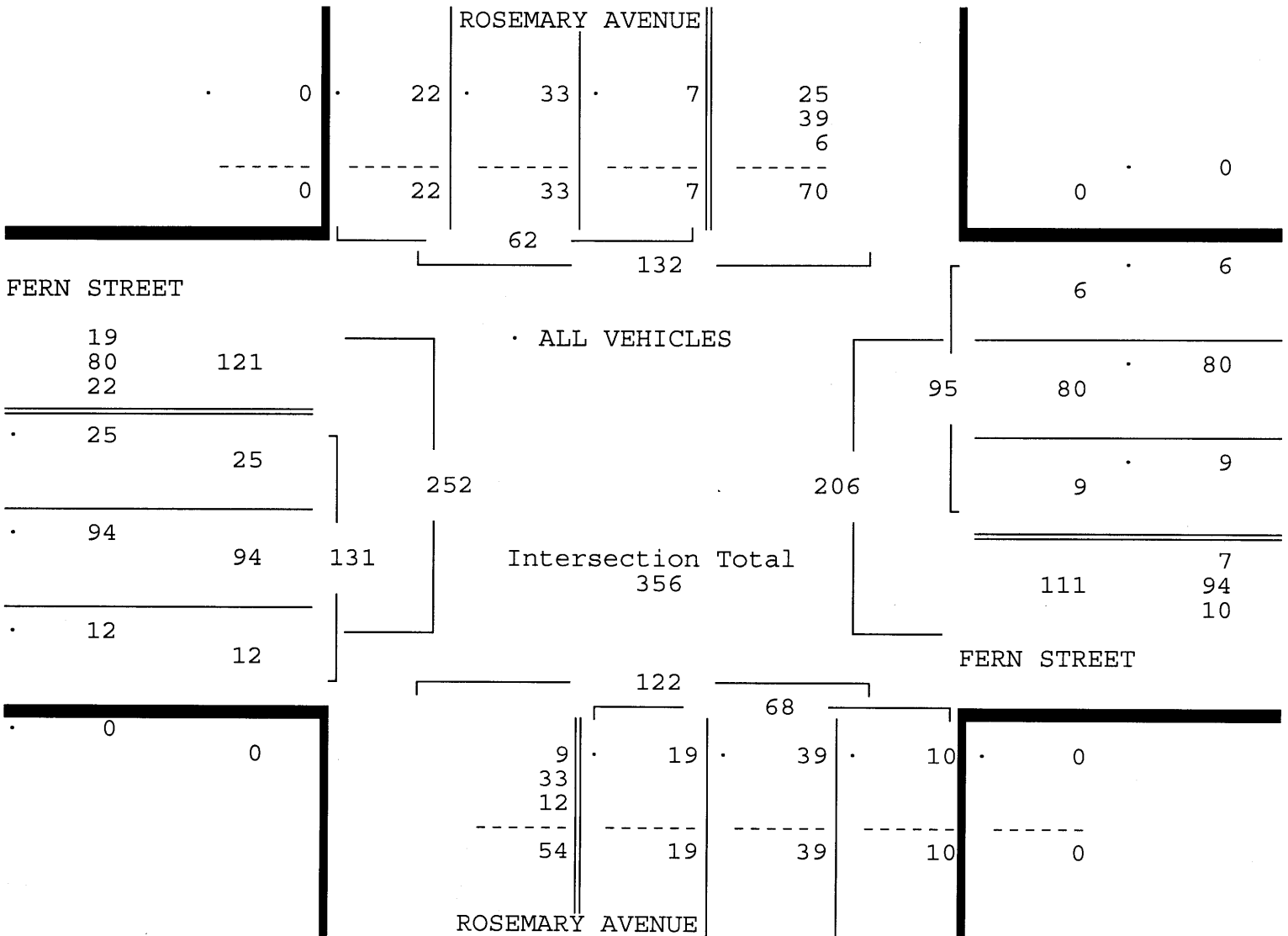
FERN STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNROSE
 Page : 2

ALL VEHICLES

ROSEMARY AVENUE					FERN STREET					ROSEMARY AVENUE					FERN STREET					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 04/09/13																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																				
Peak start 08:00					08:00					08:00					08:00					
Volume	2	5	33	22	0	9	80	6		0	19	39	10		2	23	94	12		
Percent	3%	8%	53%	35%	0%	9%	84%	6%		0%	28%	57%	15%		2%	18%	72%	9%		
Pk total	62				95					68					131					
Highest	08:00				08:00					08:15					08:45					
Volume	1	0	10	8	0	2	30	3		0	6	17	2		0	10	28	4		
Hi total	19				35					25					42					
PHF	.82				.68					.68					.78					



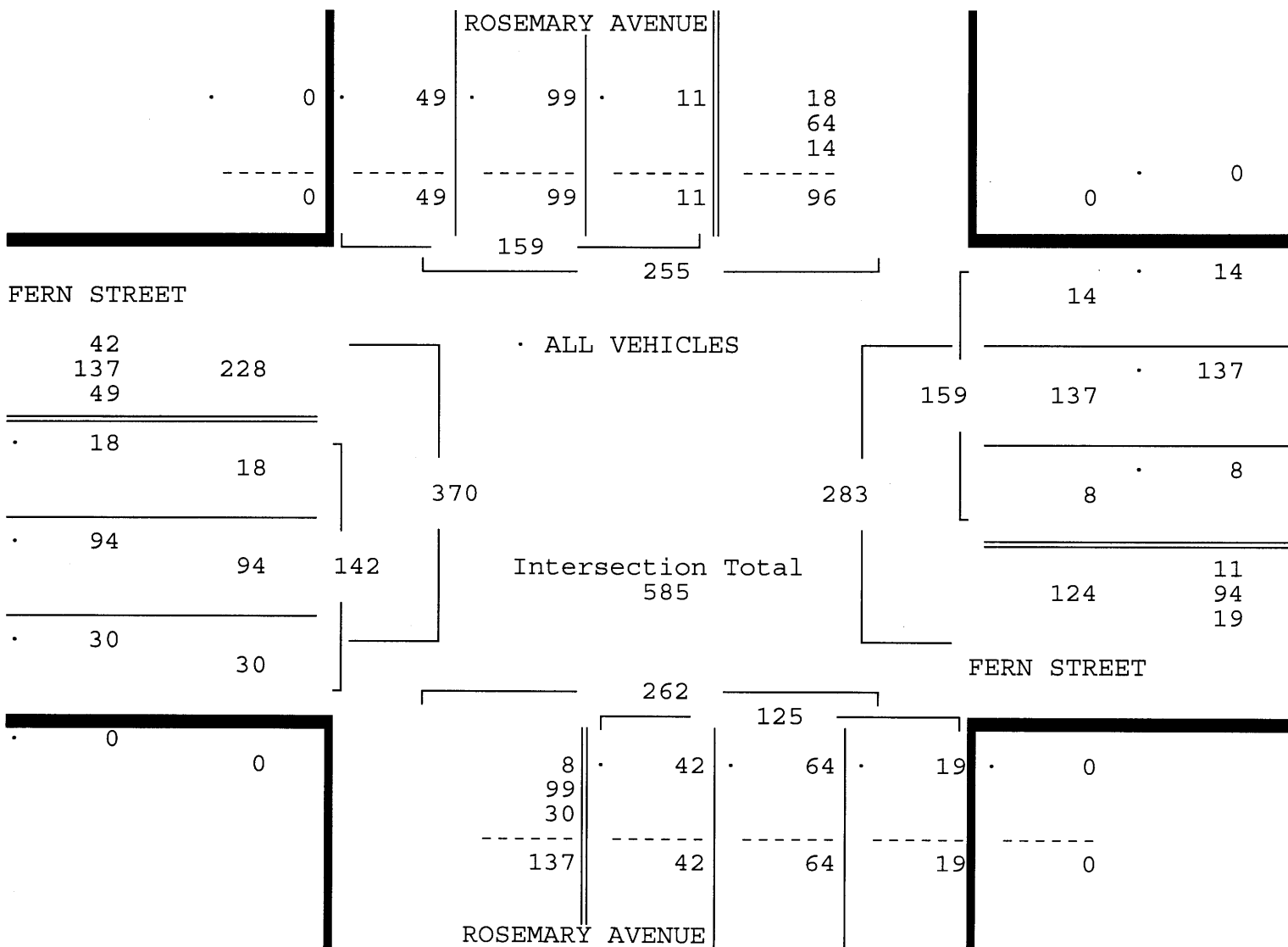
FERN STREET & ROSEMARY AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: RICHARD MENDEZ
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

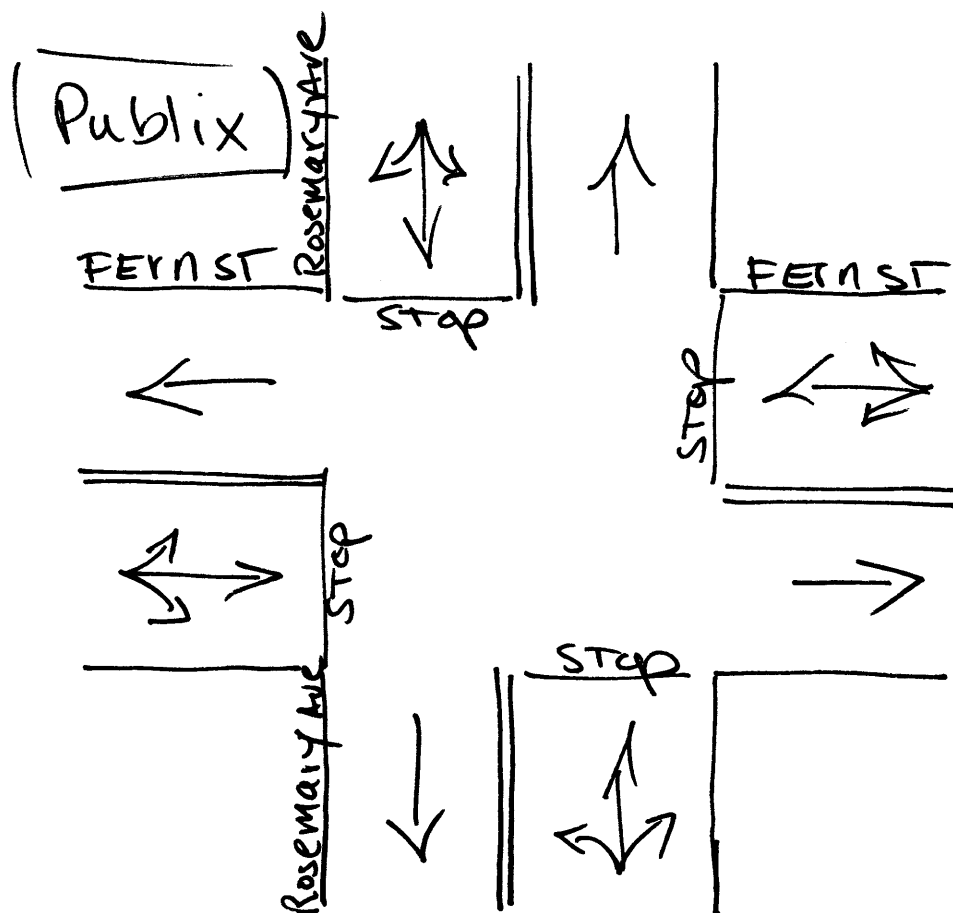
Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNROSE
 Page : 3

ALL VEHICLES

ROSEMARY AVENUE					FERN STREET				ROSEMARY AVENUE				FERN STREET				Total	
From North					From East				From South				From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left		Thru
Date 04/09/13 -----																		
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																		
Peak start 17:00					17:00				17:00				17:00					
Volume	1	10	99	49	0	8	137	14	0	42	64	19	0	18	94	30		
Percent	1%	6%	62%	31%	0%	5%	86%	9%	0%	34%	51%	15%	0%	13%	66%	21%		
Pk total	159				159				125				142					
Highest	17:15				17:00				17:45				17:30					
Volume	1	4	33	24	0	2	51	2	0	13	13	8	0	5	36	9		
Hi total	62				55				34				50					
PHF	.64				.72				.92				.71					



↑
North



West Palm bch, Florida
April 09, 2013
drawn by: Luis Palomino
not signalized

FERN STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNQUAD
 Page : 1

ALL VEHICLES

S QUADRILLE AVENUE From North					FERN STREET From East				S QUADRILLE AVENUE From South				FERN STREET From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 04/09/13																			
07:00	0	0	20	4	0	1	11	2		1	1	80	2		0	0	1	2	125
07:15	0	0	22	2	0	1	4	1		0	4	109	3		0	1	1	2	150
07:30	0	1	17	4	0	2	9	1		0	2	162	5		0	5	11	2	221
07:45	0	3	39	5	0	2	5	6		0	4	191	11		0	6	8	2	282
Hr Total	0	4	98	15	0	6	29	10		1	11	542	21		0	12	21	8	778
08:00	0	4	35	10	0	3	16	2		0	8	177	14		0	3	7	4	283
08:15	0	5	39	5	0	2	9	2		0	10	168	18		0	3	20	9	290
08:30	0	3	30	1	0	1	8	3		0	3	163	3		0	6	13	6	240
08:45	0	3	41	2	0	1	12	4		0	4	156	11		0	10	17	8	269
Hr Total	0	15	145	18	0	7	45	11		0	25	664	46		0	22	57	27	1082
* BREAK *																			
16:00	0	1	84	4	0	9	11	7		0	1	85	4		0	8	11	10	235
16:15	1	3	70	4	0	4	10	4		0	4	83	4		0	8	15	8	218
16:30	0	0	86	6	0	7	15	8		0	8	88	7		1	6	6	10	248
16:45	0	3	86	3	0	1	18	6		0	6	72	8		0	5	10	7	225
Hr Total	1	7	326	17	0	21	54	25		0	19	328	23		1	27	42	35	926
17:00	0	1	122	11	0	9	41	9		1	10	76	0		0	6	16	11	313
17:15	0	6	97	9	0	5	21	4		0	10	87	4		0	6	7	10	266
17:30	0	5	83	2	0	9	15	4		0	8	80	3		0	9	17	9	244
17:45	0	1	82	5	0	9	19	3		0	9	69	8		0	6	11	9	231
Hr Total	0	13	384	27	0	32	96	20		1	37	312	15		0	27	51	39	1054
TOTAL	1	39	953	77	0	66	224	66		2	92	1846	105		1	88	171	109	3840

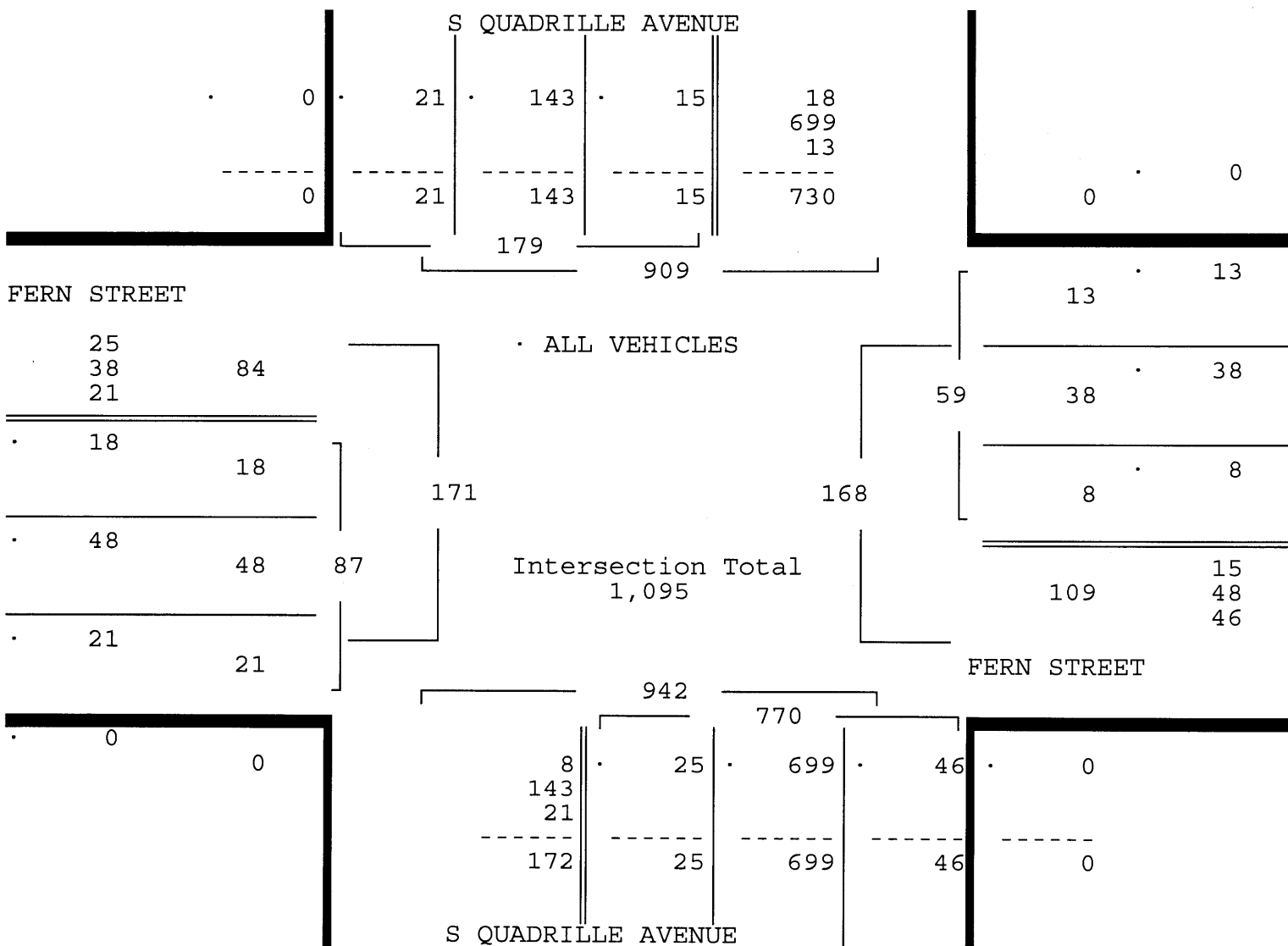
FERN STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 NOT SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNQUAD
 Page : 2

ALL VEHICLES

S QUADRILLE AVENUE					FERN STREET					S QUADRILLE AVENUE					FERN STREET					
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 04/09/13																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13																				
Peak start 07:45					07:45					07:45					07:45					
Volume	0	15	143	21	0	8	38	13		0	25	699	46		0	18	48	21		
Percent	0%	8%	80%	12%	0%	14%	64%	22%		0%	3%	91%	6%		0%	21%	55%	24%		
Pk total	179				59					770					87					
Highest	08:00				08:00					07:45					08:15					
Volume	0	4	35	10	0	3	16	2		0	4	191	11		0	3	20	9		
Hi total	49				21					206					32					
PHF	.91				.70					.93					.68					



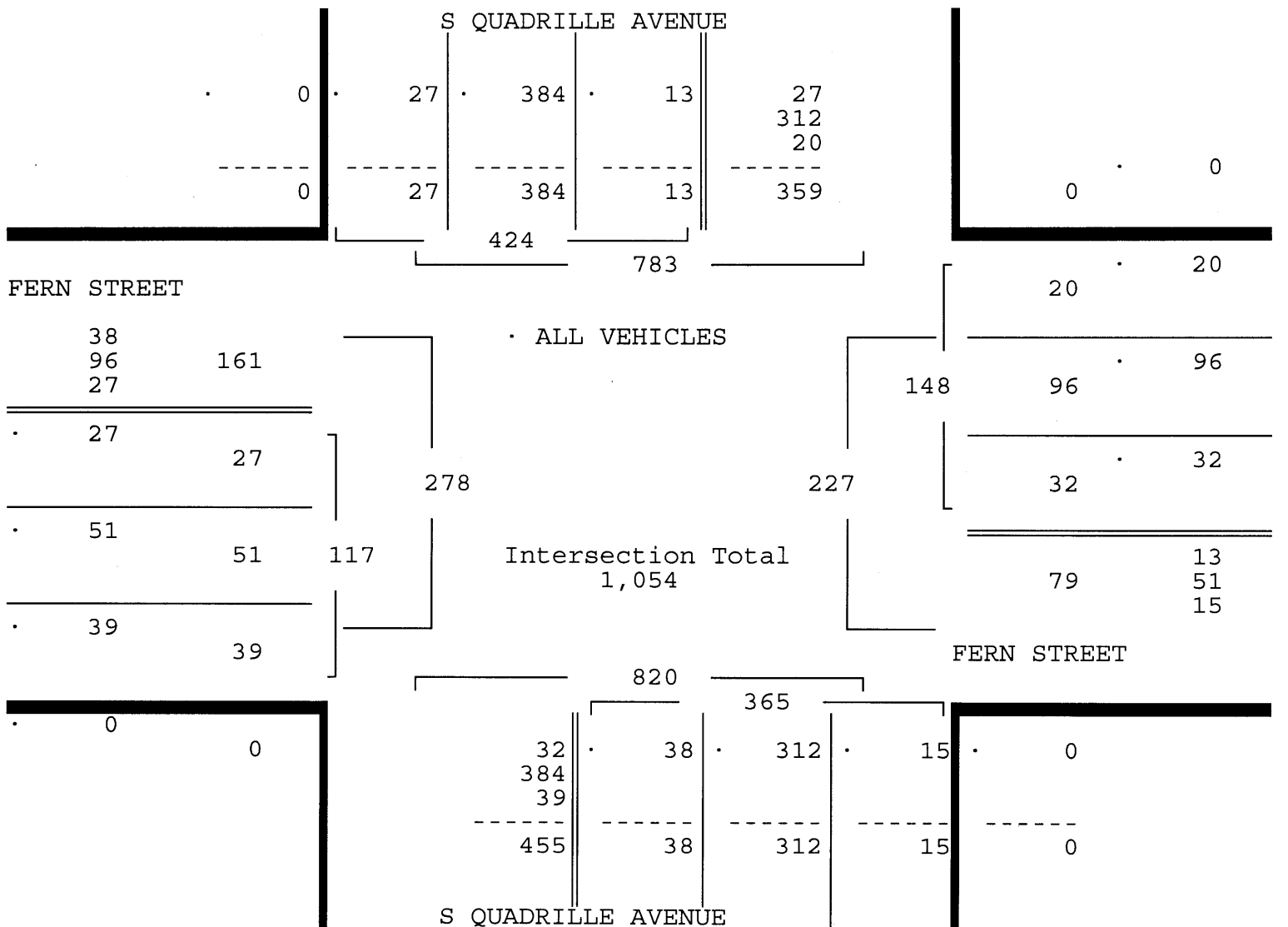
FERN STREET & S QUADRILLE AVENUE
 WEST PALM BEACH, FLORIDA
 COUNTED BY: MAXIE ESPINOSA
 NOT SIGNALIZED

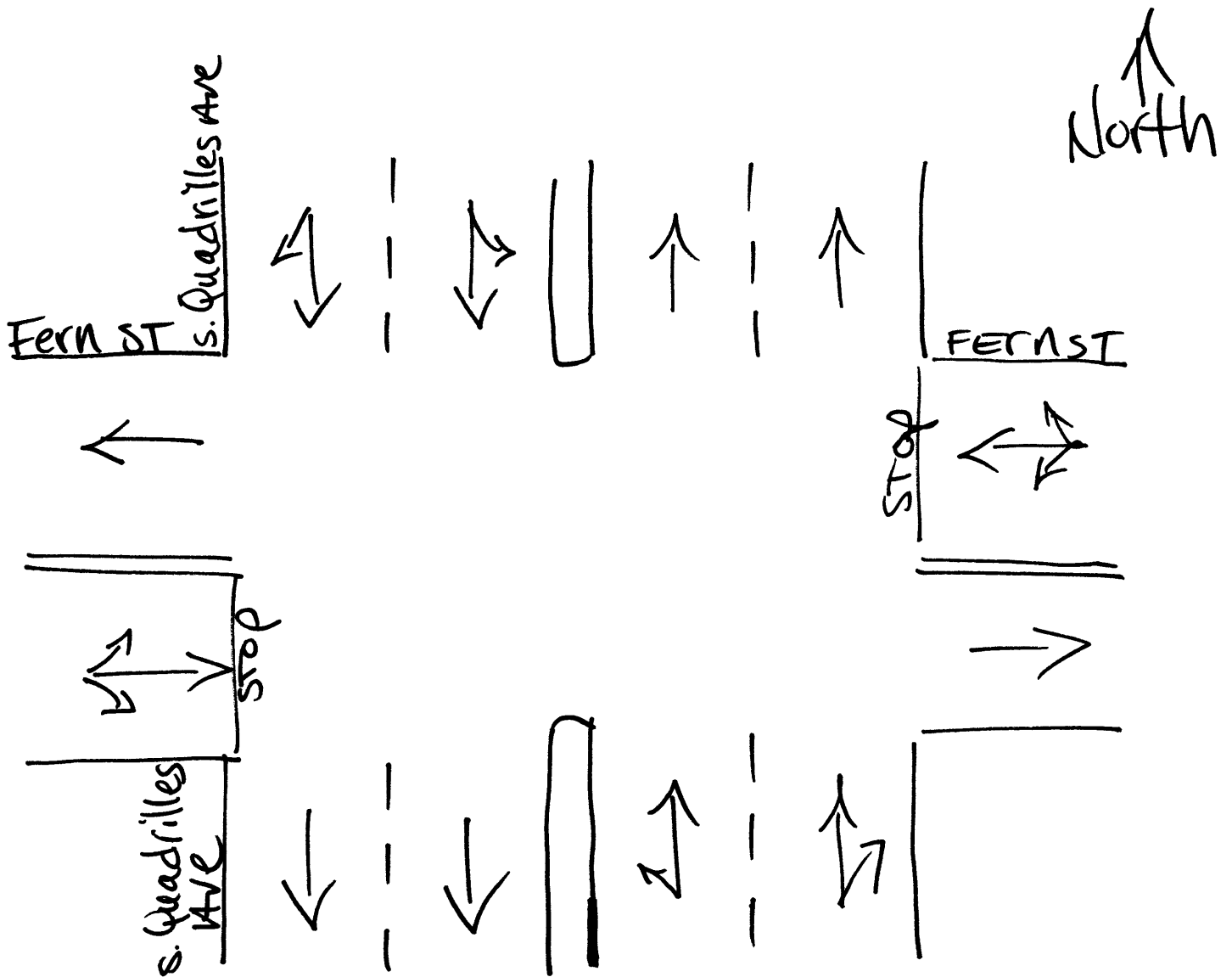
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : FERNQUAD
 Page : 3

ALL VEHICLES

S QUADRILLE AVENUE					FERN STREET					S QUADRILLE AVENUE					FERN STREET					
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 04/09/13 -----																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																				
Peak start 17:00					17:00					17:00					17:00					
Volume	0	13	384	27	0	32	96	20		1	37	312	15		0	27	51	39		
Percent	0%	3%	91%	6%	0%	22%	65%	14%		0%	10%	85%	4%		0%	23%	44%	33%		
Pk total	424				148					365					117					
Highest	17:00				17:00					17:15					17:30					
Volume	0	1	122	11	0	9	41	9		0	10	87	4		0	9	17	9		
Hi total	134				59					101					35					
PHF	.79				.63					.90					.84					





West Palm bch, FLorida
April 09, 2013
drawn by: Luis Palomino
NOT signalized

CLEMATIS STREET & PARKING GARAGE JUST
 WEST OF QUADRILLE, WEST PALM BEACH, FL
 COUNTED BY: KEVIN McNALLY (V)
 PARKING GARAGE VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : GARAGE
 Page : 1

PARKING GARAGE ONLY

PARKING GARAGE					CLEMATIS STREET					-----					CLEMATIS STREET						
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 04/09/13 -----																					
07:00	0	1	0	1		0	0	0	7		0	0	0	0		0	7	0	0		16
07:15	0	0	0	3		0	0	0	4		0	0	0	0		0	7	0	0		14
07:30	0	2	0	0		0	0	0	4		0	0	0	0		0	8	0	0		14
07:45	0	1	0	3		0	0	0	9		0	0	0	0		0	18	0	0		31
Hr Total	0	4	0	7		0	0	0	24		0	0	0	0		0	40	0	0		75
08:00	0	0	0	1		0	0	0	8		0	0	0	0		0	6	0	0		15
08:15	0	3	0	0		0	0	0	11		0	0	0	0		0	12	0	0		26
08:30	0	0	0	2		0	0	0	5		0	0	0	0		0	7	0	0		14
08:45	0	0	0	4		0	0	0	1		0	0	0	0		0	1	0	0		6
Hr Total	0	3	0	7		0	0	0	25		0	0	0	0		0	26	0	0		61
----- * BREAK * -----																					
16:00	0	1	0	6		0	0	0	2		0	0	0	0		0	1	0	0		10
16:15	0	0	0	0		0	0	0	1		0	0	0	0		0	1	0	0		2
16:30	0	1	0	4		0	0	0	3		0	0	0	0		0	3	0	0		11
16:45	0	0	0	4		0	0	0	0		0	0	0	0		0	2	0	0		6
Hr Total	0	2	0	14		0	0	0	6		0	0	0	0		0	7	0	0		29
17:00	0	10	0	17		0	0	0	0		0	0	0	0		0	0	0	0		27
17:15	0	4	0	12		0	0	0	2		0	0	0	0		0	2	0	0		20
17:30	0	2	0	5		0	0	0	4		0	0	0	0		0	2	0	0		13
17:45	0	1	0	5		0	0	0	1		0	0	0	0		0	2	0	0		9
Hr Total	0	17	0	39		0	0	0	7		0	0	0	0		0	6	0	0		69

TOTAL	0	26	0	67		0	0	0	62		0	0	0	0		0	79	0	0		234

CLEMATIS STREET & PARKING GARAGE JUST
 WEST OF QUADRILLE, WEST PALM BEACH, FL
 COUNTED BY: KEVIN McNALLY (V)
 PARKING GARAGE VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : GARAGE
 Page : 2

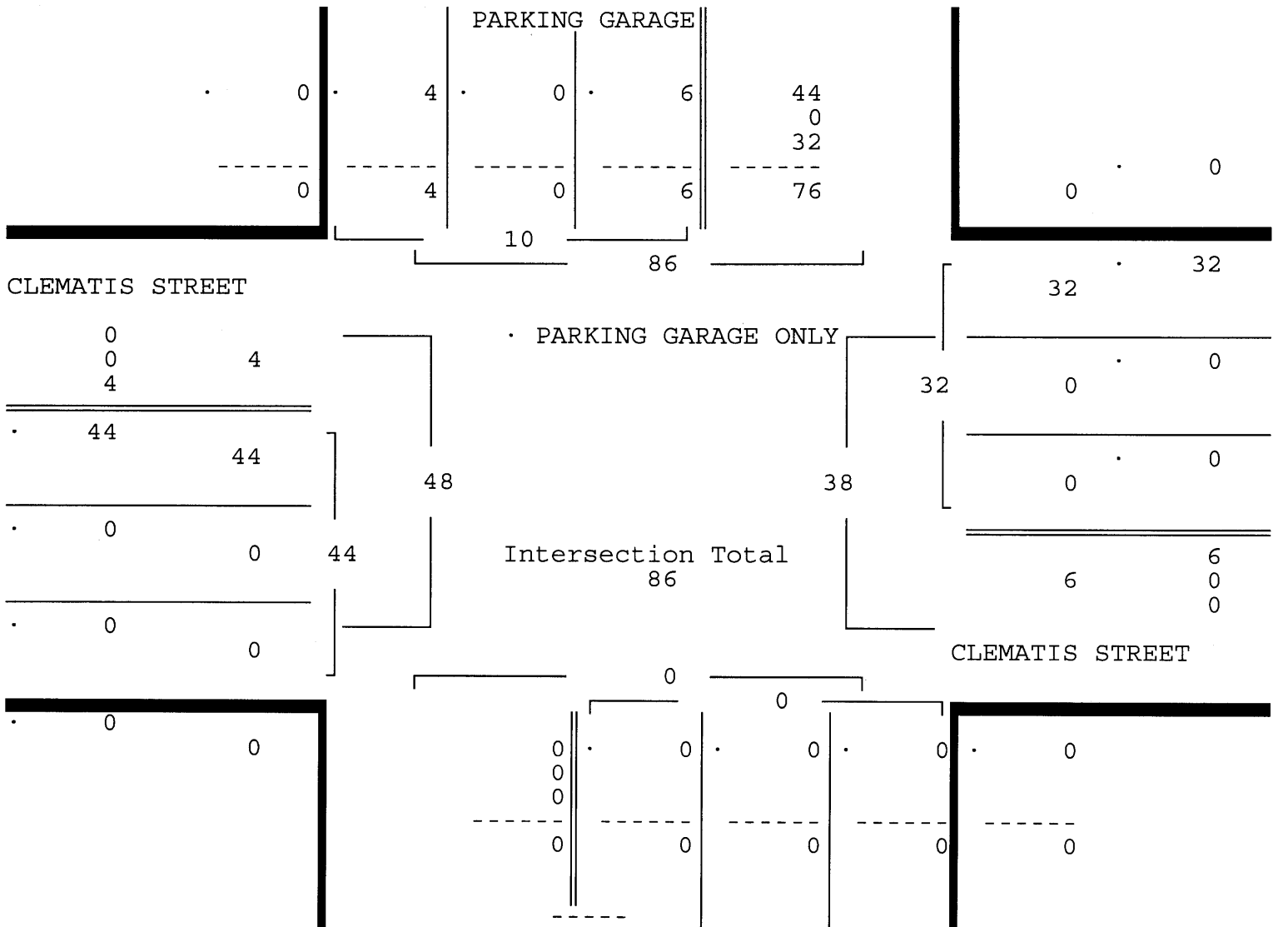
PARKING GARAGE ONLY

PARKING GARAGE				CLEMATIS STREET				-----				CLEMATIS STREET				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 04/09/13

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/09/13

Peak start 07:30					07:30					07:30					07:30				
Volume	0	6	0	4	0	0	0	32	0	0	0	0	0	44	0	0			
Percent	0%	60%	0%	40%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%			
Pk total	10				32				0				44						
Highest	07:45				08:15				07:00				07:45						
Volume	0	1	0	3	0	0	0	11	0	0	0	0	0	18	0	0			
Hi total	4				11				0				18						
PHF	.62				.73				.0				.61						



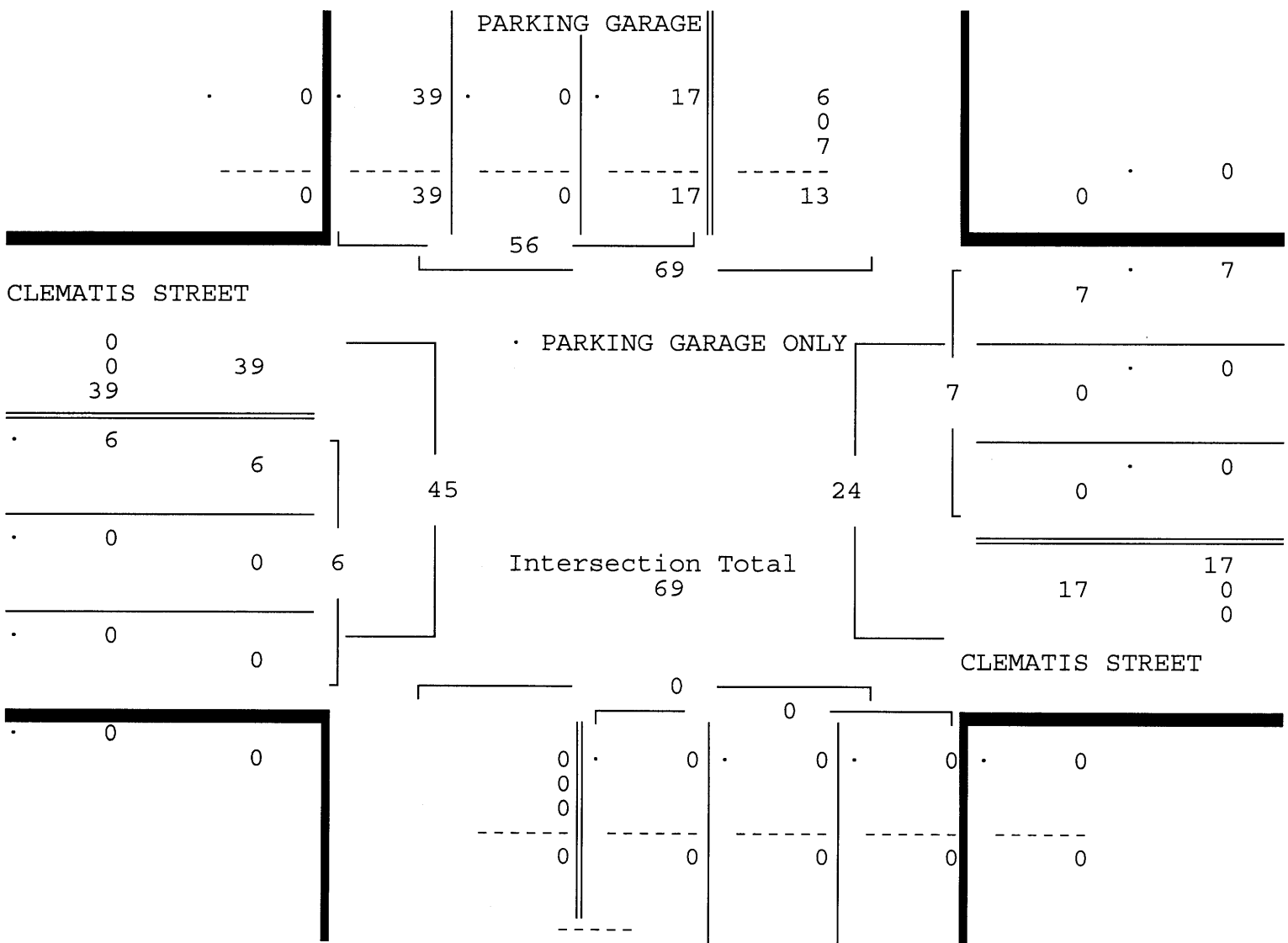
CLEMATIS STREET & PARKING GARAGE JUST
 WEST OF QUADRILLE, WEST PALM BEACH, FL
 COUNTED BY: KEVIN McNALLY (V)
 PARKING GARAGE VOLUME ONLY

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00130048
 Start Date: 04/09/13
 File I.D. : GARAGE
 Page : 3

PARKING GARAGE ONLY

PARKING GARAGE				CLEMATIS STREET				-----				CLEMATIS STREET				
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 04/09/13 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/09/13																
Peak start 17:00				17:00				17:00				17:00				
Volume	0	17	0	39	0	0	0	7	0	0	0	0	0	6	0	0
Percent	0%	30%	0%	70%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%
Pk total	56				7				0				6			
Highest	17:00				17:30				07:00				17:15			
Volume	0	10	0	17	0	0	0	4	0	0	0	0	0	2	0	0
Hi total	27				4				0				2			
PHF	.52				.44				.0				.75			



APPENDIX B: VOLUME DATA INFORMATION

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2012 - 01/07/2012	0.98	1.02
2	01/08/2012 - 01/14/2012	0.98	1.02
3	01/15/2012 - 01/21/2012	0.98	1.02
* 4	01/22/2012 - 01/28/2012	0.97	1.01
* 5	01/29/2012 - 02/04/2012	0.97	1.01
* 6	02/05/2012 - 02/11/2012	0.96	1.00
* 7	02/12/2012 - 02/18/2012	0.95	0.99
* 8	02/19/2012 - 02/25/2012	0.95	0.99
* 9	02/26/2012 - 03/03/2012	0.95	0.99
*10	03/04/2012 - 03/10/2012	0.95	0.99
*11	03/11/2012 - 03/17/2012	0.95	0.99
*12	03/18/2012 - 03/24/2012	0.96	1.00
*13	03/25/2012 - 03/31/2012	0.96	1.00
*14	04/01/2012 - 04/07/2012	0.97	1.01
*15	04/08/2012 - 04/14/2012	0.98	1.02
*16	04/15/2012 - 04/21/2012	0.98	1.02
17	04/22/2012 - 04/28/2012	0.99	1.03
18	04/29/2012 - 05/05/2012	1.00	1.04
19	05/06/2012 - 05/12/2012	1.01	1.05
20	05/13/2012 - 05/19/2012	1.01	1.05
21	05/20/2012 - 05/26/2012	1.02	1.06
22	05/27/2012 - 06/02/2012	1.03	1.07
23	06/03/2012 - 06/09/2012	1.04	1.08
24	06/10/2012 - 06/16/2012	1.04	1.08
25	06/17/2012 - 06/23/2012	1.05	1.09
26	06/24/2012 - 06/30/2012	1.05	1.09
27	07/01/2012 - 07/07/2012	1.06	1.10
28	07/08/2012 - 07/14/2012	1.06	1.10
29	07/15/2012 - 07/21/2012	1.07	1.11
30	07/22/2012 - 07/28/2012	1.07	1.11
31	07/29/2012 - 08/04/2012	1.07	1.11
32	08/05/2012 - 08/11/2012	1.06	1.10
33	08/12/2012 - 08/18/2012	1.06	1.10
34	08/19/2012 - 08/25/2012	1.06	1.10
35	08/26/2012 - 09/01/2012	1.05	1.09
36	09/02/2012 - 09/08/2012	1.04	1.08
37	09/09/2012 - 09/15/2012	1.03	1.07
38	09/16/2012 - 09/22/2012	1.02	1.06
39	09/23/2012 - 09/29/2012	1.02	1.06
40	09/30/2012 - 10/06/2012	1.01	1.05
41	10/07/2012 - 10/13/2012	1.00	1.04
42	10/14/2012 - 10/20/2012	0.99	1.03
43	10/21/2012 - 10/27/2012	0.99	1.03
44	10/28/2012 - 11/03/2012	0.98	1.02
45	11/04/2012 - 11/10/2012	0.97	1.01
46	11/11/2012 - 11/17/2012	0.96	1.00
47	11/18/2012 - 11/24/2012	0.97	1.01
48	11/25/2012 - 12/01/2012	0.97	1.01
49	12/02/2012 - 12/08/2012	0.98	1.02
50	12/09/2012 - 12/15/2012	0.98	1.02
51	12/16/2012 - 12/22/2012	0.98	1.02
52	12/23/2012 - 12/29/2012	0.98	1.02
53	12/30/2012 - 12/31/2012	0.98	1.02

* PEAK SEASON

08-FEB-2013 12:30:21

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**APPENDIX C: VOLUME DEVELOPMENT WORKSHEETS AND TRIP
GENERATION FOR COMMITTED DEVELOPMENTS**

ALL ABOARD FLORIDA
COMMITTED DEVELOPMENT TRIP GENERATION
OPERA PLACE

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
General Office	317,179 SF	3,245	472	415	57	442	75	367
General Commercial (Retail)	57,710 SF	4,751	58	35	23	440	211	229
Hotel	250 Rooms	2,230	168	97	71	175	114	61
Subtotal		10,226	698	547	151	1,057	400	657
<u>Pass By</u>								
General Office	10%	325	47	42	6	44	8	37
General Commercial (Retail)	45%	2,138	26	16	10	198	95	103
Hotel	10%	223	17	10	7	18	11	6
Multimodal/Pedestrian Reduction (3%)	3%	97	14	12	2	13	2	11
Driveway Volumes		3,245	472	415	57	442	75	367
Net New External Trips		3,148	458	403	55	429	73	356
Proposed Net New Trips		3,148	458	403	55	429	73	356

Trip generation was calculated using the following data:

Daily Trip Generation

General Office	[PBC]	=	$\text{Ln}(T) = 0.77 * \text{Ln}(X) + 3.65$
General Commercial (Retail)	[PBC]	=	152.03 trips/1,000 square feet
Hotel	[PBC]	=	8.92 trips/room

AM Peak Hour Trip Generation

General Office	[PBC]	=	$\text{Ln}(T) = 0.80 * \text{Ln}(X) + 1.55$ (88% in; 12% out)
General Commercial (Retail)	[PBC]	=	1 trip/1,000 square feet (61% in; 39% out)
Hotel	[PBC]	=	0.67 trips/room (58% in; 42% out)

PM Peak Hour Trip Generation

General Office	[PBC]	=	$\text{Ln}(T) = 0.74 * \text{Ln}(X) + 1.83$ (17% in; 83% out)
General Commercial (Retail)	[PBC]	=	13.7 trips/1,000 square feet (48% in; 52% out)
Hotel	[PBC]	=	0.7 trips/room (49% in; 51% out)

Pass-By Capture

General Office	[PBC]	=	10%
General Commercial (Retail)	[PBC]	=	62%
Hotel	[PBC]	=	10%

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ALL ABOARD FLORIDA
COMMITTED DEVELOPMENT TRIP GENERATION
PALM D'OR

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Hotel	92 Rooms	821	62	36	26	64	31	33
<u>Pass By</u>								
Hotel	10%	82	6	4	3	6	3	3
Multimodal/Pedestrian Reduction (3%)	3%	25	2	1	1	2	1	1
Driveway Volumes		796	60	35	25	62	30	32
Net New External Trips		714	54	31	22	56	27	29
Proposed Net New Trips		714	54	31	22	56	27	29

Trip generation was calculated using the following data:

Daily Trip Generation			
Hotel	[PBC]	=	8.92 trips/room
AM Peak Hour Trip Generation			
Hotel	[PBC]	=	0.67 trips/room (58% in; 42% out)
PM Peak Hour Trip Generation			
Hotel	[PBC]	=	0.7 trips/room (49% in; 51% out)
Pass-By Capture			
Hotel	[PBC]	=	10%

ALL ABOARD FLORIDA COMMITTED DEVELOPMENT TRIP GENERATION THE HARRICK - HOTEL								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Hotel	139 Rooms	1,240	93	54	39	97	48	49
<u>Pass By</u>								
Hotel	10%	124	9	5	4	10	5	5
Multimodal/Pedestrian Reduction (3%)	3%	37	3	2	1	3	1	1
Driveway Volumes		1,203	90	52	38	94	47	48
Net New External Trips		1,079	81	47	34	84	42	43
Proposed Net New Trips		1,079	81	47	34	84	42	43
Trip generation was calculated using the following data: Daily Trip Generation Hotel [PBC] = 8.92 trips/room AM Peak Hour Trip Generation Hotel [PBC] = 0.67 trips/room (58% in; 42% out) PM Peak Hour Trip Generation Hotel [PBC] = 0.7 trips/room (49% in; 51% out) Pass-By Capture Hotel [PBC] = 10%								

ALL ABOARD FLORIDA COMMITTED DEVELOPMENT TRIP GENERATION CENTRAL PARK PLAZA								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Hotel	139 Rooms	1,240	93	54	39	97	48	49
Apartments	267 Units	1,869	135	27	108	166	108	58
<i>Subtotal</i>		3,109	228	81	147	263	156	107
<u>Pass By</u>								
Hotel	10%	187	14	3	11	17	11	6
<i>Multimodal/Pedestrian Reduction (3%)</i>	3%	37	3	2	1	3	1	1
<i>Driveway Volumes</i>		3,072	225	79	146	260	155	106
<i>Net New External Trips</i>		2,885	211	76	135	243	144	100
<i>Proposed Net New Trips</i>		2,885	211	76	135	243	144	100
Trip generation was calculated using the following data: Daily Trip Generation Hotel [PBC] = 8.92 trips/room AM Peak Hour Trip Generation Hotel [PBC] = 0.67 trips/room (58% in; 42% out) PM Peak Hour Trip Generation Hotel [PBC] = 0.7 trips/room (49% in; 51% out) Pass-By Capture Hotel [PBC] = 10%								

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4/21/2014 10:12

ALL ABOARD FLORIDA COMMITTED DEVELOPMENT TRIP GENERATION CLEMATIS HOTEL								
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Hotel	96 Rooms	856	64	37	27	67	33	34
General Commercial (Retail)	3,804 SF	578	4	2	2	52	25	27
<i>Subtotal</i>		1,434	68	39	29	119	58	61
<u>Pass By</u>								
General Commercial (Retail)	62%	358	2	1	1	32	16	17
Hotel	10%	86	6	4	3	7	3	3
<i>Subtotal</i>		444	8	5	4	39	19	20
<i>Multimodal/Pedestrian Reduction (3%)</i>	3%	43	2	1	1	4	2	2
<i>Driveway Volumes</i>		1,391	66	38	28	115	56	59
<i>Net New External Trips</i>		947	58	33	24	76	37	39
<i>Proposed Net New Trips</i>		947	58	33	24	76	37	39
Trip generation was calculated using the following data: Daily Trip Generation General Commercial (Retail) [PBC] = 152.03 trips/1,000 square feet Hotel [PBC] = 8.92 trips/room AM Peak Hour Trip Generation General Commercial (Retail) [PBC] = 1 trip/1,000 square feet (61% in; 39% out) Hotel [PBC] = 0.67 trips/room (58% in; 42% out) PM Peak Hour Trip Generation General Commercial (Retail) [PBC] = 13.7 trips/1,000 square feet (48% in; 52% out) Hotel [PBC] = 0.7 trips/room (49% in; 51% out) Pass-By Capture General Commercial (Retail) [PBC] = 62% Hotel [PBC] = 10%								

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ALL ABOARD FLORIDA
COMMITTED DEVELOPMENT TRIP GENERATION
MARRIOT RESIDENCE INN

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Hotel	151 Rooms	1,347	101	59	42	106	52	54
<u>Pass By</u>								
Hotel	10%	135	10	6	4	11	5	5
<i>Multimodal/Pedestrian Reduction (3%)</i>	3%	40	3	2	1	3	2	2
<i>Driveway Volumes</i>		1,307	98	57	41	103	50	52
<i>Net New External Trips</i>		1,172	88	51	37	92	45	47
<i>Proposed Net New Trips</i>		1,172	88	51	37	92	45	47

Trip generation was calculated using the following data:

Daily Trip Generation
Hotel [PBC] = 8.92 trips/room

AM Peak Hour Trip Generation
Hotel [PBC] = 0.67 trips/room (58% in; 42% out)

PM Peak Hour Trip Generation
Hotel [PBC] = 0.7 trips/room (49% in; 51% out)

Pass-By Capture
Hotel [PBC] = 10%

ALL ABOARD FLORIDA
COMMITTED DEVELOPMENT TRIP GENERATION
CLEMATIS HOTEL

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
General Commercial (Retail)	2,420 SF	368	2	1	1	33	16	17
Apartments	89 Units	623	47	9	38	55	36	19
<i>Subtotal</i>		991	49	10	39	88	52	36
<u>Pass By</u>								
General Commercial (Retail)	62%	228	1	1	1	20	10	11
<i>Multimodal/Pedestrian Reduction (3%)</i>	3%	30	1	0	1	3	2	1
<i>Driveway Volumes</i>		961	48	10	38	85	50	35
<i>Net New External Trips</i>		733	47	9	37	65	40	24
<i>Proposed Net New Trips</i>		733	47	9	37	65	40	24

Trip generation was calculated using the following data:

Daily Trip Generation

General Commercial (Retail) [PBC] = 152.03 trips/1,000 square feet
 Apartments [PBC] = 7 trips/dwelling unit

AM Peak Hour Trip Generation

General Commercial (Retail) [PBC] = 1 trip/1,000 square feet (61% in; 39% out)
 Apartments [PBC] = $T = 0.49(X) + 3.73$

PM Peak Hour Trip Generation

General Commercial (Retail) [PBC] = 13.7 trips/1,000 square feet (48% in; 52% out)
 Apartments [PBC] = 0.62 trips/dwelling unit (65% in; 35% out)

Pass-By Capture

General Commercial (Retail) [PBC] = 62%

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ALL ABOARD FLORIDA
COMMITTED DEVELOPMENT TRIP GENERATION
CLEMATIS HOTEL

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<u>Proposed</u>								
Apartments	85 Units	595	45	9	36	53	34	19
<i>Multimodal/Pedestrian Reduction (3%)</i>	3%	18	1	0	1	2	1	1
<i>Driveway Volumes</i>		577	44	9	35	51	33	18
<i>Net New External Trips</i>		577	44	9	35	51	33	18
<i>Proposed Net New Trips</i>		577	44	9	35	51	33	18

Trip generation was calculated using the following data:

Daily Trip Generation
 Apartments [PBC] = 7 trips/dwelling unit

AM Peak Hour Trip Generation
 Apartments [PBC] = $T = 0.49(X) + 3.73$

PM Peak Hour Trip Generation
 Apartments [PBC] = 0.62 trips/dwelling unit (65% in; 35% out)

	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Opera Place	458	403	55	429	73	356
Palm D'Or	54	31	22	56	27	29
The Harrick	81	47	34	84	42	43
Sum	593	481	111	569	142	428
20%	119	96	22	114	28	86
10%	59	48	11	57	14	43
5%	30	24	6	28	7	21

	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Central Park	211	76	135	243	144	100
Meridian	47	9	37	65	40	24
Marriot	88	51	37	92	45	47
Sum	346	136	209	400	229	171
20%	69	27	42	80	46	34
15%	52	20	31	60	34	26
10%	35	14	21	40	23	17
5%	17	7	10	20	11	9

	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Clematis Hotel	58	33	24	76	37	39
25%	15	8	6	19	9	10
15%	9	5	4	11	6	6
10%	6	3	2	8	4	4
5%	3	2	1	4	2	2

	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Evernia	44	9	35	51	33	18
20%	9	2	7	10	7	4
15%	7	1	5	8	5	3
10%	4	1	4	5	3	2
5%	2	0	2	3	2	1

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
CLEMATIS STREET & ROSEMARY AVENUE

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	1	56	24	8	32	10	28	84	12	7	45	13
Percentage	1%	69%	30%	16%	64%	20%	23%	68%	10%	11%	69%	20%
Approach Total	81			50			124			65		
Peak Season Volume	1	57	24	8	33	10	29	86	12	7	46	13
Traffic Diversion												
Datura Street & Rosemary Avenue			58	3	(3)			6	(6)			
Datura Street & Quadrille Boulevard										14	5	
Evernia Street & Rosemary Avenue			9									
Evernia Street & Quadrille										11	4	
Subtotal	0	0	67	3	(3)	0	0	6	(6)	25	9	0
Committed Developments			7	2				8		2	6	1
Peak Season Diverted Volume	1	57	91	11	30	10	29	92	6	32	55	13
Volume Growth (0.5%)	0	1	2	0	1	0	1	2	0	1	1	0
Background Traffic	1	58	100	13	31	10	30	102	6	35	62	14
Project Traffic												
Inbound Traffic Assignment					15%				15%	10%		
Inbound Traffic Volumes					11				11	7		
Outbound Traffic Assignment	15%	15%	10%									
Outbound Traffic Volumes	16	16	11									
Project Traffic	16	16	11		11				11	7		
Total	17	74	111	13	42	10	30	102	17	42	62	14

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	9	35	42	12	103	48	13	45	10	40	133	15
Percentage	10%	41%	49%	7%	63%	29%	19%	66%	15%	21%	71%	8%
Approach Total	86			163			68			188		
Peak Season Volume	9	36	43	12	105	49	13	46	10	41	136	15
Traffic Diversion												
Datura Street & Rosemary Avenue			33	10	(10)			5	(5)			
Datura Street & Quadrille Boulevard										80	12	
Evernia Street & Rosemary Avenue			7	1	(1)			1	(1)			
Evernia Street & Quadrille										22	5	
Subtotal	0	0	40	11	(11)	0	0	6	(6)	102	17	0
Committed Developments			5	2				9		7	10	2
Peak Season Diverted Volume	9	36	83	23	94	49	13	52	4	143	153	15
Volume Growth (0.5%)	0	1	2	1	2	1	0	1	0	4	4	0
Background Traffic	9	37	90	26	96	50	13	62	4	154	167	17
Project Traffic												
Inbound Traffic Assignment					15%				15%	10%		
Inbound Traffic Volumes					16				16	11		
Outbound Traffic Assignment	15%	15%	10%									
Outbound Traffic Volumes	11	11	7									
Project Traffic	11	11	7		16				16	11		
Total	20	48	97	26	112	50	13	62	20	165	167	17

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
CLEMATIS STREET & QUADRILLE BOULEVARD

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	39	513	74	9	126	12	10	47	12	12	44	21
Percentage	6%	82%	12%	6%	86%	8%	14%	68%	17%	16%	57%	27%
Approach Total	626			147			69			77		
Peak Season Volume	40	523	75	9	129	12	10	48	12	12	45	21
Traffic Diversion												
Datura Street & Rosemary Avenue								9	58			
Datura Street & Quadrille Boulevard	12				(5)	5				(2)	2	
Evernia Street & Rosemary Avenue								2	7			
Evernia Street & Quadrille	9				(4)	4				(2)	2	
Subtotal	21	0	0	0	(9)	9	0	11	65	(4)	4	0
Committed Developments	27	32	9	2	62	0	2	12	40	26	7	1
Peak Season Diverted Volume	61	523	75	9	120	21	10	59	77	8	49	21
Volume Growth (0.5%)	2	13	2	0	3	1	0	1	2	0	1	1
Background Traffic	90	568	86	11	185	22	12	72	119	34	57	23
Project Traffic												
Inbound Traffic Assignment	3%					5%					2%	
Inbound Traffic Volumes	2					4					1	
Outbound Traffic Assignment							5%	2%	3%			
Outbound Traffic Volumes							5	2	3			
Project Traffic	2					4	5	2	3		1	
Total	92	568	86	11	185	26	17	74	122	34	58	23

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	40	258	55	11	290	30	12	66	28	32	85	38
Percentage	11%	73%	16%	3%	88%	9%	11%	62%	26%	21%	55%	25%
Approach Total	353			331			106			155		
Peak Season Volume	41	263	56	11	296	31	12	67	29	33	87	39
Traffic Diversion												
Datura Street & Rosemary Avenue								5	38			
Datura Street & Quadrille Boulevard	89				(2)	2				(1)	1	
Evernia Street & Rosemary Avenue								2	5			
Evernia Street & Quadrille	22				(4)	4				(1)	1	
Subtotal	111	0	0	0	(6)	6	0	7	43	(2)	2	0
Committed Developments	40	60	25	2	37	2	1	11	31	11	13	2
Peak Season Diverted Volume	152	263	56	11	290	37	12	74	72	31	89	39
Volume Growth (0.5%)	4	7	1	0	7	1	0	2	2	1	2	1
Background Traffic	196	330	82	13	334	40	13	87	105	43	104	42
Project Traffic												
Inbound Traffic Assignment	3%					5%					2%	
Inbound Traffic Volumes	3					5					2	
Outbound Traffic Assignment							5%	2%	3%			
Outbound Traffic Volumes							4	1	2			
Project Traffic	3					5	4	1	2		2	
Total	199	330	82	13	334	45	17	88	107	43	106	42

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
DATURA STREET & ROSEMARY AVENUE

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	1	62	8	10	45	2	10	81	8	4	35	2
Percentage	1%	87%	11%	18%	79%	4%	10%	82%	8%	10%	85%	5%
Approach Total	71			57			99			41		
Peak Season Volume	1	63	8	10	46	2	10	83	8	4	36	2
Traffic Diversion												
Datura Street & Rosemary Avenue			(7)	(9)			58	(72)	14	(4)	(35)	(2)
Datura Street & Quadrille Boulevard	13					14						
Evernia Street & Rosemary Avenue		9										
Evernia Street & Quadrille					8	3						
Subtotal	13	9	(7)	(9)	8	17	58	(72)	14	(4)	(35)	(2)
Committed Developments		2			1	1	5					
Peak Season Diverted Volume	14	72	1	1	54	19	68	11	22	0	1	0
Volume Growth (0.5%)	0	2	0	0	1	0	2	0	1	0	0	0
Background Traffic	14	76	1	1	56	20	75	11	23	0	1	0
Project Traffic												
Inbound Traffic Assignment			5%	35%	5%			10%				
Inbound Traffic Volumes			4	25	4			7				
Outbound Traffic Assignment		5%								5%	10%	35%
Outbound Traffic Volumes		5								5	11	37
Project Traffic		5	4	25	4			7		5	11	37
Total	14	81	5	26	60	20	75	18	23	5	12	37

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	5	71	6	15	139	9	12	42	7	16	119	7
Percentage	6%	87%	7%	9%	85%	6%	20%	69%	11%	11%	84%	5%
Approach Total	82			163			61			142		
Peak Season Volume	5	72	6	15	142	9	12	43	7	16	121	7
Traffic Diversion												
Datura Street & Rosemary Avenue			(6)	(15)			33	(41)	8	(16)	(121)	(7)
Datura Street & Quadrille Boulevard	26					80						
Evernia Street & Rosemary Avenue					(2)		1		(1)			
Evernia Street & Quadrille					17	5						
Subtotal	26	0	(6)	(15)	15	85	34	(41)	7	(16)	(121)	(7)
Committed Developments		2			2	5	3					
Peak Season Diverted Volume	31	72	0	0	157	94	46	2	14	0	0	0
Volume Growth (0.5%)	1	2	0	0	4	2	1	0	0	0	0	0
Background Traffic	32	76	0	0	163	101	50	2	14	0	0	0
Project Traffic												
Inbound Traffic Assignment			5%	35%	5%			10%				
Inbound Traffic Volumes			5	37	5			11				
Outbound Traffic Assignment		5%								5%	10%	35%
Outbound Traffic Volumes		4								4	7	25
Project Traffic		4	5	37	5			11		4	7	25
Total	32	80	5	37	168	101	50	13	14	4	7	25

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
DATURA STREET & QUADRILLE BOULEVARD

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	12	551	86	11	146	7	10	68	9	15	17	17
Percentage	2%	85%	13%	7%	89%	4%	11%	78%	10%	31%	35%	35%
Approach Total	649			164			87			49		
Peak Season Volume	12	562	88	11	149	7	10	69	9	15	17	17
Traffic Diversion												
Datura Street & Rosemary Avenue			15	58								
Datura Street & Quadrille Boulevard	(12)					(7)	(10)	(69)	(9)	5	(17)	12
Evernia Street & Rosemary Avenue				2	5							
Evernia Street & Quadrille		9			(6)					(1)		1
Subtotal	(12)	9	15	60	(1)	(7)	(10)	(69)	(9)	4	(17)	13
Committed Developments		67			125							
Peak Season Diverted Volume	0	571	103	71	148	0	0	0	0	19	0	30
Volume Growth (0.5%)	0	14	3	2	4	0	0	0	0	0	0	1
Background Traffic	0	652	106	73	277	0	0	0	0	19	0	31
Project Traffic												
Inbound Traffic Assignment		1%								1%		2%
Inbound Traffic Volumes		1								1		1
Outbound Traffic Assignment			1%	2%	1%							
Outbound Traffic Volumes			1	2	1							
Project Traffic		1	1	2	1					1		1
Total	0	653	107	75	278	0	0	0	0	20	0	32

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	26	281	37	10	335	3	11	26	27	37	109	30
Percentage	8%	82%	11%	3%	96%	1%	17%	41%	42%	21%	62%	17%
Approach Total	344			348			64			176		
Peak Season Volume	27	287	38	10	342	3	11	27	28	38	111	31
Traffic Diversion												
Datura Street & Rosemary Avenue			6	24	14							
Datura Street & Quadrille Boulevard	(27)					(3)	(11)	(27)	(28)	18	(111)	89
Evernia Street & Rosemary Avenue				1	4							
Evernia Street & Quadrille		20			(5)					(2)		2
Subtotal	(27)	20	6	25	13	(3)	(11)	(27)	(28)	16	(111)	91
Committed Developments		124			78							
Peak Season Diverted Volume	0	307	44	35	355	0	0	0	0	54	0	122
Volume Growth (0.5%)	0	8	1	1	9	0	0	0	0	1	0	3
Background Traffic	0	439	45	36	442	0	0	0	0	55	0	125
Project Traffic												
Inbound Traffic Assignment		1%								1%		2%
Inbound Traffic Volumes		1								1		2
Outbound Traffic Assignment			1%	2%	1%							
Outbound Traffic Volumes			1	1	1							
Project Traffic		1	1	1	1					1		2
Total	0	440	46	37	443	0	0	0	0	56	0	127

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
EVERNIA STREET & ROSEMARY AVENUE

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	3	63	4	1	51	2	5	63	5	9	43	3
Percentage	4%	90%	6%	2%	94%	4%	7%	86%	7%	16%	78%	5%
Approach Total	70			54			73			55		
Peak Season Volume	3	64	4	1	52	2	5	64	5	9	44	3
Traffic Diversion												
Datura Street & Rosemary Avenue		(4)			14		(3)		3			
Datura Street & Quadrille Boulevard	2	13										
Evernia Street & Rosemary Avenue			(3)				9	(59)	50	(9)	(43)	(3)
Evernia Street & Quadrille	34					8						
Subtotal	36	9	(3)	0	14	8	6	(59)	53	(9)	(43)	(3)
Committed Developments	2	10			7				7			
Peak Season Diverted Volume	39	73	1	1	66	10	11	5	58	0	1	0
Volume Growth (0.5%)	1	2	0	0	2	0	0	0	1	0	0	0
Background Traffic	42	85	1	1	75	10	11	5	66	0	1	0
Project Traffic												
Inbound Traffic Assignment		5%	35%	5%				10%				
Inbound Traffic Volumes		4	25	4				7				
Outbound Traffic Assignment					5%					35%	10%	5%
Outbound Traffic Volumes					5					37	11	5
Project Traffic		4	25	4	5			7		37	11	5
Total	42	89	26	5	80	10	11	12	66	37	12	5

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	6	74	14	5	150	8	6	38	7	10	98	0
Percentage	6%	79%	15%	3%	92%	5%	12%	75%	14%	9%	91%	0%
Approach Total	94			163			51			108		
Peak Season Volume	6	75	14	5	153	8	6	39	7	10	100	0
Traffic Diversion												
Datura Street & Rosemary Avenue		(5)			8		(1)		1			
Datura Street & Quadrille Boulevard	5	26										
Evernia Street & Rosemary Avenue			(10)	(3)			6	(30)	24	(9)	(98)	
Evernia Street & Quadrille	76					17						
Subtotal	81	21	(10)	(3)	8	17	5	(30)	25	(9)	(98)	0
Committed Developments	7	9			11				4			
Peak Season Diverted Volume	87	96	4	2	161	25	11	9	32	1	2	0
Volume Growth (0.5%)	2	2	0	0	4	1	0	0	1	0	0	0
Background Traffic	96	107	4	2	176	26	11	9	37	1	2	0
Project Traffic												
Inbound Traffic Assignment		5%	35%	5%				10%				
Inbound Traffic Volumes		5	37	5				11				
Outbound Traffic Assignment					5%					35%	10%	5%
Outbound Traffic Volumes					4					25	7	4
Project Traffic		5	37	5	4			11		25	7	4
Total	96	112	41	7	180	26	11	20	37	26	9	4

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
EVERNIA STREET & QUADRILLE BOULEVARD

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	10	674	52	6	156	7	5	34	9	11	38	5
Percentage	1%	92%	7%	4%	92%	4%	10%	71%	19%	20%	70%	10%
Approach Total	736			169			48			54		
Peak Season Volume	10	687	53	6	159	7	5	35	9	11	39	5
Traffic Diversion												
Datura Street & Rosemary Avenue		15	2									
Datura Street & Quadrille Boulevard		(11)			5					1		(1)
Evernia Street & Rosemary Avenue			47	5								
Evernia Street & Quadrille	(10)					(7)	(5)	(35)	(9)	30	(39)	9
Subtotal	(10)	4	49	5	5	(7)	(5)	(35)	(9)	31	(39)	8
Committed Developments		69			125							
Peak Season Diverted Volume	0	691	102	11	164	0	0	0	0	42	0	13
Volume Growth (0.5%)	0	17	3	0	4	0	0	0	0	1	0	0
Background Traffic	0	777	105	11	293	0	0	0	0	43	0	13
Project Traffic												
Inbound Traffic Assignment					1%					1%		1%
Inbound Traffic Volumes					1					1		1
Outbound Traffic Assignment		1%	1%	1%								
Outbound Traffic Volumes		1	1	1								
Project Traffic		1	1	1	1					1		1
Total	0	778	106	12	294	0	0	0	0	44	0	14

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	8	318	44	11	385	7	6	25	9	40	99	21
Percentage	2%	86%	12%	3%	96%	2%	15%	62%	22%	25%	62%	13%
Approach Total	370			403			40			160		
Peak Season Volume	8	324	45	11	393	7	6	26	9	41	101	21
Traffic Diversion												
Datura Street & Rosemary Avenue		6	4									
Datura Street & Quadrille Boulevard		(21)			18					6		(6)
Evernia Street & Rosemary Avenue			22	4								
Evernia Street & Quadrille	(8)					(7)	(6)	(26)	(9)	81	(101)	20
Subtotal	(8)	(15)	26	4	18	(7)	(6)	(26)	(9)	87	(101)	14
Committed Developments		125			80							
Peak Season Diverted Volume	0	309	71	15	411	0	0	0	0	128	0	35
Volume Growth (0.5%)	0	8	2	0	10	0	0	0	0	3	0	1
Background Traffic	0	442	73	15	501	0	0	0	0	131	0	36
Project Traffic												
Inbound Traffic Assignment					1%					1%		1%
Inbound Traffic Volumes					1					1		1
Outbound Traffic Assignment		1%	1%	1%								
Outbound Traffic Volumes		1	1	1								
Project Traffic		1	1	1	1					1		1
Total	0	443	74	16	502	0	0	0	0	132	0	37

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
FERN STREET & ROSEMARY AVENUE

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	19	39	10	7	33	22	25	94	12	9	80	6
Percentage	28%	57%	15%	11%	53%	35%	20%	72%	9%	9%	84%	6%
Approach Total	68			62			131			95		
Peak Season Volume	19	40	10	7	34	22	26	96	12	9	82	6
Traffic Diversion												
Datura Street & Rosemary Avenue		(1)	1	17			(3)	3				
Datura Street & Quadrille Boulevard											2	15
Evernia Street & Rosemary Avenue		(1)	1	50			(2)	2				
Evernia Street & Quadrille											6	34
Subtotal	0	(2)	2	67	0	0	(5)	5	0	0	8	49
Committed Developments				14				65			34	2
Peak Season Diverted Volume	19	38	12	74	34	22	21	101	12	9	90	55
Volume Growth (0.5%)	0	1	0	2	1	1	1	3	0	0	2	1
Background Traffic	19	39	12	90	35	23	22	169	12	9	126	58
Project Traffic												
Inbound Traffic Assignment		15%					15%					10%
Inbound Traffic Volumes		11					11					7
Outbound Traffic Assignment				10%	15%	15%						
Outbound Traffic Volumes				11	16	16						
Project Traffic		11		11	16	16	11					7
Total	19	50	12	101	51	39	33	169	12	9	126	65

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	42	64	19	11	99	49	18	94	30	8	137	14
Percentage	34%	51%	15%	7%	62%	31%	13%	66%	21%	5%	86%	9%
Approach Total	125			159			142			159		
Peak Season Volume	43	65	19	11	101	50	18	96	31	8	140	14
Traffic Diversion												
Datura Street & Rosemary Avenue		(3)	3	9			(2)	2				
Datura Street & Quadrille Boulevard											9	31
Evernia Street & Rosemary Avenue		(5)	5	24			(5)	5				
Evernia Street & Quadrille											13	76
Subtotal	0	(8)	8	33	0	0	(7)	7	0	0	22	107
Committed Developments				15				41			64	7
Peak Season Diverted Volume	43	57	27	44	101	50	11	103	31	8	162	121
Volume Growth (0.5%)	1	1	1	1	3	1	0	3	1	0	4	3
Background Traffic	44	58	28	60	104	51	11	147	32	8	230	131
Project Traffic												
Inbound Traffic Assignment		15%					15%					10%
Inbound Traffic Volumes		16					16					11
Outbound Traffic Assignment				10%	15%	15%						
Outbound Traffic Volumes				7	11	11						
Project Traffic		16		7	11	11	16					11
Total	44	74	28	67	115	62	27	147	32	8	230	142

VOLUME DEVELOPMENT WORKSHEET
ALL ABOARD FLORIDA
FERN STREET & QUADRILLE BOULEVARD

Peak Season = 1.02
Buildout Year = 2018
Years = 5

AM PEAK HOUR												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	25	699	46	15	143	21	18	48	21	8	38	13
Percentage	3%	93%	6%	8%	80%	12%	21%	55%	24%	14%	64%	22%
Approach Total	770			179			87			59		
Peak Season Volume	26	713	47	15	146	21	18	49	21	8	39	13
Traffic Diversion												
Datura Street & Rosemary Avenue							17	4				
Datura Street & Quadrille Boulevard	10	(10)				6					1	(1)
Evernia Street & Rosemary Avenue							47	6				
Evernia Street & Quadrille	9	(9)				30					1	(1)
Subtotal	19	(19)	0	0	0	36	64	10	0	0	2	(2)
Committed Developments	17	29		17	106	2	5	17	58		27	34
Peak Season Diverted Volume	45	694	47	15	146	57	82	59	21	8	41	11
Volume Growth (0.5%)	1	18	1	0	4	1	2	1	1	0	1	0
Background Traffic	63	741	48	32	256	60	89	77	80	8	69	45
Project Traffic												
Inbound Traffic Assignment	5%					2%					3%	
Inbound Traffic Volumes	4					1					2	
Outbound Traffic Assignment							2%	3%	5%			
Outbound Traffic Volumes							2	3	5			
Project Traffic	4					1	2	3	5		2	
Total	67	741	48	32	256	61	91	80	85	8	71	45

PM Peak Hour												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (04/09/2013)	38	312	15	13	384	27	27	51	39	32	96	20
Percentage	10%	85%	5%	3%	93%	6%	23%	44%	33%	22%	65%	14%
Approach Total	365			424			117			148		
Peak Season Volume	39	318	15	13	392	28	28	52	40	33	98	20
Traffic Diversion												
Datura Street & Rosemary Avenue							10	4				
Datura Street & Quadrille Boulevard	15	(15)				24					6	(6)
Evernia Street & Rosemary Avenue							22	12				
Evernia Street & Quadrille	6	(6)				81					2	(2)
Subtotal	21	(21)	0	0	0	105	32	16	0	0	8	(8)
Committed Developments	52	95		37	37	6	5	30	22		22	25
Peak Season Diverted Volume	60	297	15	13	392	133	60	68	40	33	106	12
Volume Growth (0.5%)	2	7	0	0	10	3	2	2	1	1	3	0
Background Traffic	114	399	15	50	439	142	67	100	63	34	131	37
Project Traffic												
Inbound Traffic Assignment	5%					2%					3%	
Inbound Traffic Volumes	5					2					3	
Outbound Traffic Assignment							2%	3%	5%			
Outbound Traffic Volumes							1	2	4			
Project Traffic	5					2	1	2	4		3	
Total	119	399	15	50	439	144	68	102	67	34	134	37

APPENDIX D: SYNCHRO OUTPUT

HCM Signalized Intersection Capacity Analysis

15: Rosemary Avenue & Clematis Street

AM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	102	17	42	62	14	17	74	111	13	42	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.93			0.98	
Flt Protected		0.99			0.98			1.00			0.99	
Satd. Flow (prot)		1815			1800			1717			1804	
Flt Permitted		0.92			0.85			0.98			0.95	
Satd. Flow (perm)		1691			1566			1694			1724	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	107	18	44	65	15	18	78	117	14	44	11
RTOR Reduction (vph)	0	14	0	0	13	0	0	43	0	0	4	0
Lane Group Flow (vph)	0	143	0	0	111	0	0	170	0	0	65	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		8.3			8.3			31.7			31.7	
Effective Green, g (s)		8.3			8.3			31.7			31.7	
Actuated g/C Ratio		0.17			0.17			0.63			0.63	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		280			259			1073			1093	
v/s Ratio Prot												
v/s Ratio Perm		c0.08			0.07			c0.10			0.04	
v/c Ratio		0.51			0.43			0.16			0.06	
Uniform Delay, d1		19.0			18.7			3.7			3.5	
Progression Factor		1.00			1.05			1.00			1.00	
Incremental Delay, d2		1.6			1.1			0.3			0.1	
Delay (s)		20.6			20.8			4.0			3.6	
Level of Service		C			C			A			A	
Approach Delay (s)		20.6			20.8			4.0			3.6	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		12.3			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.23										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)			10.0				
Intersection Capacity Utilization		32.4%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Future Conditions
AM Peak Hour

HCM Signalized Intersection Capacity Analysis

16: Quadrille Boulevard & Clematis Street

AM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	74	122	34	58	23	92	568	86	11	185	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	0.95	
Frt		0.92			0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1712			1786		1770	1863	1583	1770	3475	
Flt Permitted		0.97			0.62		0.57	1.00	1.00	0.40	1.00	
Satd. Flow (perm)		1673			1118		1064	1863	1583	742	3475	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	78	128	36	61	24	97	598	91	12	195	27
RTOR Reduction (vph)	0	56	0	0	10	0	0	0	28	0	6	0
Lane Group Flow (vph)	0	168	0	0	111	0	97	598	63	12	216	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		15.1			15.1		74.6	68.7	68.7	65.2	64.0	
Effective Green, g (s)		15.1			15.1		74.6	68.7	68.7	65.2	64.0	
Actuated g/C Ratio		0.15			0.15		0.75	0.69	0.69	0.65	0.64	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		252			168		835	1279	1087	496	2224	
v/s Ratio Prot							c0.01	c0.32		0.00	0.06	
v/s Ratio Perm		c0.10			0.10		0.08		0.04	0.02		
v/c Ratio		0.67			0.66		0.12	0.47	0.06	0.02	0.10	
Uniform Delay, d1		40.1			40.0		3.5	7.2	5.1	6.3	6.9	
Progression Factor		0.89			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		6.5			9.0		0.1	1.2	0.1	0.0	0.1	
Delay (s)		42.1			49.0		3.6	8.4	5.2	6.3	7.0	
Level of Service		D			D		A	A	A	A	A	
Approach Delay (s)		42.1			49.0			7.5			7.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			16.8			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)					15.0		
Intersection Capacity Utilization			61.0%		ICU Level of Service					B		
Analysis Period (min)			15									
c Critical Lane Group												

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

21: Rosemary Avenue & Datura Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	75	18	23	5	12	37	14	81	5	26	60	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	79	19	24	5	13	39	15	85	5	27	63	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	122	57	105	112								
Volume Left (vph)	79	5	15	27								
Volume Right (vph)	24	39	5	21								
Hadj (s)	0.04	-0.36	0.03	-0.03								
Departure Headway (s)	4.5	4.2	4.5	4.4								
Degree Utilization, x	0.15	0.07	0.13	0.14								
Capacity (veh/h)	749	798	764	771								
Control Delay (s)	8.3	7.5	8.1	8.1								
Approach Delay (s)	8.3	7.5	8.1	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			29.6%	ICU Level of Service					A			
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

22: Quadrille Boulevard & Datura Street

AM Future Volumes

All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	32	653	107	75	278
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	34	687	113	79	293
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						408
pX, platoon unblocked						
vC, conflicting volume	1048	400			800	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1048	400			800	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	94			90	
cM capacity (veh/h)	202	600			819	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	55	458	342	79	146	146
Volume Left	21	0	0	79	0	0
Volume Right	34	0	113	0	0	0
cSH	341	1700	1700	819	1700	1700
Volume to Capacity	0.16	0.27	0.20	0.10	0.09	0.09
Queue Length 95th (ft)	14	0	0	8	0	0
Control Delay (s)	17.6	0.0	0.0	9.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	17.6	0.0		2.1		
Approach LOS	C					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			39.0%		ICU Level of Service	A
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

27: Rosemary Avenue & Evernia Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	12	66	37	12	5	42	89	26	5	80	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	13	69	39	13	5	44	94	27	5	84	11
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	307	309	89	372	301	107	95			121		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	307	309	89	372	301	107	95			121		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	93	93	98	99	97			100		
cM capacity (veh/h)	615	585	968	521	591	947	1499			1466		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	94	57	165	100								
Volume Left	12	39	44	5								
Volume Right	69	5	27	11								
cSH	835	559	1499	1466								
Volume to Capacity	0.11	0.10	0.03	0.00								
Queue Length 95th (ft)	9	8	2	0								
Control Delay (s)	9.9	12.2	2.2	0.4								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	12.2	2.2	0.4								
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			31.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 28: Quadrille Boulevard & Evernia Street

AM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	14	778	106	12	294
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	46	15	819	112	13	309
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1098			792
pX, platoon unblocked						
vC, conflicting volume	1055	465			931	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1055	465			931	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			98	
cM capacity (veh/h)	217	544			731	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	61	546	385	116	206	
Volume Left	46	0	0	13	0	
Volume Right	15	0	112	0	0	
cSH	254	1700	1700	731	1700	
Volume to Capacity	0.24	0.32	0.23	0.02	0.12	
Queue Length 95th (ft)	23	0	0	1	0	
Control Delay (s)	23.6	0.0	0.0	1.3	0.0	
Lane LOS	C			A		
Approach Delay (s)	23.6	0.0		0.5		
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			34.9%		ICU Level of Service	A
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

33: Rosemary Avenue & Fern Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	33	169	12	9	126	65	19	50	12	101	51	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	35	178	13	9	133	68	20	53	13	106	54	41
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	225	211	85	201								
Volume Left (vph)	35	9	20	106								
Volume Right (vph)	13	68	13	41								
Hadj (s)	0.03	-0.15	-0.01	0.02								
Departure Headway (s)	5.0	4.8	5.3	5.1								
Degree Utilization, x	0.31	0.28	0.13	0.29								
Capacity (veh/h)	673	692	607	643								
Control Delay (s)	10.2	9.7	9.1	10.2								
Approach Delay (s)	10.2	9.7	9.1	10.2								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay			9.9									
Level of Service			A									
Intersection Capacity Utilization			46.7%	ICU Level of Service				A				
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

34: Quadrille Boulevard & Fern Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	80	85	8	71	45	67	741	48	32	256	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	96	84	89	8	75	47	71	780	51	34	269	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								711			1179	
pX, platoon unblocked												
vC, conflicting volume	985	1341	167	1280	1347	415	334			831		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985	1341	167	1280	1347	415	334			831		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	2	38	89	84	45	92	94			96		
cM capacity (veh/h)	98	136	848	52	135	586	1222			797		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	269	131	461	441	168	199						
Volume Left	96	8	71	0	34	0						
Volume Right	89	47	0	51	0	64						
cSH	158	164	1222	1700	797	1700						
Volume to Capacity	1.70	0.80	0.06	0.26	0.04	0.12						
Queue Length 95th (ft)	479	130	5	0	3	0						
Control Delay (s)	391.8	80.7	1.8	0.0	2.3	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	391.8	80.7	0.9		1.1							
Approach LOS	F	F										
Intersection Summary												
Average Delay			70.3									
Intersection Capacity Utilization			65.0%	ICU Level of Service					C			
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Signalized Intersection Capacity Analysis 15: Rosemary Avenue & Clematis Street

PM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	62	20	165	167	17	20	48	97	26	112	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.97			0.99			0.92			0.96	
Flt Protected		0.99			0.98			0.99			0.99	
Satd. Flow (prot)		1797			1808			1705			1783	
Flt Permitted		0.93			0.80			0.96			0.95	
Satd. Flow (perm)		1684			1480			1643			1709	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	65	21	174	176	18	21	51	102	27	118	53
RTOR Reduction (vph)	0	14	0	0	5	0	0	55	0	0	22	0
Lane Group Flow (vph)	0	86	0	0	363	0	0	119	0	0	176	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.0			17.0			23.0			23.0	
Effective Green, g (s)		17.0			17.0			23.0			23.0	
Actuated g/C Ratio		0.34			0.34			0.46			0.46	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		572			503			755			786	
v/s Ratio Prot												
v/s Ratio Perm		0.05			0.25			0.07			0.10	
v/c Ratio		0.15			0.72			0.16			0.22	
Uniform Delay, d1		11.5			14.4			7.9			8.1	
Progression Factor		1.00			0.90			1.00			1.00	
Incremental Delay, d2		0.1			4.9			0.4			0.7	
Delay (s)		11.6			17.8			8.3			8.8	
Level of Service		B			B			A			A	
Approach Delay (s)		11.6			17.8			8.3			8.8	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		13.0			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		50.0			Sum of lost time (s)			10.0				
Intersection Capacity Utilization		48.3%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Future Conditions
PM Peak Hour

HCM Signalized Intersection Capacity Analysis

16: Quadrille Boulevard & Clematis Street

PM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	88	107	43	106	42	199	330	82	13	334	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	0.95	
Frt		0.93			0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected		1.00			0.99		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1729			1788		1770	1863	1583	1770	3477	
Flt Permitted		0.95			0.71		0.47	1.00	1.00	0.55	1.00	
Satd. Flow (perm)		1652			1278		880	1863	1583	1030	3477	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	93	113	45	112	44	209	347	86	14	352	47
RTOR Reduction (vph)	0	41	0	0	12	0	0	0	29	0	7	0
Lane Group Flow (vph)	0	183	0	0	189	0	209	347	57	14	392	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		17.1			17.1		72.9	66.6	66.6	59.8	58.5	
Effective Green, g (s)		17.1			17.1		72.9	66.6	66.6	59.8	58.5	
Actuated g/C Ratio		0.17			0.17		0.73	0.67	0.67	0.60	0.58	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		282			218		725	1240	1054	625	2034	
v/s Ratio Prot							c0.03	0.19		0.00	0.11	
v/s Ratio Perm		0.11			c0.15		c0.18		0.04	0.01		
v/c Ratio		0.65			0.87		0.29	0.28	0.05	0.02	0.19	
Uniform Delay, d1		38.6			40.4		4.4	6.9	5.8	8.1	9.7	
Progression Factor		1.06			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.0			28.6		0.2	0.6	0.1	0.0	0.2	
Delay (s)		46.1			68.9		4.6	7.4	5.9	8.2	9.9	
Level of Service		D			E		A	A	A	A	A	
Approach Delay (s)		46.1			68.9			6.3			9.9	
Approach LOS		D			E			A			A	
Intersection Summary												
HCM 2000 Control Delay		21.8										
HCM 2000 Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		100.0										
Intersection Capacity Utilization		55.3%										
Analysis Period (min)		15										
c Critical Lane Group												

Future Conditions
PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

21: Rosemary Avenue & Datura Street

PM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	50	13	14	4	7	25	32	80	5	37	168	101
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	53	14	15	4	7	26	34	84	5	39	177	106
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	81	38	123	322								
Volume Left (vph)	53	4	34	39								
Volume Right (vph)	15	26	5	106								
Hadj (s)	0.05	-0.36	0.06	-0.14								
Departure Headway (s)	5.0	4.7	4.6	4.2								
Degree Utilization, x	0.11	0.05	0.16	0.38								
Capacity (veh/h)	654	690	745	825								
Control Delay (s)	8.6	7.9	8.5	9.7								
Approach Delay (s)	8.6	7.9	8.5	9.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			9.2									
Level of Service			A									
Intersection Capacity Utilization			36.6%	ICU Level of Service				A				
Analysis Period (min)			15									

Future Conditions

PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 22: Quadrille Boulevard & Datura Street

PM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	56	127	440	46	37	443
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	59	134	463	48	39	466
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						408
pX, platoon unblocked	0.99					
vC, conflicting volume	798	256			512	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	770	256			512	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	82			96	
cM capacity (veh/h)	320	743			1050	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	193	309	203	39	233	233
Volume Left	59	0	0	39	0	0
Volume Right	134	0	48	0	0	0
cSH	529	1700	1700	1050	1700	1700
Volume to Capacity	0.36	0.18	0.12	0.04	0.14	0.14
Queue Length 95th (ft)	41	0	0	3	0	0
Control Delay (s)	15.6	0.0	0.0	8.6	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	15.6	0.0		0.7		
Approach LOS	C					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			37.9%		ICU Level of Service	A
Analysis Period (min)			15			

Future Conditions
PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

27: Rosemary Avenue & Evernia Street

PM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	20	37	26	9	4	96	112	41	7	180	26
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	21	39	27	9	4	101	118	43	7	189	27
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	568	581	203	609	573	139	217			161		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	568	581	203	609	573	139	217			161		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	95	95	92	98	100	93			99		
cM capacity (veh/h)	398	391	838	350	395	909	1353			1418		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	72	41	262	224								
Volume Left	12	27	101	7								
Volume Right	39	4	43	27								
cSH	553	384	1353	1418								
Volume to Capacity	0.13	0.11	0.07	0.01								
Queue Length 95th (ft)	11	9	6	0								
Control Delay (s)	12.5	15.5	3.4	0.3								
Lane LOS	B	C	A	A								
Approach Delay (s)	12.5	15.5	3.4	0.3								
Approach LOS	B	C										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			41.8%	ICU Level of Service					A			
Analysis Period (min)			15									

Future Conditions
PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 28: Quadrille Boulevard & Evernia Street

PM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	132	37	443	74	16	502
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	139	39	466	78	17	528
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1098			792
pX, platoon unblocked						
vC, conflicting volume	803	272			544	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	803	272			544	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	56	95			98	
cM capacity (veh/h)	316	726			1021	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	178	311	233	193	352	
Volume Left	139	0	0	17	0	
Volume Right	39	0	78	0	0	
cSH	360	1700	1700	1021	1700	
Volume to Capacity	0.49	0.18	0.14	0.02	0.21	
Queue Length 95th (ft)	66	0	0	1	0	
Control Delay (s)	24.4	0.0	0.0	0.9	0.0	
Lane LOS	C			A		
Approach Delay (s)	24.4	0.0		0.3		
Approach LOS	C					
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			41.7%	ICU Level of Service		A
Analysis Period (min)			15			

Future Conditions
PM Peak Hour

PM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	27	147	32	8	230	142	44	74	28	67	115	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	28	155	34	8	242	149	46	78	29	71	121	65
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	217	400	154	257								
Volume Left (vph)	28	8	46	71								
Volume Right (vph)	34	149	29	65								
Hadj (s)	-0.03	-0.19	-0.02	-0.06								
Departure Headway (s)	5.8	5.4	6.2	5.9								
Degree Utilization, x	0.35	0.60	0.26	0.42								
Capacity (veh/h)	557	634	503	553								
Control Delay (s)	12.0	16.0	11.3	13.1								
Approach Delay (s)	12.0	16.0	11.3	13.1								
Approach LOS	B	C	B	B								
Intersection Summary												
Delay			13.7									
Level of Service			B									
Intersection Capacity Utilization			48.7%	ICU Level of Service		A						
Analysis Period (min)			15									

Future Conditions

PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

34: Quadrille Boulevard & Fern Street

PM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	102	67	34	134	37	119	399	15	50	439	144
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	72	107	71	36	141	39	125	420	16	53	462	152
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								711			1179	
pX, platoon unblocked												
vC, conflicting volume	1213	1329	307	1139	1397	218	614			436		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1213	1329	307	1139	1397	218	614			436		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	16	90	1	0	95	87			95		
cM capacity (veh/h)	0	127	689	36	116	786	962			1120		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	249	216	335	226	284	383						
Volume Left	72	36	125	0	53	0						
Volume Right	71	39	0	16	0	152						
cSH	0	96	962	1700	1120	1700						
Volume to Capacity	Err	2.25	0.13	0.13	0.05	0.23						
Queue Length 95th (ft)	Err	480	11	0	4	0						
Control Delay (s)	Err	667.6	4.3	0.0	1.9	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	Err	667.6	2.6		0.8							
Approach LOS	F	F										
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			65.4%		ICU Level of Service				C			
Analysis Period (min)			15									

Future Conditions

PM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

21: Rosemary Avenue & Datura Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	75	18	23	5	12	37	14	81	5	26	60	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	79	19	24	5	13	39	15	85	5	27	63	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	122	57	105	112								
Volume Left (vph)	79	5	15	27								
Volume Right (vph)	24	39	5	21								
Hadj (s)	0.04	-0.36	0.03	-0.03								
Departure Headway (s)	4.5	4.2	4.5	4.4								
Degree Utilization, x	0.15	0.07	0.13	0.14								
Capacity (veh/h)	749	798	764	771								
Control Delay (s)	8.3	7.5	8.1	8.1								
Approach Delay (s)	8.3	7.5	8.1	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			29.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

22: Quadrille Boulevard & Datura Street

AM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	32	653	107	75	278
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	34	687	113	79	293
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						408
pX, platoon unblocked						
vC, conflicting volume	1048	400			800	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1048	400			800	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	94			90	
cM capacity (veh/h)	202	600			819	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	55	458	342	79	146	146
Volume Left	21	0	0	79	0	0
Volume Right	34	0	113	0	0	0
cSH	341	1700	1700	819	1700	1700
Volume to Capacity	0.16	0.27	0.20	0.10	0.09	0.09
Queue Length 95th (ft)	14	0	0	8	0	0
Control Delay (s)	17.6	0.0	0.0	9.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	17.6	0.0		2.1		
Approach LOS	C					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			39.0%		ICU Level of Service	A
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

27: Rosemary Avenue & Evernia Street

AM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	12	66	37	12	5	42	89	26	5	80	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	12	13	69	39	13	5	44	94	27	5	84	11
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	307	309	89	372	301	107	95			121		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	307	309	89	372	301	107	95			121		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	93	93	98	99	97			100		
cM capacity (veh/h)	615	585	968	521	591	947	1499			1466		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	94	57	165	100								
Volume Left	12	39	44	5								
Volume Right	69	5	27	11								
cSH	835	559	1499	1466								
Volume to Capacity	0.11	0.10	0.03	0.00								
Queue Length 95th (ft)	9	8	2	0								
Control Delay (s)	9.9	12.2	2.2	0.4								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.9	12.2	2.2	0.4								
Approach LOS	A	B										
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			31.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 28: Quadrille Boulevard & Evernia Street

AM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	14	778	106	12	294
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	46	15	819	112	13	309
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			1098			792
pX, platoon unblocked						
vC, conflicting volume	1055	465			931	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1055	465			931	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	97			98	
cM capacity (veh/h)	217	544			731	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	61	546	385	116	206	
Volume Left	46	0	0	13	0	
Volume Right	15	0	112	0	0	
cSH	254	1700	1700	731	1700	
Volume to Capacity	0.24	0.32	0.23	0.02	0.12	
Queue Length 95th (ft)	23	0	0	1	0	
Control Delay (s)	23.6	0.0	0.0	1.3	0.0	
Lane LOS	C			A		
Approach Delay (s)	23.6	0.0		0.5		
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			34.9%		ICU Level of Service	A
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

33: Rosemary Avenue & Fern Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	33	169	12	9	126	65	19	50	12	101	51	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	35	178	13	9	133	68	20	53	13	106	54	41
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	225	211	85	201								
Volume Left (vph)	35	9	20	106								
Volume Right (vph)	13	68	13	41								
Hadj (s)	0.03	-0.15	-0.01	0.02								
Departure Headway (s)	5.0	4.8	5.3	5.1								
Degree Utilization, x	0.31	0.28	0.13	0.29								
Capacity (veh/h)	673	692	607	643								
Control Delay (s)	10.2	9.7	9.1	10.2								
Approach Delay (s)	10.2	9.7	9.1	10.2								
Approach LOS	B	A	A	B								
Intersection Summary												
Delay			9.9									
Level of Service			A									
Intersection Capacity Utilization			46.7%	ICU Level of Service				A				
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

34: Quadrille Boulevard & Fern Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	80	85	8	71	45	67	741	48	32	256	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	96	84	89	8	75	47	71	780	51	34	269	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								711			1179	
pX, platoon unblocked												
vC, conflicting volume	985	1341	167	1280	1347	415	334			831		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	985	1341	167	1280	1347	415	334			831		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	2	38	89	84	45	92	94			96		
cM capacity (veh/h)	98	136	848	52	135	586	1222			797		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	269	131	461	441	168	199						
Volume Left	96	8	71	0	34	0						
Volume Right	89	47	0	51	0	64						
cSH	158	164	1222	1700	797	1700						
Volume to Capacity	1.70	0.80	0.06	0.26	0.04	0.12						
Queue Length 95th (ft)	479	130	5	0	3	0						
Control Delay (s)	391.8	80.7	1.8	0.0	2.3	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	391.8	80.7	0.9		1.1							
Approach LOS	F	F										
Intersection Summary												
Average Delay			70.3									
Intersection Capacity Utilization			65.0%	ICU Level of Service						C		
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

39: Quadrille Boulevard & Gardenia Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	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)								347				
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	0	0	0	0	0						
Volume Left	0	0	0	0	0	0						
Volume Right	0	0	0	0	0	0						
cSH	1700	1700	1700	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			0.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

40: Dixie Highway & Gardenia Street

AM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	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)								334			369	
pX, platoon unblocked												
vC, conflicting volume	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1084	1023	896	1084	1622			1622		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0									
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			13.3%	ICU Level of Service					A			
Analysis Period (min)			15									

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

41: Rosemary Avenue & Gardenia Street

AM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	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	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	0	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.00	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			0.0%	ICU Level of Service		A
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 43: Rosemary Avenue & Hibiscus Street/Hibiscus Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	0	0	0								
Volume Left (vph)	0	0	0	0								
Volume Right (vph)	0	0	0	0								
Hadj (s)	0.00	0.00	0.00	0.00								
Departure Headway (s)	3.9	3.9	3.9	3.9								
Degree Utilization, x	0.00	0.00	0.00	0.00								
Capacity (veh/h)	917	917	917	917								
Control Delay (s)	6.9	6.9	6.9	6.9								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 46: Sapodilla Avenue & Hibscus Street

AM Future Volumes
All Aboard Florida

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	0	0	0			
Volume Left (vph)	0	0	0			
Volume Right (vph)	0	0	0			
Hadj (s)	0.00	0.00	0.00			
Departure Headway (s)	3.9	3.9	3.9			
Degree Utilization, x	0.00	0.00	0.00			
Capacity (veh/h)	917	917	917			
Control Delay (s)	6.9	6.9	6.9			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A	A	A			
Intersection Summary						
Delay			0.0			
Level of Service			A			
Intersection Capacity Utilization			0.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 49: Sapodilla Avenue & Clematis Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	0	0	0								
Volume Left (vph)	0	0	0	0								
Volume Right (vph)	0	0	0	0								
Hadj (s)	0.00	0.00	0.00	0.00								
Departure Headway (s)	3.9	3.9	3.9	3.9								
Degree Utilization, x	0.00	0.00	0.00	0.00								
Capacity (veh/h)	917	917	917	917								
Control Delay (s)	6.9	6.9	6.9	6.9								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%	ICU Level of Service							A	
Analysis Period (min)			15									

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

50: Sapodilla Avenue & Datura Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	0	0	0								
Volume Left (vph)	0	0	0	0								
Volume Right (vph)	0	0	0	0								
Hadj (s)	0.00	0.00	0.00	0.00								
Departure Headway (s)	3.9	3.9	3.9	3.9								
Degree Utilization, x	0.00	0.00	0.00	0.00								
Capacity (veh/h)	917	917	917	917								
Control Delay (s)	6.9	6.9	6.9	6.9								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				0.0								
Level of Service				A								
Intersection Capacity Utilization				0.0%	ICU Level of Service				A			
Analysis Period (min)				15								

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

51: Sapodilla Avenue & Evernia Street

AM Future Volumes

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	0	0	0	0	0	0			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	1023	896	1085	1023	896	1085	1623			1623		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1700	1700	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS	A	A										
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			0.0%	ICU Level of Service						A		
Analysis Period (min)			15									

Future Conditions

AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis 52: Sapodilla Avenue & Fern Street

AM Future Volumes
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	0	0	0								
Volume Left (vph)	0	0	0	0								
Volume Right (vph)	0	0	0	0								
Hadj (s)	0.00	0.00	0.00	0.00								
Departure Headway (s)	3.9	3.9	3.9	3.9								
Degree Utilization, x	0.00	0.00	0.00	0.00								
Capacity (veh/h)	917	917	917	917								
Control Delay (s)	6.9	6.9	6.9	6.9								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			0.0									
Level of Service			A									
Intersection Capacity Utilization			0.0%	ICU Level of Service					A			
Analysis Period (min)			15									

Future Conditions
AM Peak Hour

HCM Unsignalized Intersection Capacity Analysis

34: Quadrille Boulevard & Fern Street

Alternative 1: Median Restriction

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	256	0	0	124	67	741	48	32	256	61
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	269	0	0	131	71	780	51	34	269	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								711			1179	
pX, platoon unblocked												
vC, conflicting volume	1031	1341	167	1418	1347	415	334			831		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1031	1341	167	1418	1347	415	334			831		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	68	100	100	78	94			96		
cM capacity (veh/h)	135	136	848	61	135	586	1222			797		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	269	131	461	441	168	199						
Volume Left	0	0	71	0	34	0						
Volume Right	269	131	0	51	0	64						
cSH	848	586	1222	1700	797	1700						
Volume to Capacity	0.32	0.22	0.06	0.26	0.04	0.12						
Queue Length 95th (ft)	34	21	5	0	3	0						
Control Delay (s)	11.2	12.9	1.8	0.0	2.3	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	11.2	12.9	0.9		1.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			40.6%			ICU Level of Service				A		
Analysis Period (min)			15									

Future Conditions

AM Peak Hour - Median Restriction

HCM Unsignalized Intersection Capacity Analysis

Alternative 1: Median Restriction

34: Quadrille Boulevard & Fern Street

All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	237	0	0	205	119	399	15	50	439	144
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	249	0	0	216	125	420	16	53	462	152
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)								711			1179	
pX, platoon unblocked												
vC, conflicting volume	1319	1329	307	1264	1397	218	614			436		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1319	1329	307	1264	1397	218	614			436		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	64	100	100	73	87			95		
cM capacity (veh/h)	72	127	689	70	116	786	962			1120		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	249	216	335	226	284	383						
Volume Left	0	0	125	0	53	0						
Volume Right	249	216	0	16	0	152						
cSH	689	786	962	1700	1120	1700						
Volume to Capacity	0.36	0.27	0.13	0.13	0.05	0.23						
Queue Length 95th (ft)	41	28	11	0	4	0						
Control Delay (s)	13.2	11.3	4.3	0.0	1.9	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	13.2	11.3	2.6		0.8							
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			39.8%				ICU Level of Service		A			
Analysis Period (min)			15									

Future Conditions

PM Peak Hour - Median Restriction

HCM 2010 Signalized Intersection Summary
34: Quadrille Boulevard & Fern Street

Alternative 2: Signalization
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	80	85	8	71	45	67	741	48	32	256	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cap, veh/h	192	138	120	77	244	143	188	1893	121	199	1478	351
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	459	607	527	38	1071	628	180	3011	192	194	2351	559
Grp Volume(v), veh/h	269	0	0	130	0	0	461	0	441	184	0	183
Grp Sat Flow(s),veh/h/ln	1594	0	0	1737	0	0	1722	0	1661	1507	0	1597
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	2.7
Cycle Q Clear(g_c), s	8.5	0.0	0.0	3.4	0.0	0.0	6.8	0.0	7.5	2.3	0.0	2.7
Prop In Lane	0.36		0.33	0.06		0.36	0.15		0.12	0.18		0.35
Lane Grp Cap(c), veh/h	451	0	0	464	0	0	1157	0	1044	1024	0	1004
V/C Ratio(X)	0.60	0.00	0.00	0.28	0.00	0.00	0.40	0.00	0.42	0.18	0.00	0.18
Avail Cap(c_a), veh/h	841	0	0	901	0	0	1157	0	1044	1024	0	1004
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	17.9	0.0	0.0	5.1	0.0	5.2	4.3	0.0	4.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.3	0.0	0.0	1.0	0.0	1.3	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.3	0.0	0.0	1.4	0.0	0.0	2.6	0.0	2.7	0.9	0.0	0.9
Lane Grp Delay (d), s/veh	21.0	0.0	0.0	18.3	0.0	0.0	6.1	0.0	6.5	4.6	0.0	4.7
Lane Grp LOS	C			B			A		A	A		A
Approach Vol, veh/h		269			130			902			367	
Approach Delay, s/veh		21.0			18.3			6.3			4.7	
Approach LOS		C			B			A			A	
Timer												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		16.7			16.7			39.0			39.0	
Change Period (Y+Rc), s		4.0			4.0			4.0			4.0	
Max Green Setting (Gmax), s		27.0			27.0			35.0			35.0	
Max Q Clear Time (g_c+I1), s		10.5			5.4			9.5			4.7	
Green Ext Time (p_c), s		2.2			2.4			9.2			9.8	
Intersection Summary												
HCM 2010 Ctrl Delay				9.2								
HCM 2010 LOS				A								
Notes												

Future Conditions
AM Peak Hour - Signalized

HCM 2010 Signalized Intersection Summary
34: Quadrille Boulevard & Fern Street

Alternative 2: Signalization
All Aboard Florida

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	102	67	34	134	37	119	399	15	50	439	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3	186.3
Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cap, veh/h	161	180	102	114	277	69	419	1342	52	185	1484	474
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	347	816	461	173	1254	314	502	2116	82	172	2340	747
Grp Volume(v), veh/h	250	0	0	216	0	0	231	0	330	349	0	318
Grp Sat Flow(s),veh/h/ln	1624	0	0	1741	0	0	1019	0	1681	1697	0	1563
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	3.1	0.0	4.9	0.0	0.0	5.2
Cycle Q Clear(g_c), s	7.5	0.0	0.0	5.9	0.0	0.0	8.3	0.0	4.9	4.7	0.0	5.2
Prop In Lane	0.29		0.28	0.17		0.18	0.54		0.05	0.15		0.48
Lane Grp Cap(c), veh/h	442	0	0	460	0	0	747	0	1066	1151	0	992
V/C Ratio(X)	0.57	0.00	0.00	0.47	0.00	0.00	0.31	0.00	0.31	0.30	0.00	0.32
Avail Cap(c_a), veh/h	856	0	0	906	0	0	747	0	1066	1151	0	992
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	19.0	0.0	0.0	5.1	0.0	4.6	4.5	0.0	4.6
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.8	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.1	0.0	0.0	2.5	0.0	0.0	1.6	0.0	1.8	1.9	0.0	1.8
Lane Grp Delay (d), s/veh	20.7	0.0	0.0	19.8	0.0	0.0	6.2	0.0	5.3	5.2	0.0	5.5
Lane Grp LOS	C			B			A		A	A		A
Approach Vol, veh/h		250			216			561			667	
Approach Delay, s/veh		20.7			19.8			5.7			5.3	
Approach LOS		C			B			A			A	
Timer												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		16.2			16.2			39.0			39.0	
Change Period (Y+Rc), s		4.0			4.0			4.0			4.0	
Max Green Setting (Gmax), s		27.0			27.0			35.0			35.0	
Max Q Clear Time (g_c+I1), s		9.5			7.9			10.3			7.2	
Green Ext Time (p_c), s		2.6			2.7			8.6			9.0	
Intersection Summary												
HCM 2010 Ctrl Delay				9.6								
HCM 2010 LOS				A								
Notes												

Future Conditions
PM Peak Hour

APPENDIX E: ALL ABOARD FLORIDA DATA

AAF BASE CASE FORECAST

AAF Southeast Florida Operating Segment		
Daily Boardings and Alightings, 2019, Base Case		
Station	Boardings	Alightings
West Palm Beach	1,839	1,987
Fort Lauderdale	1,735	1,689
Miami	1,753	1,651
	5,327	5,327
Total Annual Ridership:		1,944,500