Tindale-Oliver and Associates, Inc.

Turning Movement Count Summary

Location: Grinnell & James

Date of count: 12/05/95

Observer: Tindale - Oliver & Assoc.

Weather: Sunny

Total Motor Vehicles

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
11:00 - 11:15	1	30	6	1	55	1	0	0	5	5	1	14	119
11:15 - 11:30	3	26	5	2	6	1	1	1	2	9	5	11	72
11:30 - 11:45	1	13	1	4	33	3	0	0	1	9	1	12	78
11:45 - 12:00	0	34	5	6	60	0	0	0	0	5	2	20	132
12:00 - 12:15	1	40	3	6	69	2	0	1	4	12	4	25	167
12:15 - 12:30	2	27	1	10	42	6	0	1	0	7	4	23	123
12:30 - 12:45	2	36	5	2	44	2	0	0	0	9	4	16	120
12:45 - 1:00	2	25	2	2	35	1	0	1	0	6	3	12	89
1:00 - 1:15	1	18	2	7	54	2	1	0	0	8	1	34	128
1:15 - 1:30	2	27	0	3	35	2	0	0	0	5	3	27	104
1:30 - 1:45	1	33	2	4	53	2	0	1	0	7	2	10	115
1:45 - 2:00	2	34	6	2	52	4	0	0	0	9	2	19	130
Pk Hr Vol :	5	137	14	24	215	10	0	2	4	33	14	84	542

MID Pk Hr : 11:45 am - 12:45 pm

Pk Hr Factor: 0.81

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
4:00 - 4:15	3	33	3	10	73	3	0	0	0	5	1	14	145
4:15 - 4:30	3	21	3	5	46	6	0	0	3	5	8	22	122
4:30 - 4:45	0	32	3	2	46	3	0	0	0	5	2	14	107
4:45 - 5:00	2	22	0	3	43	0	0	0	0	10	3	15	98
5:00 - 5:15	1	27	2	19	84	2	0	1	0	12	12	31	191
5:15 - 5:30	1	22	2	5	51	0	1	0	3	1	5	15	106
5:30 - 5:45	0	24	0	2	61	2	0	0	4	1	0	13	107
5:45 - 6:00	0	22	1	1	36	1	0	0	2	3	0	13	79
Pk Hr Vol :	6	102	8	29	219	11	0	1	3	32	25	82	518

P.M. Pk Hr 4:15 - 5:15 pm

Pk Hr Factor: 0.68

TINDALE-OLIVER & ASSOCIATES
1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB Key West Right

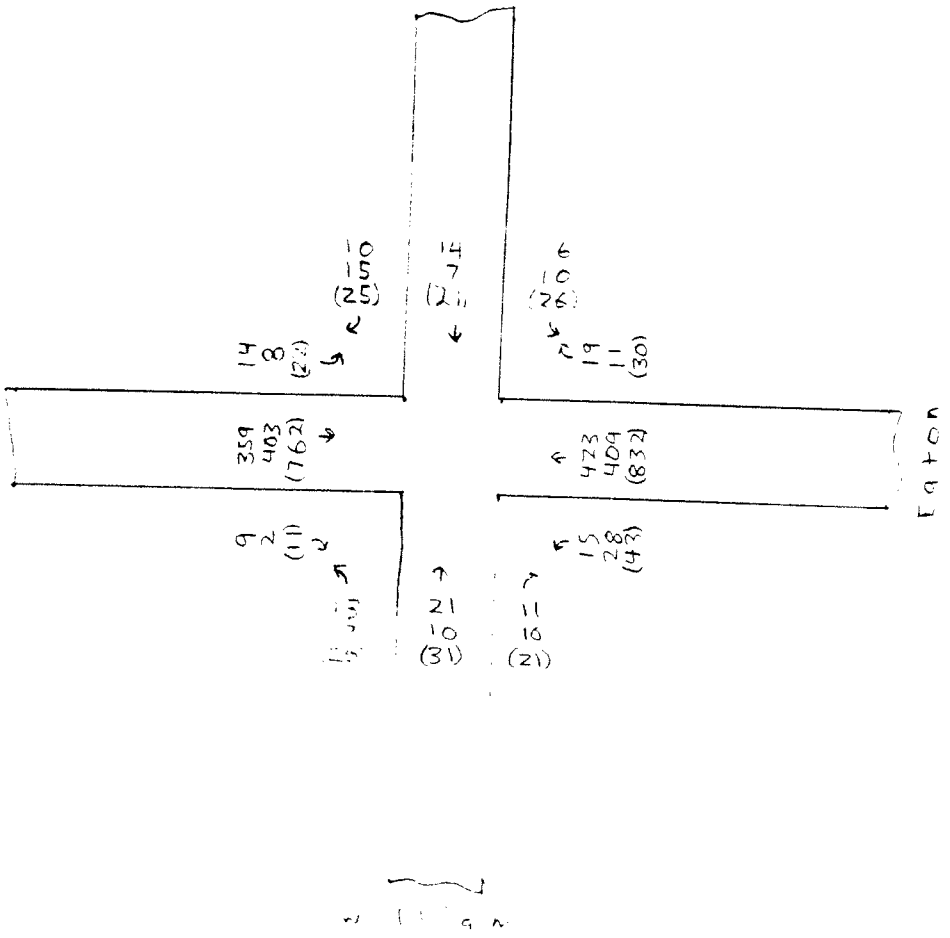
SHEET NO. _____ OF _____

CALCULATED BY Wm Roll DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

Eaton St. and William St. TMC
December 4, 1995



Tindale-Oliver and Associates, Inc.

Turning Movement Count Summary

Location: Eaton & William

Date of count: 12/04/95

Observer: Tindale - Oliver & Assoc.

Weather: Sunny

Total Motor Vehicles

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
11:00 - 11:15	0	3	3	4	6	1	4	77	2	3	107	4	214
11:15 - 11:30	3	5	2	3	3	4	2	90	1	3	113	6	235
11:30 - 11:45	4	6	1	2	3	0	4	80	4	3	100	5	212
11:45 - 12:00	1	2	4	5	5	3	5	92	2	4	98	6	227
12:00 - 12:15	5	8	4	6	3	3	3	97	2	5	112	2	250
12:15 - 12:30	2	4	4	4	4	5	4	94	1	4	94	8	228
12:30 - 12:45	1	3	2	7	5	2	3	62	0	1	85	8	179
12:45 - 1:00	2	3	5	5	4	3	3	64	2	6	104	7	208
1:00 - 1:15	3	10	5	6	4	8	1	75	0	3	109	4	228
1:15 - 1:30	1	3	0	2	4	2	2	87	1	1	103	7	213
1:30 - 1:45	1	1	6	3	2	2	3	89	1	1	112	2	223
1:45 - 2:00	5	3	6	5	4	1	3	63	0	9	114	2	215
Pk Hr Vol :	13	21	11	16	14	10	14	359	9	15	423	19	924

MID Pk Hr 11:15 am - 12:15 pm

Pk Hr Facto 0.92

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
4:00 - 4:15	4	7	5	4	3	4	0	119	0	5	101	4	256
4:15 - 4:30	1	1	1	2	1	6	3	84	1	7	105	0	212
4:30 - 4:45	2	1	2	1	3	2	2	111	1	11	111	4	251
4:45 - 5:00	0	1	2	3	0	3	3	89	0	5	92	3	201
5:00 - 5:15	1	0	4	2	3	3	2	118	2	1	88	8	232
5:15 - 5:30	1	7	3	4	2	3	1	98	1	4	93	2	219
5:30 - 5:45	2	3	4	5	3	1	0	90	0	2	82	5	197
5:45 - 6:00	1	4	6	3	2	3	4	89	0	5	99	2	218
Pk Hr Vol :	7	10	10	10	7	15	8	403	2	28	409	11	920

P.M. Pk Hr 4:00 - 5:00 pm

Pk Hr Facto 0.90

TINDALE-OLIVER & ASSOCIATES
1000 North Ashley Drive
Suite 316
TAMPA, FLORIDA 33602
(813) 224-8862

JOB key West Eight

SHEET NO _____ OF _____

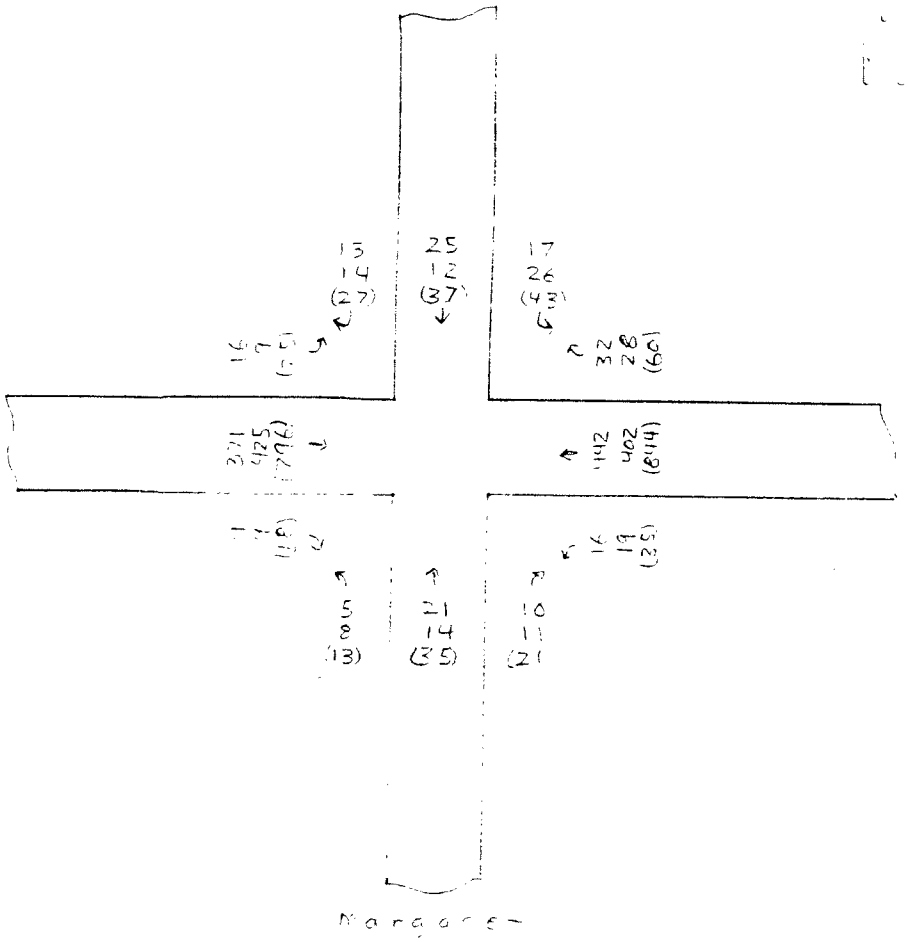
CALCULATED BY Wm Roll DATE Jan 10, 1996

CHECKED BY _____ DATE _____

SCALE _____

Eaton St. and Margaret St. TMC

December 4, 1995



Tindale-Oliver and Associates, Inc.

Turning Movement Count Summary

Location: Eaton & Margaret

Date of count: 12/04/95

Observer: Tindale - Oliver & Assoc.

Weather: Sunny

Total Motor Vehicles

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
11:00 - 11:15	0	8	5	3	5	6	1	86	1	3	108	4	230
11:15 - 11:30	1	1	2	3	4	2	3	88	1	6	109	6	226
11:30 - 11:45	2	4	1	6	6	1	2	81	5	3	113	8	232
11:45 - 12:00	0	10	3	1	6	3	4	85	3	4	98	12	229
12:00 - 12:15	2	6	4	7	9	7	7	117	0	3	122	6	290
12:15 - 12:30	4	7	2	5	4	4	4	79	1	2	97	11	220
12:30 - 12:45	3	4	2	8	3	5	4	95	3	6	80	8	221
12:45 - 1:00	5	6	0	2	5	4	3	76	2	5	112	7	227
1:00 - 1:15	3	4	4	5	7	3	3	81	1	10	97	10	228
1:15 - 1:30	1	5	2	11	4	1	2	86	0	4	108	8	232
1:30 - 1:45	1	3	0	7	7	3	2	88	2	4	102	5	224
1:45 - 2:00	31	10	4	5	5	4	4	79	0	5	98	9	254
Pk Hr Vol :	5	21	10	17	25	13	16	371	9	16	442	32	977

MID Pk Hr 11:15 am - 12:15 pm

Pk Hr Factor 0.84

	nblt	nbt	nbrt	sblt	sbt	sbrt	eblt	ebt	ebrt	wblt	wbt	wbrt	Row Total
4:00 - 4:15	4	5	2	11	6	7	1	119	4	12	100	5	276
4:15 - 4:30	5	3	4	6	3	2	4	81	1	5	102	10	226
4:30 - 4:45	2	6	1	4	0	3	2	97	6	2	104	3	230
4:45 - 5:00	1	2	3	6	4	2	0	105	0	5	95	8	231
5:00 - 5:15	0	3	3	10	5	7	0	142	2	7	101	7	287
5:15 - 5:30	2	3	2	5	3	1	1	80	2	1	96	2	198
5:30 - 5:45	1	2	0	9	3	0	0	102	1	7	80	3	208
5:45 - 6:00	0	1	4	5	2	4	1	86	3	1	90	6	203
Pk Hr Vol :	8	14	11	26	12	14	6	425	9	19	402	28	974

P.M. Pk Hr 4:15 - 5:15 pm

Pk Hr Factor 0.85

APPENDIX B

TRAFFIC COUNT SUMMARIES

City of Keywest
24-Hour Count Summary

County Stn Number: 1
Location: Green St, btwn Simonton St & Elizabeth St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204002
Begin Day of Week: Fri
Counter Number(s): 4528
Hose Configuration: 6

Hour Ending	Day 1 WB	Day 1 EB	Two-Way Total
01:00 AM	14	13	27
02:00 AM	16	11	27
03:00 AM	4	11	15
04:00 AM	6	6	12
05:00 AM	4	5	9
06:00 AM	7	1	8
07:00 AM	25	17	42
08:00 AM	48	13	61
09:00 AM	89	58	147
10:00 AM	102	76	178
11:00 AM	87	101	188
12:00 PM	107	88	195
01:00 PM	93	90	183
02:00 PM	110	109	219
03:00 PM	89	69	158
04:00 PM	97	109	206
05:00 PM	96	117	213
06:00 PM	98	114	212
07:00 PM	44	54	98
08:00 PM	44	48	92
09:00 PM	33	37	70
10:00 PM	36	38	74
11:00 PM	15	17	32
12:00 AM	15	16	31
Totals:	1279	1218	**2,497**

ADT

QC Checks:

	Day 1
AM P:D:	8.4%
AM D Fac:	0.510
AM Pk Hr Begins:	10:30 AM
PM P:D:	9.4%
PM D Fac:	0.528
PM Pk Hr Begins:	03:45 PM

0.99 Seasonal Factor
2,472 Estimated AADT

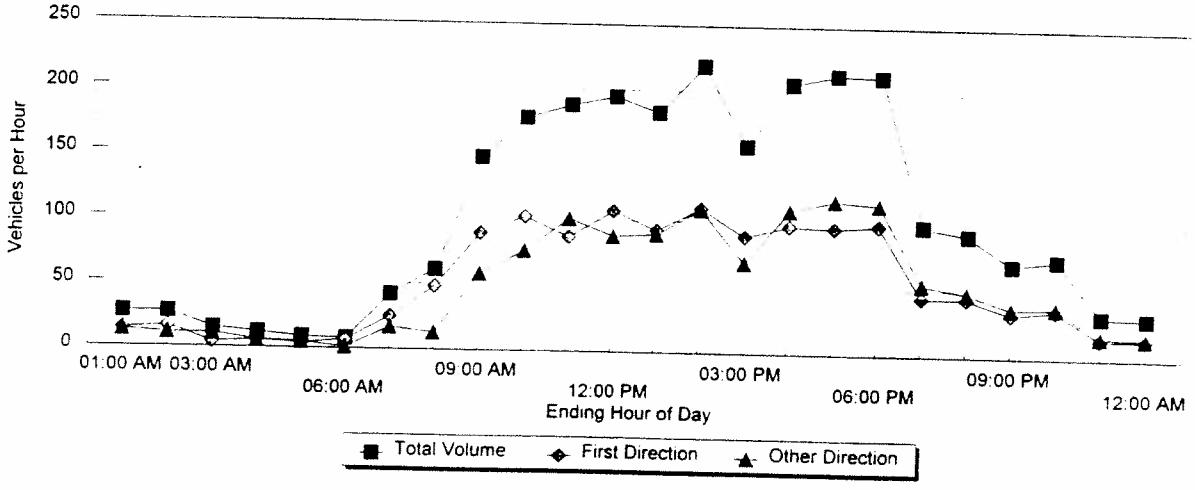
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	8.41%	9.4%
D Fac:	0.510	0.528
PHF:	0.905	0.890

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	9.4%	0.075	0.12	OK
Pk Hr D Fac:	0.528	50.0%	0.65	OK
Daily D:	0.512	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 2
Location: Caroline St, btwn Simonton & Elizabeth St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204027
Begin Day of Week: Fri
Counter Number(s): 4541
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	64	48	112
02:00 AM	50	61	111
03:00 AM	38	42	80
04:00 AM	23	29	52
05:00 AM	24	26	50
06:00 AM	22	20	42
07:00 AM	57	84	141
08:00 AM	116	180	296
09:00 AM	169	372	541
10:00 AM	229	367	596
11:00 AM	223	397	620
12:00 PM	219	403	622
01:00 PM	268	448	716
02:00 PM	292	427	719
03:00 PM	247	361	608
04:00 PM	219	332	551
05:00 PM	252	329	581
06:00 PM	257	307	564
07:00 PM	152	204	356
08:00 PM	137	169	306
09:00 PM	94	162	256
10:00 PM	117	144	261
11:00 PM	74	66	140
12:00 AM	81	97	178
Totals:	3424	5075	**8,499** ADT

QC Checks:

	Day 1
AM P:D:	7.4%
AM D Fac:	0.612
AM Pk Hr Begins:	09:30 AM
PM P:D:	8.7%
PM D Fac:	0.604
PM Pk Hr Begins:	12:45 PM

0.99 Seasonal Factor
8,414 Estimated AADT

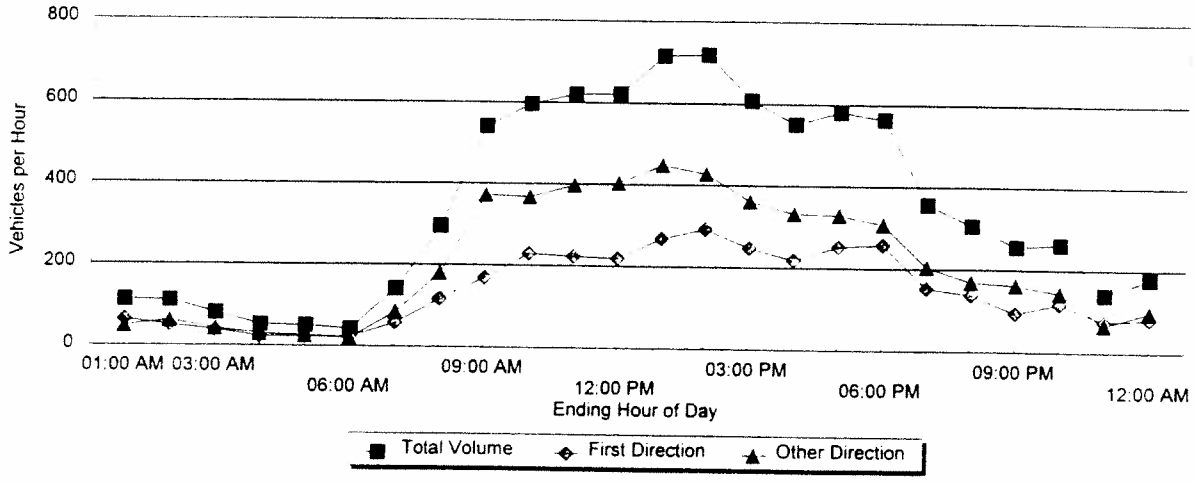
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.37%	8.7%
D Fac:	0.612	0.604
PHF:	0.984	0.946

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.7%	0.075	0.12	OK
Pk Hr D Fac:	0.612	50.0%	0.65	OK
Daily D:	0.597	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 3
Location: Caroline St, btwn Elizabeth St & Margaret St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204026
Begin Day of Week: Fri
Counter Number(s): 4536
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	50	46	96
02:00 AM	47	46	93
03:00 AM	33	31	64
04:00 AM	17	25	42
05:00 AM	19	24	43
06:00 AM	11	16	27
07:00 AM	38	91	129
08:00 AM	85	163	248
09:00 AM	133	300	433
10:00 AM	207	319	526
11:00 AM	206	341	547
12:00 PM	241	352	593
01:00 PM	255	383	638
02:00 PM	263	371	634
03:00 PM	244	318	562
04:00 PM	217	358	575
05:00 PM	225	259	484
06:00 PM	261	285	546
07:00 PM	164	208	372
08:00 PM	119	148	267
09:00 PM	92	132	224
10:00 PM	104	131	235
11:00 PM	70	64	134
12:00 AM	68	67	135
Totals:	3169	4478	**7,647**

ADT

QC Checks:

	Day 1
AM P:D:	7.8%
AM D Fac:	0.594
AM Pk Hr Begins:	11:00 AM
PM P:D:	8.3%
PM D Fac:	0.600
PM Pk Hr Begins:	12:00 PM

0.99 Seasonal Factor
7,571 Estimated AADT

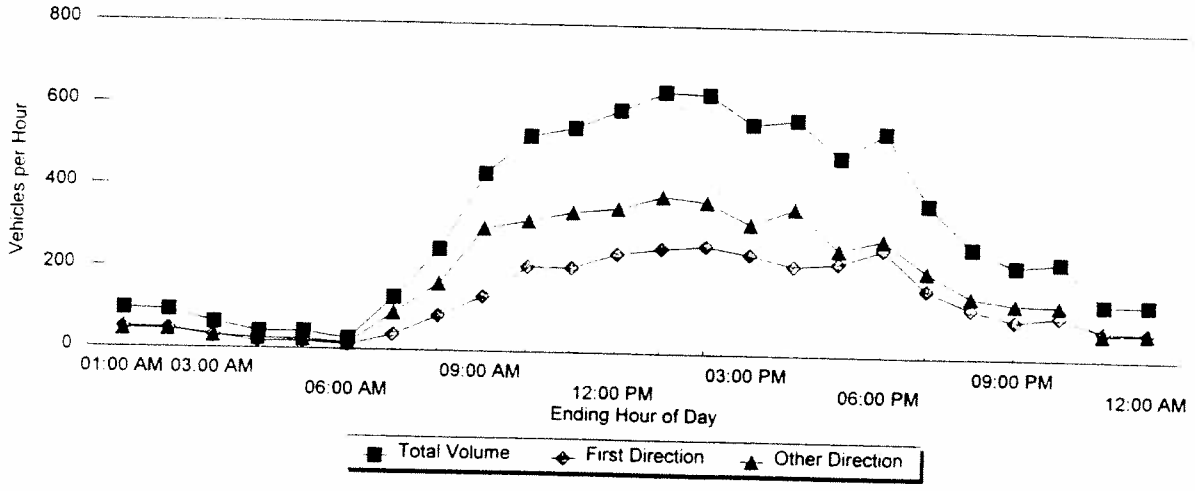
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.75%	8.3%
D Fac:	0.594	0.600
PHF:	0.893	0.896

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.3%	0.075	0.12	OK
Pk Hr D Fac:	0.600	50.0%	0.65	OK
Daily D:	0.586	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 4
Location: Caroline St, btwn Margaret St & William St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204029
Begin Day of Week: Fri
Counter Number(s): 4548
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	51	27	78
02:00 AM	40	31	71
03:00 AM	31	23	54
04:00 AM	17	19	36
05:00 AM	19	16	35
06:00 AM	9	12	21
07:00 AM	43	51	94
08:00 AM	94	91	185
09:00 AM	121	201	322
10:00 AM	186	223	409
11:00 AM	183	232	415
12:00 PM	214	208	422
01:00 PM	266	247	513
02:00 PM	256	236	492
03:00 PM	206	182	388
04:00 PM	189	213	402
05:00 PM	211	182	393
06:00 PM	248	178	426
07:00 PM	176	92	268
08:00 PM	124	89	213
09:00 PM	94	87	181
10:00 PM	95	76	171
11:00 PM	56	42	98
12:00 AM	66	41	107
Totals:	2995	2799	**5,794** ADT

QC Checks:

	Day 1
AM P:D:	7.3%
AM D Fac:	0.507
AM Pk Hr Begins:	10:30 AM
PM P:D:	8.9%
PM D Fac:	0.519
PM Pk Hr Begins:	12:00 PM

0.99 Seasonal Factor
5,736 Estimated AADT

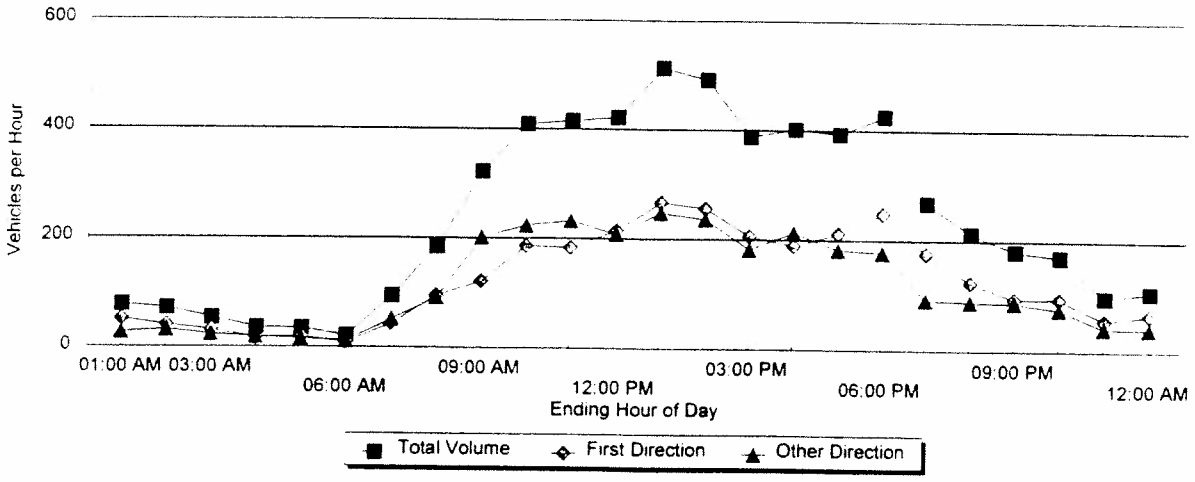
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.32%	8.9%
D Fac:	0.507	0.519
PHF:	0.938	0.878

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.9%	0.075	0.12	OK
Pk Hr D Fac:	0.519	50.0%	0.65	OK
Daily D:	0.517	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 5
Location: Caroline St, btwn Margaret St & Grinnell St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204028
Begin Day of Week: Fri
Counter Number(s): 4538
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	99	40	139
02:00 AM	52	40	92
03:00 AM	41	46	87
04:00 AM	24	29	53
05:00 AM	24	34	58
06:00 AM	14	14	28
07:00 AM	45	60	105
08:00 AM	100	134	234
09:00 AM	132	244	376
10:00 AM	203	262	465
11:00 AM	217	261	478
12:00 PM	268	234	502
01:00 PM	305	295	600
02:00 PM	265	270	535
03:00 PM	248	240	488
04:00 PM	217	243	460
05:00 PM	234	221	455
06:00 PM	319	236	555
07:00 PM	212	144	356
08:00 PM	168	129	297
09:00 PM	123	116	239
10:00 PM	115	82	197
11:00 PM	85	66	151
12:00 AM	82	57	139
Totals:	3592	3497	**7,089** ADT

QC Checks:

	Day 1
AM P:D:	7.1%
AM D Fac:	0.534
AM Pk Hr Begins:	11:00 AM
PM P:D:	8.5%
PM D Fac:	0.508
PM Pk Hr Begins:	12:00 PM

0.99 Seasonal Factor
7,018 Estimated AADT

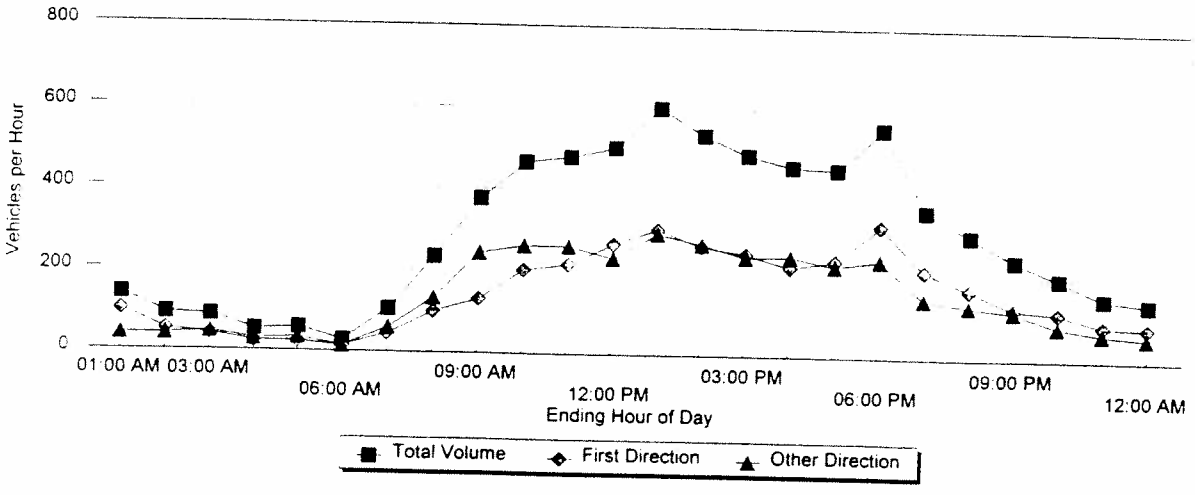
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.08%	8.5%
D Fac:	0.534	0.508
PHF:	0.923	0.867

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.5%	0.075	0.12	OK
Pk Hr D Fac:	0.534	50.0%	0.65	OK
Daily D:	0.507	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 6
Location: Eaton St, btwn Simonton St & Elizabeth St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204024
Begin Day of Week: Fri
Counter Number(s): 7673
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	82	59	141
02:00 AM	54	48	102
03:00 AM	35	33	68
04:00 AM	39	23	62
05:00 AM	27	38	65
06:00 AM	22	49	71
07:00 AM	73	237	310
08:00 AM	150	420	570
09:00 AM	199	762	961
10:00 AM	265	685	950
11:00 AM	348	699	1,047
12:00 PM	421	683	1,104
01:00 PM	356	686	1,042
02:00 PM	337	631	968
03:00 PM	297	598	895
04:00 PM	379	670	1,049
05:00 PM	431	662	1,093
06:00 PM	393	585	978
07:00 PM	288	440	728
08:00 PM	184	267	451
09:00 PM	147	247	394
10:00 PM	139	245	384
11:00 PM	117	190	307
12:00 AM	150	134	284
Totals:	4933	9091	**14,024** ADT

QC Checks:

	Day 1
AM P:D:	7.9%
AM D Fac:	0.619
AM Pk Hr Begins:	11:00 AM
PM P:D:	7.9%
PM D Fac:	0.605
PM Pk Hr Begins:	04:15 PM

0.99 Seasonal Factor
13,884 Estimated AADT

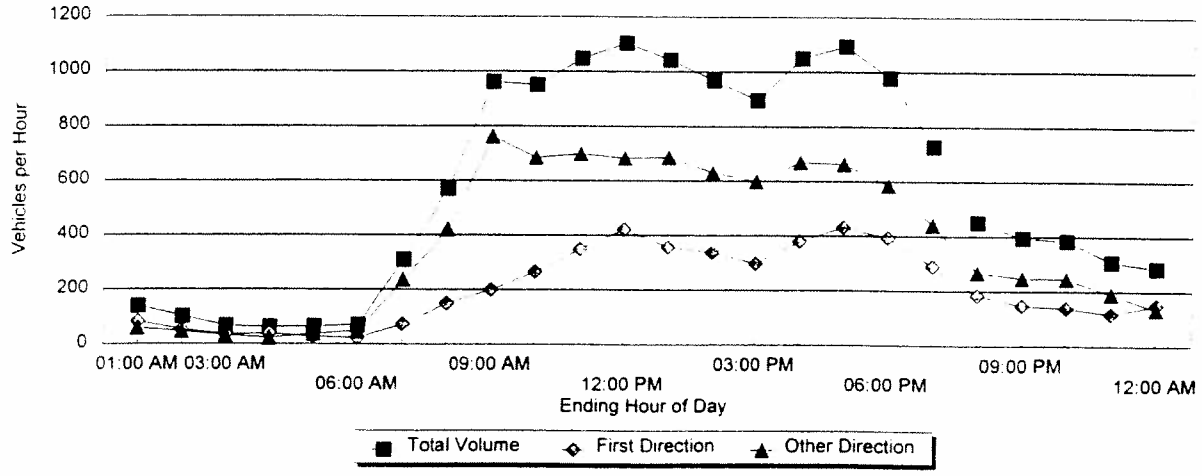
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.87%	7.9%
D Fac:	0.619	0.605
PHF:	0.917	0.972

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	7.9%	0.075	0.12	OK
Pk Hr D Fac:	0.619	50.0%	0.65	OK
Daily D:	0.648	50.0%	0.55	No
Peak Dir OK?				

Checked by _____ (Consultant)

Accepted by _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 7
Location: Eaton St, btwn Elizabeth St & Peacon Ln
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204025
Begin Day of Week: Fri
Counter Number(s): 4535
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	94	114	208
02:00 AM	58	83	141
03:00 AM	48	64	112
04:00 AM	42	51	93
05:00 AM	31	66	97
06:00 AM	26	79	105
07:00 AM	74	356	430
08:00 AM	158	683	841
09:00 AM	216	1078	1,294
10:00 AM	276	956	1,232
11:00 AM	387	874	1,261
12:00 PM	407	855	1,262
01:00 PM	397	840	1,237
02:00 PM	353	775	1,128
03:00 PM	346	746	1,092
04:00 PM	412	918	1,330
05:00 PM	456	908	1,364
06:00 PM	435	883	1,318
07:00 PM	326	669	995
08:00 PM	217	456	673
09:00 PM	168	368	536
10:00 PM	147	333	480
11:00 PM	135	270	405
12:00 AM	162	225	387
Totals:	5371	12650	**18,021**

ADT

QC Checks:

	Day 1
AM P:D:	7.6%
AM D Fac:	0.746
AM Pk Hr Begins:	09:30 AM
PM P:D:	7.7%
PM D Fac:	0.662
PM Pk Hr Begins:	04:15 PM

0.99 Seasonal Factor
17,841 Estimated AADT

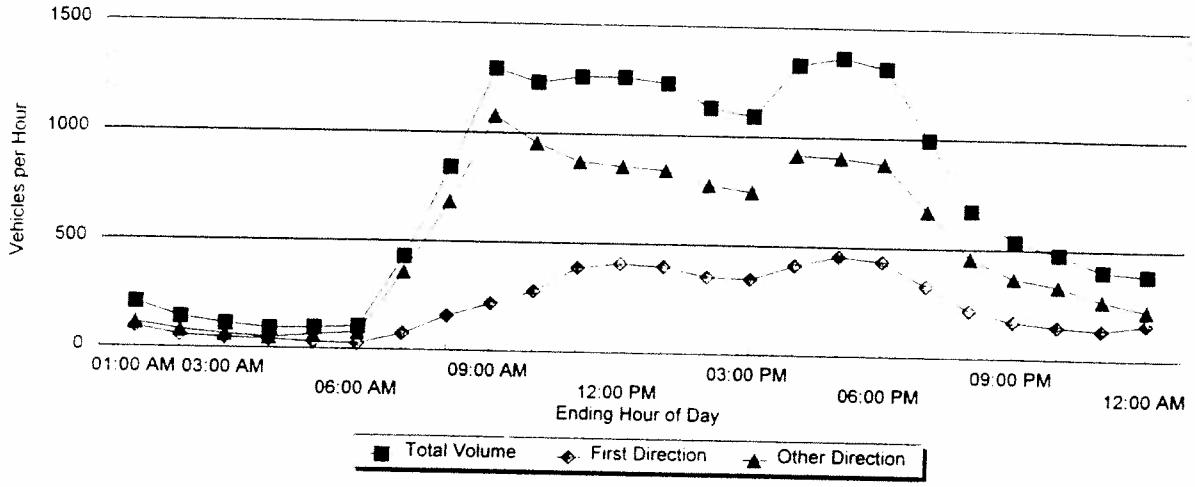
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.64%	7.7%
D Fac:	0.746	0.662
PHF:	0.935	0.991

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	7.7%	0.075	0.12	OK
Pk Hr D Fac:	0.746	50.0%	0.65	No
Daily D:	0.702	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 8
Location: Eaton St, btwn William St & Margaret St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204023
Begin Day of Week: Fri
Counter Number(s): 7327
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	98	41	139
02:00 AM	58	35	93
03:00 AM	49	23	72
04:00 AM	35	21	56
05:00 AM	33	25	58
06:00 AM	27	33	60
07:00 AM	78	166	244
08:00 AM	149	331	480
09:00 AM	210	585	795
10:00 AM	296	510	806
11:00 AM	402	449	851
12:00 PM	394	446	840
01:00 PM	425	447	872
02:00 PM	368	457	825
03:00 PM	356	448	804
04:00 PM	458	492	950
05:00 PM	461	442	903
06:00 PM	458	403	861
07:00 PM	349	314	663
08:00 PM	218	230	448
09:00 PM	179	197	376
10:00 PM	146	173	319
11:00 PM	136	125	261
12:00 AM	157	87	244
Totals:	5540	6480	**12,020** **ADT**

QC Checks:

	Day 1
AM P:D:	7.3%
AM D Fac:	0.560
AM Pk Hr Begins:	09:45 AM
PM P:D:	8.1%
PM D Fac:	0.523
PM Pk Hr Begins:	03:15 PM

0.99 Seasonal Factor
11,900 Estimated AADT

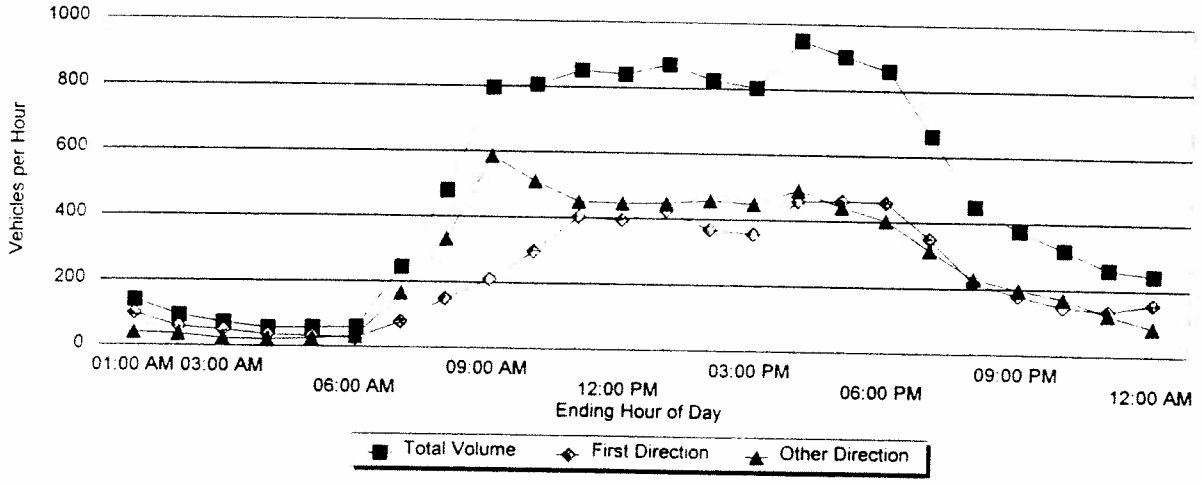
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.32%	8.1%
D Fac:	0.560	0.523
PHF:	0.917	0.903

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.1%	0.075	0.12	OK
Pk Hr D Fac:	0.560	50.0%	0.65	OK
Daily D:	0.539	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 9
Location: Eaton St, btwn Margaret St & Grinnell St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204022
Begin Day of Week: Fri
Counter Number(s): 4544
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	91	39	130
02:00 AM	60	33	93
03:00 AM	45	27	72
04:00 AM	42	19	61
05:00 AM	34	33	67
06:00 AM	26	45	71
07:00 AM	99	200	299
08:00 AM	169	388	557
09:00 AM	246	612	858
10:00 AM	310	544	854
11:00 AM	453	510	963
12:00 PM	422	497	919
01:00 PM	416	494	910
02:00 PM	402	509	911
03:00 PM	384	480	864
04:00 PM	497	529	1,026
05:00 PM	477	508	985
06:00 PM	485	415	900
07:00 PM	357	325	682
08:00 PM	219	229	448
09:00 PM	190	195	385
10:00 PM	154	169	323
11:00 PM	142	131	273
12:00 AM	168	85	253
Totals:	5888	7016	**12,904** ADT

QC Checks:

	Day 1
AM P:D:	7.7%
AM D Fac:	0.559
AM Pk Hr Begins:	09:45 AM
PM P:D:	8.2%
PM D Fac:	0.505
PM Pk Hr Begins:	03:15 PM

0.99 Seasonal Factor
12,775 Estimated AADT

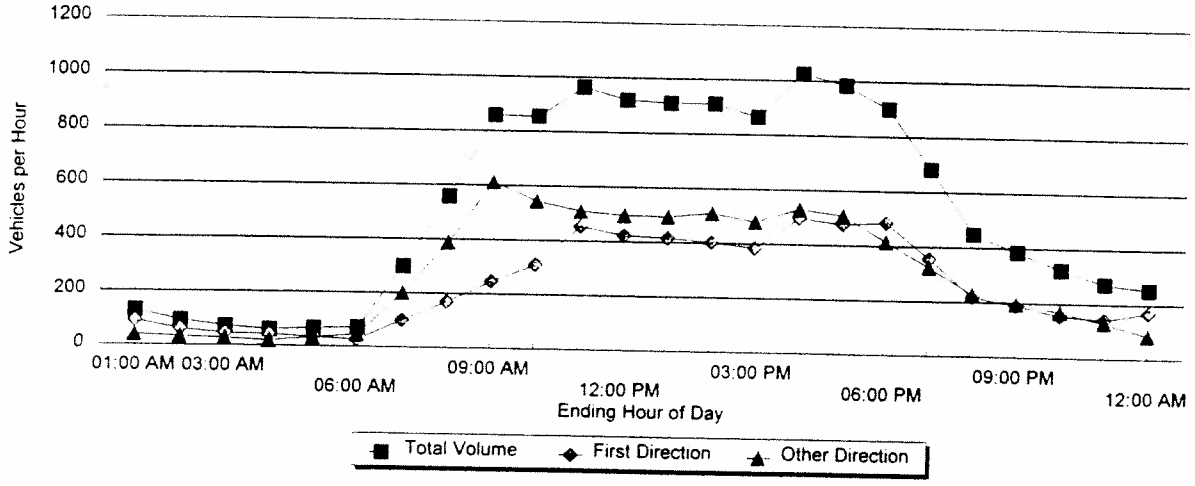
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.66%	8.2%
D Fac:	0.559	0.505
PHF:	0.988	0.974

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.2%	0.075	0.12	OK
Pk Hr D Fac:	0.559	50.0%	0.65	OK
Daily D:	0.544	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 10
Location: Eaton St, btwn Grinnell St & Frances St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204021
Begin Day of Week: Fri
Counter Number(s): 4537
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	142	60	202
02:00 AM	76	42	118
03:00 AM	65	36	101
04:00 AM	57	28	85
05:00 AM	52	35	87
06:00 AM	35	59	94
07:00 AM	128	270	398
08:00 AM	247	488	735
09:00 AM	367	707	1,074
10:00 AM	461	607	1,068
11:00 AM	588	549	1,137
12:00 PM	581	565	1,146
01:00 PM	624	546	1,170
02:00 PM	588	572	1,160
03:00 PM	598	545	1,143
04:00 PM	653	556	1,209
05:00 PM	701	553	1,254
06:00 PM	751	442	1,193
07:00 PM	493	389	882
08:00 PM	322	288	610
09:00 PM	255	249	504
10:00 PM	209	213	422
11:00 PM	192	156	348
12:00 AM	201	107	308
Totals:	8386	8062	**16,448**

ADT

QC Checks:

	Day 1
AM P:D:	7.0%
AM D Fac:	0.507
AM Pk Hr Begins:	11:00 AM
PM P:D:	7.9%
PM D Fac:	0.564
PM Pk Hr Begins:	03:30 PM

0.99 Seasonal Factor
16,284 Estimated AADT

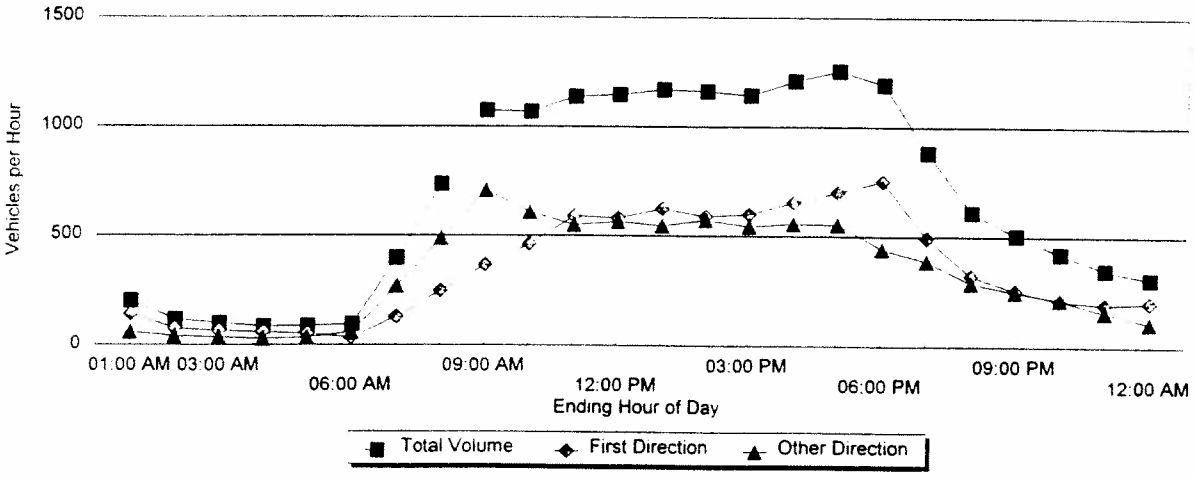
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	6.97%	7.9%
D Fac:	0.507	0.564
PHF:	0.933	0.953

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	7.9%	0.075	0.12	OK
Pk Hr D Fac:	0.564	50.0%	0.65	OK
Daily D:	0.510	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 11
Location: Elizabeth St, btwn Dey St & Caroline St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204001
Begin Day of Week: Fri
Counter Number(s): 7705
Hose Configuration: 6

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	10	11	21
02:00 AM	15	7	22
03:00 AM	10	3	13
04:00 AM	4	1	5
05:00 AM	4	4	8
06:00 AM	3	2	5
07:00 AM	10	23	33
08:00 AM	21	47	68
09:00 AM	41	97	138
10:00 AM	68	151	219
11:00 AM	102	135	237
12:00 PM	92	124	216
01:00 PM	90	117	207
02:00 PM	67	116	183
03:00 PM	73	103	176
04:00 PM	89	117	206
05:00 PM	112	111	223
06:00 PM	106	145	251
07:00 PM	65	66	131
08:00 PM	36	32	68
09:00 PM	29	25	54
10:00 PM	31	31	62
11:00 PM	17	18	35
12:00 AM	14	19	33
Totals:	1109	1505	**2,614** ADT

QC Checks:

	Day 1
AM P:D:	9.5%
AM D Fac:	0.560
AM Pk Hr Begins:	10:30 AM
PM P:D:	9.6%
PM D Fac:	0.578
PM Pk Hr Begins:	05:00 PM

0.99 Seasonal Factor
2,588 Estimated AADT

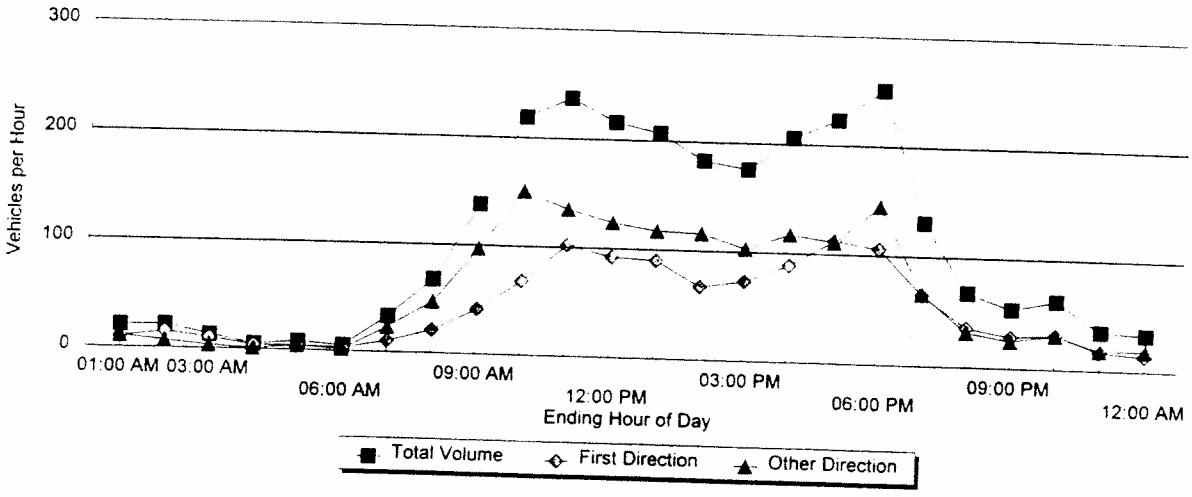
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	9.49%	9.6%
D Fac:	0.560	0.578
PHF:	0.954	0.872

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	9.6%	0.075	0.12	OK
Pk Hr D Fac:	0.578	50.0%	0.65	OK
Daily D:	0.576	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 12 & 13
Location: Elizabeth St, btwn Caroline St & Eaton St
Summary Begin Date: 12/04/95
Summary Begin Time: 10:00 AM

Datafile Name(s): D1204004, 005
Begin Day of Week: Fri
Counter Number(s): 4549
Hose Configuration: 0

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	3	6	9
02:00 AM	0	3	3
03:00 AM	1	5	6
04:00 AM	1	1	2
05:00 AM	0	0	0
06:00 AM	1	4	5
07:00 AM	4	3	7
08:00 AM	26	16	42
09:00 AM	40	30	70
10:00 AM	39	30	69
11:00 AM	27	47	74
12:00 PM	35	52	87
01:00 PM	48	59	107
02:00 PM	30	55	85
03:00 PM	43	34	77
04:00 PM	57	50	107
05:00 PM	40	49	89
06:00 PM	35	57	92
07:00 PM	23	33	56
08:00 PM	12	27	39
09:00 PM	10	15	25
10:00 PM	11	12	23
11:00 PM	3	10	13
12:00 AM	2	6	8
Totals:	491	604	**1,095** ADT

QC Checks:

	Day 1
AM P:D:	7.9%
AM D Fac:	0.598
AM Pk Hr Begins:	11:00 AM
PM P:D:	10.1%
PM D Fac:	0.613
PM Pk Hr Begins:	04:45 PM

0.99 Seasonal Factor
1,084 Estimated AADT

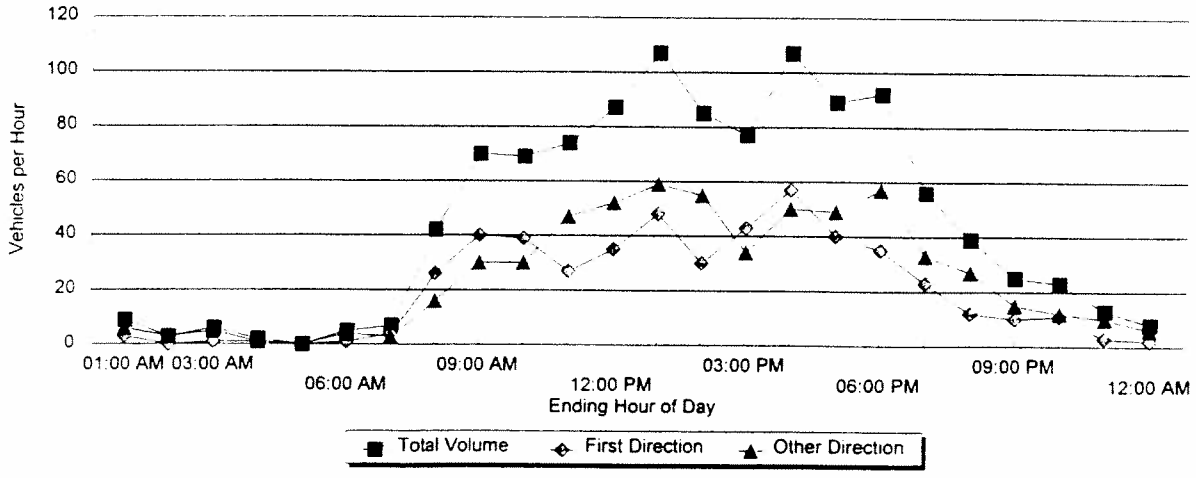
Average Traffic Characteristics

	AM	PM
P:D Ratio:	7.95%	10.1%
D Fac:	0.598	0.613
PHF:	0.621	0.841

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	10.1%	0.075	0.12	OK
Pk Hr D Fac:	0.613	50.0%	0.65	OK
Daily D:	0.552	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 13
Location: William St, btwn Green St & Caroline St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204007
Begin Day of Week: Fri
Counter Number(s): 563998
Hose Configuration: 6

Hour Ending	Day 1 SB	Day 1 NB	Two-Way Total
01:00 AM	12	8	20
02:00 AM	7	3	10
03:00 AM	5	2	7
04:00 AM	5	4	9
05:00 AM	1	2	3
06:00 AM	5	4	9
07:00 AM	10	6	16
08:00 AM	50	22	72
09:00 AM	82	43	125
10:00 AM	73	70	143
11:00 AM	101	84	185
12:00 PM	111	89	200
01:00 PM	111	113	224
02:00 PM	102	104	206
03:00 PM	100	94	194
04:00 PM	104	59	163
05:00 PM	122	74	196
06:00 PM	82	54	136
07:00 PM	47	33	80
08:00 PM	51	33	84
09:00 PM	38	18	56
10:00 PM	31	18	49
11:00 PM	15	13	28
12:00 AM	7	10	17
Totals:	1272	960	**2,232** ADT

QC Checks:

	Day 1
AM P:D:	9.0%
AM D Fac:	0.555
AM Pk Hr Begins:	11:00 AM
PM P:D:	10.8%
PM D Fac:	0.556
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
2,210 Estimated AADT

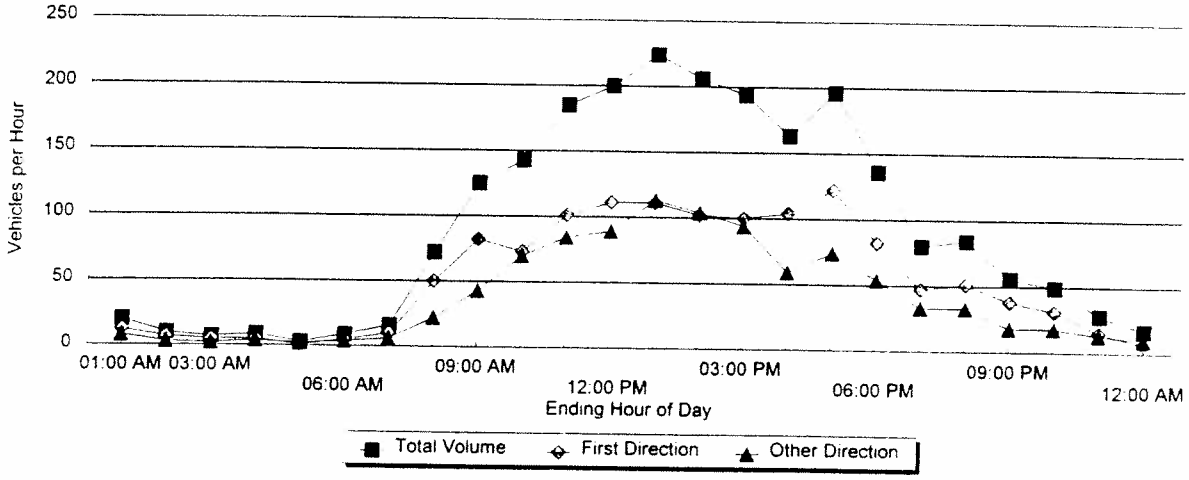
Average Traffic Characteristics

	AM	PM
P:D Ratio:	8.96%	10.8%
D Fac:	0.555	0.556
PHF:	0.781	0.886

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	10.8%	0.075	0.12	OK
Pk Hr D Fac:	0.556	50.0%	0.65	OK
Daily D:	0.570	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 14
Location: William St, btwn Caroline St & Eaton St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204006
Begin Day of Week: Fri
Counter Number(s): 4543
Hose Configuration: 6

Hour Ending	Day 1 SB	Day 1 NB	Two-Way Total
01:00 AM	2	7	9
02:00 AM	1	4	5
03:00 AM	5	5	10
04:00 AM	2	2	4
05:00 AM	0	2	2
06:00 AM	2	2	4
07:00 AM	3	10	13
08:00 AM	23	29	52
09:00 AM	35	30	65
10:00 AM	41	47	88
11:00 AM	49	104	153
12:00 PM	47	66	113
01:00 PM	65	89	154
02:00 PM	44	67	111
03:00 PM	54	79	133
04:00 PM	46	63	109
05:00 PM	40	48	88
06:00 PM	41	51	92
07:00 PM	17	34	51
08:00 PM	23	23	46
09:00 PM	19	15	34
10:00 PM	9	12	21
11:00 PM	6	13	19
12:00 AM	7	14	21
Totals:	581	816	**1,397** ADT

QC Checks:

	Day 1
AM P:D:	11.0%
AM D Fac:	0.680
AM Pk Hr Begins:	10:00 AM
PM P:D:	11.2%
PM D Fac:	0.615
PM Pk Hr Begins:	12:15 PM

0.99 Seasonal Factor
1,383 Estimated AADT

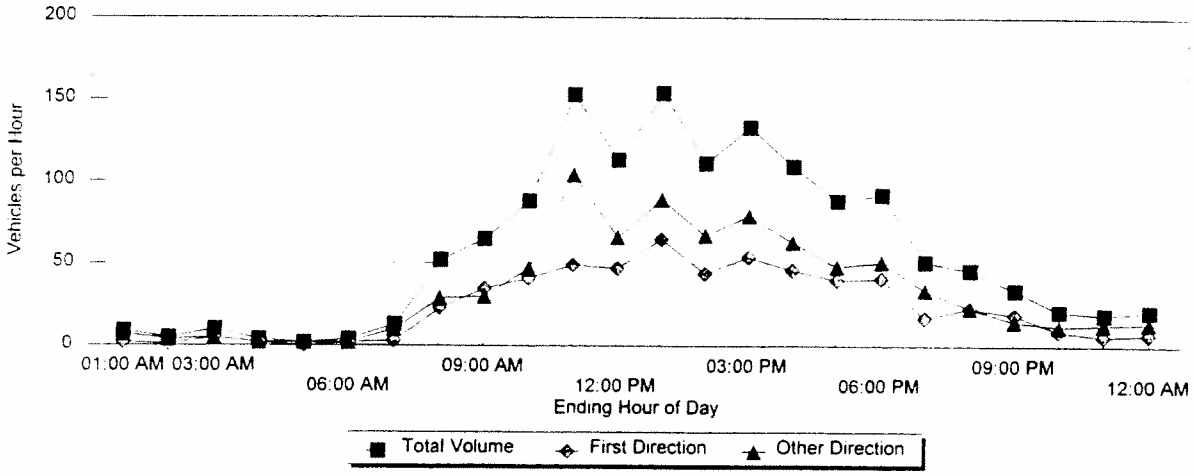
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	10.95%	11.2%
D Fac:	0.680	0.615
PHF:	0.911	0.886

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	11.2%	0.075	0.12	OK
Pk Hr D Fac:	0.680	50.0%	0.65	No
Daily D:	0.584	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 15
Location: Margaret St, btwn Dead End & Caroline St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204008
Begin Day of Week: Fri
Counter Number(s): 4533
Hose Configuration: 6

Hour Ending	Day 1 SB	Day 1 NB	Two-Way Total
01:00 AM	11	29	40
02:00 AM	4	5	9
03:00 AM	3	5	8
04:00 AM	0	0	0
05:00 AM	4	5	9
06:00 AM	5	4	9
07:00 AM	20	24	44
08:00 AM	77	36	113
09:00 AM	61	65	126
10:00 AM	138	118	256
11:00 AM	102	129	231
12:00 PM	116	119	235
01:00 PM	141	157	298
02:00 PM	129	158	287
03:00 PM	110	144	254
04:00 PM	105	161	266
05:00 PM	88	153	241
06:00 PM	128	148	276
07:00 PM	85	85	170
08:00 PM	77	118	195
09:00 PM	48	82	130
10:00 PM	24	64	88
11:00 PM	15	33	48
12:00 AM	20	37	57
Totals:	1511	1879	**3,390** ADT

QC Checks:

	Day 1
AM P:D:	8.9%
AM D Fac:	0.502
AM Pk Hr Begins:	09:30 AM
PM P:D:	9.6%
PM D Fac:	0.534
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
3,356 Estimated AADT

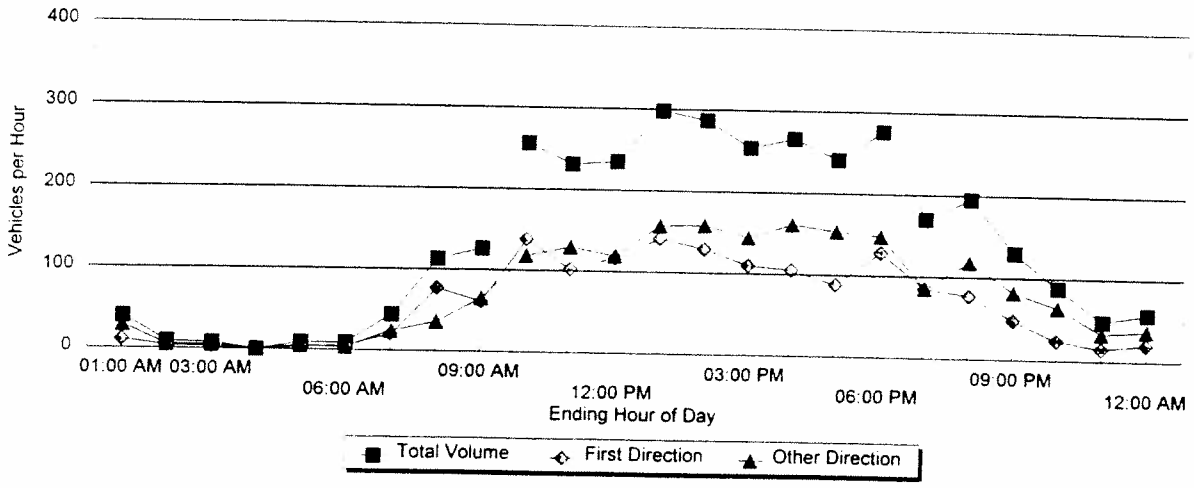
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	8.88%	9.6%
D Fac:	0.502	0.534
PHF:	0.710	0.886

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	9.6%	0.075	0.12	OK
Pk Hr D Fac:	0.534	50.0%	0.65	OK
Daily D:	0.554	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 16 & 16
Location: Margaret St, btwn Caroline St & James St
Summary Begin Date: 12/04/95
Summary Begin Time: 10:00 AM

Datafile Name(s): D12040

Begin Day
Counter N
Hose Con

Hour Ending	Day 1 NB	SB	Two-Way Total
01:00 AM	7	4	11
02:00 AM	8	3	11
03:00 AM	9	0	9
04:00 AM	8	1	9
05:00 AM	5	5	10
06:00 AM	1	3	4
07:00 AM	6	9	15
08:00 AM	12	17	29
09:00 AM	29	27	56
10:00 AM	56	55	111
11:00 AM	69	70	139
12:00 PM	62	93	155
01:00 PM	57	91	148
02:00 PM	58	86	144
03:00 PM	54	62	116
04:00 PM	52	76	128
05:00 PM	45	56	101
06:00 PM	55	49	104
07:00 PM	31	26	57
08:00 PM	49	20	69
09:00 PM	38	12	50
10:00 PM	22	10	32
11:00 PM	10	2	12
12:00 AM	18	4	22
Totals:	761	781	1,542

ADT

0.99 Seasonal
1,527 Estimate

QC Checks:

	Day 1
AM P:D:	10.1%
AM D Fac:	0.600
AM Pk Hr Begins:	11:00 AM
PM P:D:	10.2%
PM D Fac:	0.599
PM Pk Hr Begins:	12:30 PM

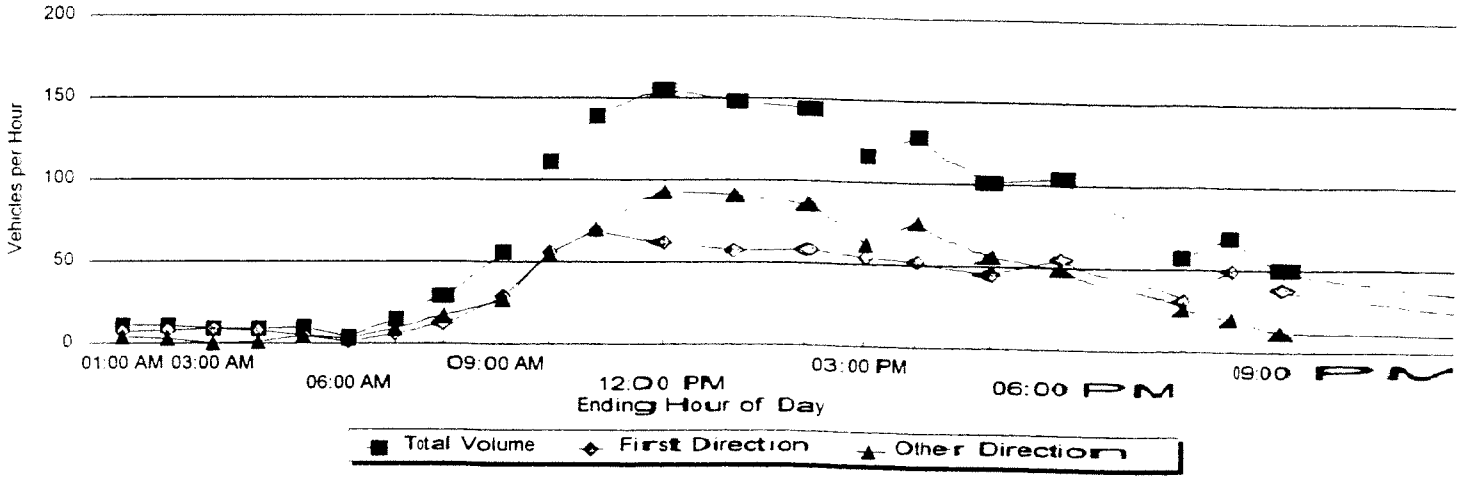
Average Traffic Chara
AA

P:D Ratio	
D Fac	
PHF	

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	10.2%	0.075	0.12	OK
Pk Hr D Fac:	0.600	50.0%	0.65	OK
Daily D:	0.506	50.0%	0.55	OK
Peak Dir OK?				

Checked by _____

Accepted by _____



City of Keywest
24-Hour Count Summary

County Stn Number: 15
Location: Margaret St, btwn Dead End & Caroline St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204008
Begin Day of Week: Fri
Counter Number(s): 4533
Hose Configuration: 6

Hour Ending	Day 1 SB	Day 1 NB	Two-Way Total
01:00 AM	11	29	40
02:00 AM	4	5	9
03:00 AM	3	5	8
04:00 AM	0	0	0
05:00 AM	4	5	9
06:00 AM	5	4	9
07:00 AM	20	24	44
08:00 AM	77	36	113
09:00 AM	61	65	126
10:00 AM	138	118	256
11:00 AM	102	129	231
12:00 PM	116	119	235
01:00 PM	141	157	298
02:00 PM	129	158	287
03:00 PM	110	144	254
04:00 PM	105	161	266
05:00 PM	88	153	241
06:00 PM	128	148	276
07:00 PM	85	85	170
08:00 PM	77	118	195
09:00 PM	48	82	130
10:00 PM	24	64	88
11:00 PM	15	33	48
12:00 AM	20	37	57
Totals:	1511	1879	**3,390** ADT

QC Checks:

	Day 1
AM P:D:	8.9%
AM D Fac:	0.502
AM Pk Hr Begins:	09:30 AM
PM P:D:	9.6%
PM D Fac:	0.534
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
3,356 Estimated AADT

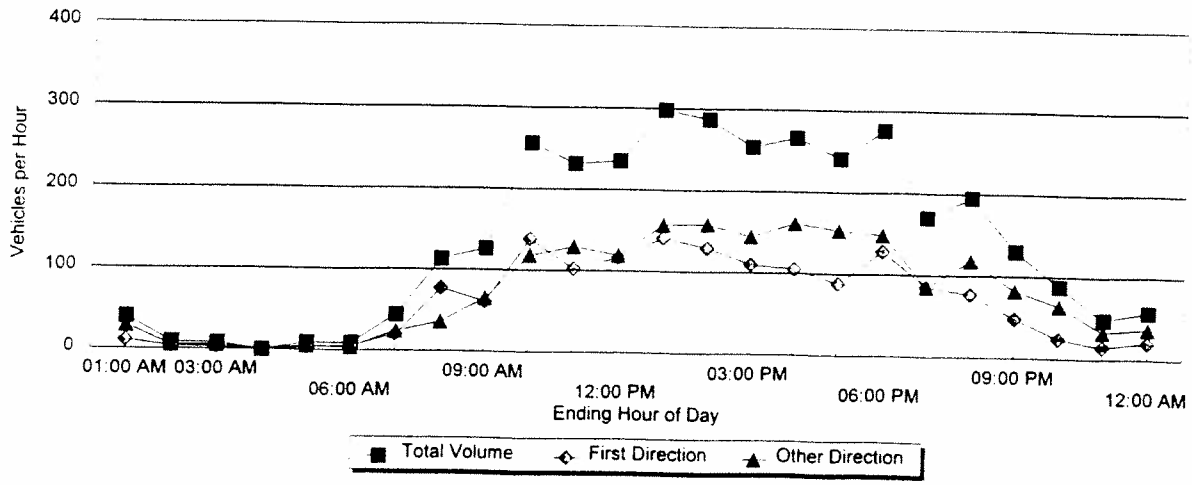
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	8.88%	9.6%
D Fac:	0.502	0.534
PHF:	0.710	0.886

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	9.6%	0.075	0.12	OK
Pk Hr D Fac:	0.534	50.0%	0.65	OK
Daily D:	0.554	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 16 & 16
Location: Margaret St, btwn Caroline St & James St
Summary Begin Date: 12/04/95
Summary Begin Time: 10:00 AM

Datafile Name(s): D1204009, 010
Begin Day of Week: Fri
Counter Number(s): 4539
Hose Configuration: 0

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	7	4	11
02:00 AM	8	3	11
03:00 AM	9	0	9
04:00 AM	8	1	9
05:00 AM	5	5	10
06:00 AM	1	3	4
07:00 AM	6	9	15
08:00 AM	12	17	29
09:00 AM	29	27	56
10:00 AM	56	55	111
11:00 AM	69	70	139
12:00 PM	62	93	155
01:00 PM	57	91	148
02:00 PM	58	86	144
03:00 PM	54	62	116
04:00 PM	52	76	128
05:00 PM	45	56	101
06:00 PM	55	49	104
07:00 PM	31	26	57
08:00 PM	49	20	69
09:00 PM	38	12	50
10:00 PM	22	10	32
11:00 PM	10	2	12
12:00 AM	18	4	22
Totals:	761	781	**1,542** ADT

QC Checks:

	Day 1
AM P:D:	10.1%
AM D Fac:	0.600
AM Pk Hr Begins:	11:00 AM
PM P:D:	10.2%
PM D Fac:	0.599
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
1,527 Estimated AADT

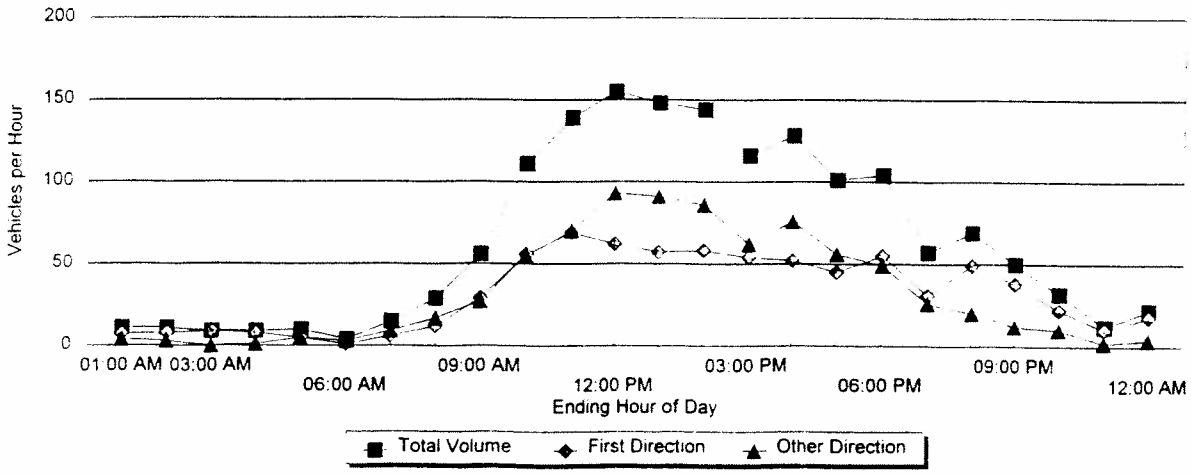
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	10.05%	10.2%
D Fac:	0.600	0.599
PHF:	0.945	0.913

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	10.2%	0.075	0.12	OK
Pk Hr D Fac:	0.600	50.0%	0.65	OK
Daily D:	0.506	50.0%	0.55	OK
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 17
Location: Trumbo Rd, North of Caroline St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204013
Begin Day of Week: Fri
Counter Number(s): 4552
Hose Configuration: 6

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	0	2	2
02:00 AM	1	2	3
03:00 AM	0	2	2
04:00 AM	4	6	10
05:00 AM	1	4	5
06:00 AM	9	8	17
07:00 AM	64	60	124
08:00 AM	88	93	181
09:00 AM	80	125	205
10:00 AM	69	97	166
11:00 AM	52	93	145
12:00 PM	66	112	178
01:00 PM	84	128	212
02:00 PM	85	160	245
03:00 PM	91	120	211
04:00 PM	51	115	166
05:00 PM	42	116	158
06:00 PM	28	92	120
07:00 PM	3	15	18
08:00 PM	4	16	20
09:00 PM	3	4	7
10:00 PM	7	3	10
11:00 PM	1	2	3
12:00 AM	2	7	9
Totals:	835	1382	**2,217** ADT

QC Checks:

	Day 1
AM P:D:	9.7%
AM D Fac:	0.542
AM Pk Hr Begins:	07:45 AM
PM P:D:	11.2%
PM D Fac:	0.625
PM Pk Hr Begins:	12:45 PM

0.99 Seasonal Factor
2,195 Estimated AADT

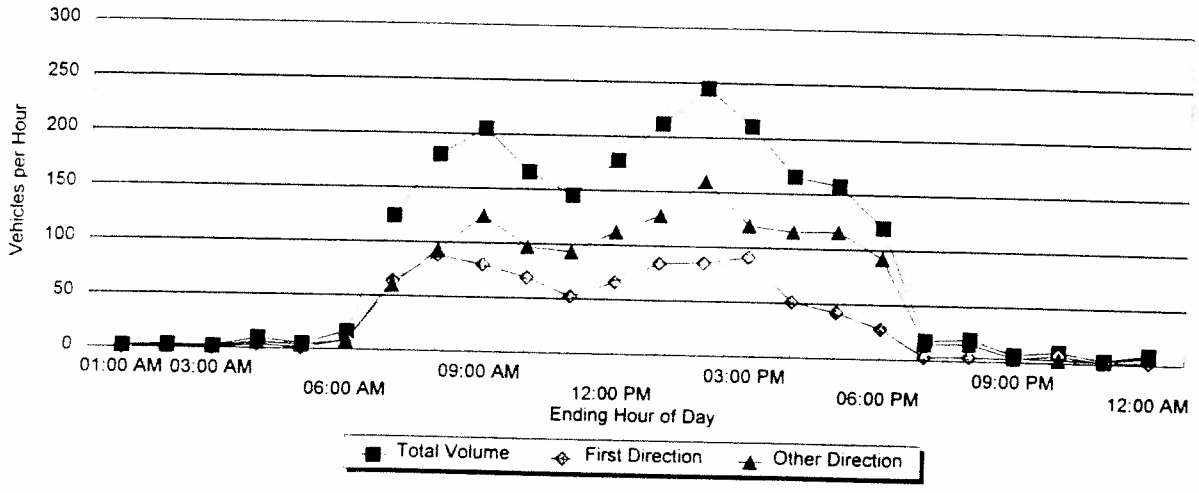
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	9.74%	11.2%
D Fac:	0.542	0.625
PHF:	0.982	0.849

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	11.2%	0.075	0.12	OK
Pk Hr D Fac:	0.625	50.0%	0.65	OK
Daily D:	0.623	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 18
Location: Grinnell St, btwn Caroline St & James St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204012
Begin Day of Week: Fri
Counter Number(s): 4551
Hose Configuration: 6

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	65	60	125
02:00 AM	31	49	80
03:00 AM	29	39	68
04:00 AM	28	28	56
05:00 AM	27	29	56
06:00 AM	13	32	45
07:00 AM	54	156	210
08:00 AM	108	287	395
09:00 AM	192	403	595
10:00 AM	217	343	560
11:00 AM	206	344	550
12:00 PM	273	391	664
01:00 PM	302	435	737
02:00 PM	326	359	685
03:00 PM	277	314	591
04:00 PM	217	373	590
05:00 PM	282	354	636
06:00 PM	317	306	623
07:00 PM	158	182	340
08:00 PM	127	151	278
09:00 PM	91	129	220
10:00 PM	85	98	183
11:00 PM	65	70	135
12:00 AM	70	79	149
Totals:	3560	5011	**8,571** ADT

QC Checks:

	Day 1
AM P:D:	7.7%
AM D Fac:	0.589
AM Pk Hr Begins:	11:00 AM
PM P:D:	8.6%
PM D Fac:	0.590
PM Pk Hr Begins:	12:00 PM

0.99 Seasonal Factor
8,485 Estimated AADT

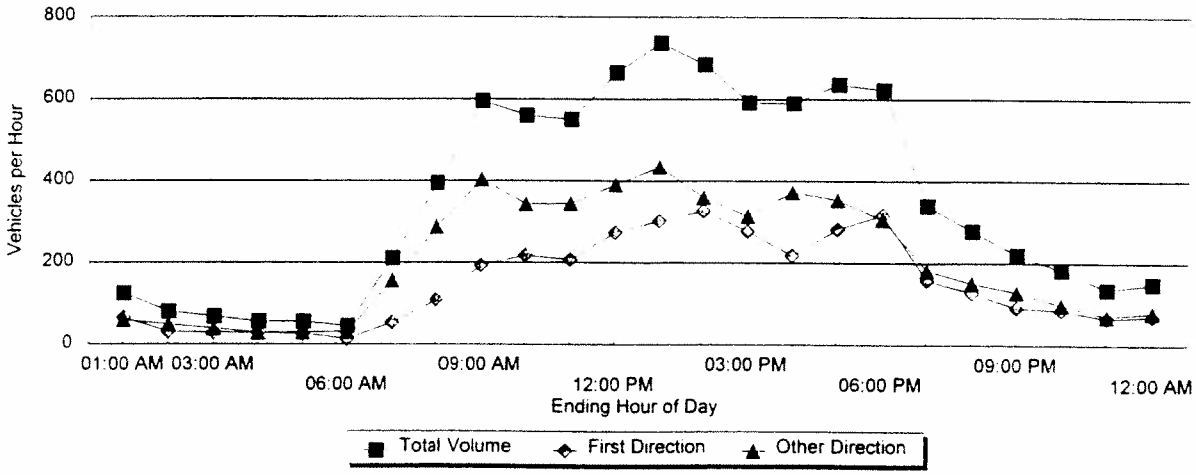
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.75%	8.6%
D Fac:	0.589	0.590
PHF:	0.988	0.877

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.6%	0.075	0.12	OK
Pk Hr D Fac:	0.590	50.0%	0.65	OK
Daily D:	0.585	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 19
Location: James St, btwn Grinnell St & Frances St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204011
Begin Day of Week: Fri
Counter Number(s): 4542
Hose Configuration: 6

Hour Ending	Day 1 WB	Day 1 EB	Two-Way Total
01:00 AM	9	9	18
02:00 AM	7	4	11
03:00 AM	9	7	16
04:00 AM	1	5	6
05:00 AM	3	3	6
06:00 AM	2	5	7
07:00 AM	29	8	37
08:00 AM	76	21	97
09:00 AM	146	78	224
10:00 AM	98	138	236
11:00 AM	72	132	204
12:00 PM	103	188	291
01:00 PM	107	134	241
02:00 PM	83	128	211
03:00 PM	24	169	193
04:00 PM	28	152	180
05:00 PM	9	156	165
06:00 PM	41	74	115
07:00 PM	34	35	69
08:00 PM	29	22	51
09:00 PM	21	22	43
10:00 PM	13	21	34
11:00 PM	14	15	29
12:00 AM	11	11	22
Totals:	969	1537	**2,506** ADT

QC Checks:

	Day 1
AM P:D:	11.6%
AM D Fac:	0.646
AM Pk Hr Begins:	11:00 AM
PM P:D:	10.0%
PM D Fac:	0.504
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
2,481 Estimated AADT

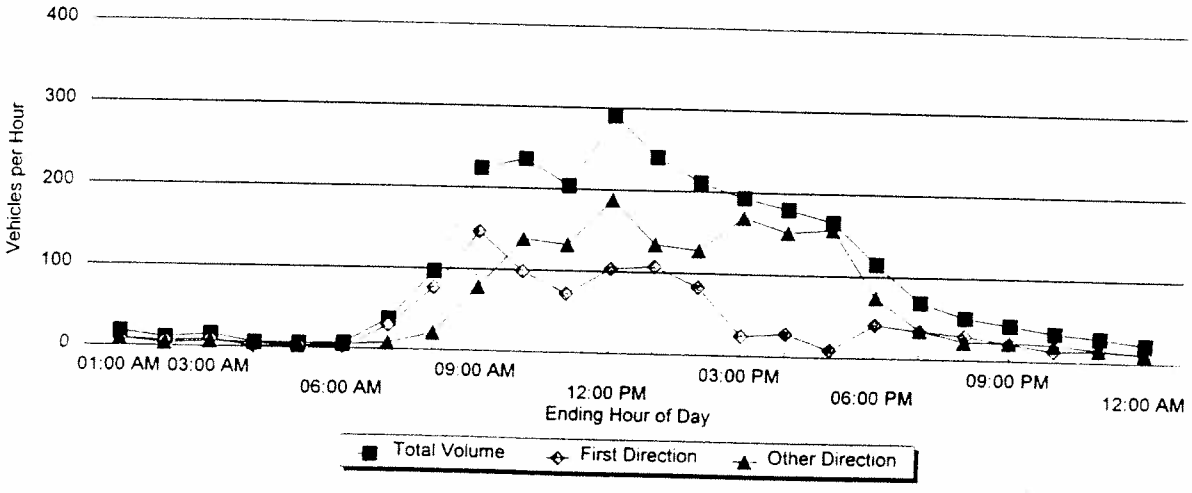
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	11.61%	10.0%
D Fac:	0.646	0.504
PHF:	0.945	0.833

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	11.6%	0.075	0.12	OK
Pk Hr D Fac:	0.646	50.0%	0.65	OK
Daily D:	0.613	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 20
Location: Frances St, btwn Eaton St & Fleming St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204017
Begin Day of Week: Fri
Counter Number(s): 4545
Hose Configuration: 6

Hour Ending	Day 1 NB	Day 1 SB	Two-Way Total
01:00 AM	3	22	25
02:00 AM	2	18	20
03:00 AM	2	5	7
04:00 AM	1	4	5
05:00 AM	3	7	10
06:00 AM	2	7	9
07:00 AM	4	47	51
08:00 AM	18	37	55
09:00 AM	17	122	139
10:00 AM	24	174	198
11:00 AM	27	170	197
12:00 PM	44	169	213
01:00 PM	37	142	179
02:00 PM	42	146	188
03:00 PM	28	161	189
04:00 PM	35	154	189
05:00 PM	37	116	153
06:00 PM	55	136	191
07:00 PM	29	95	124
08:00 PM	21	73	94
09:00 PM	15	62	77
10:00 PM	6	53	59
11:00 PM	6	24	30
12:00 AM	7	27	34
Totals:	465	1971	**2,436** ADT

QC Checks:

	Day 1
AM P:D:	8.7%
AM D Fac:	0.793
AM Pk Hr Begins:	11:00 AM
PM P:D:	8.9%
PM D Fac:	0.815
PM Pk Hr Begins:	12:30 PM

0.99 Seasonal Factor
2,412 Estimated AADT

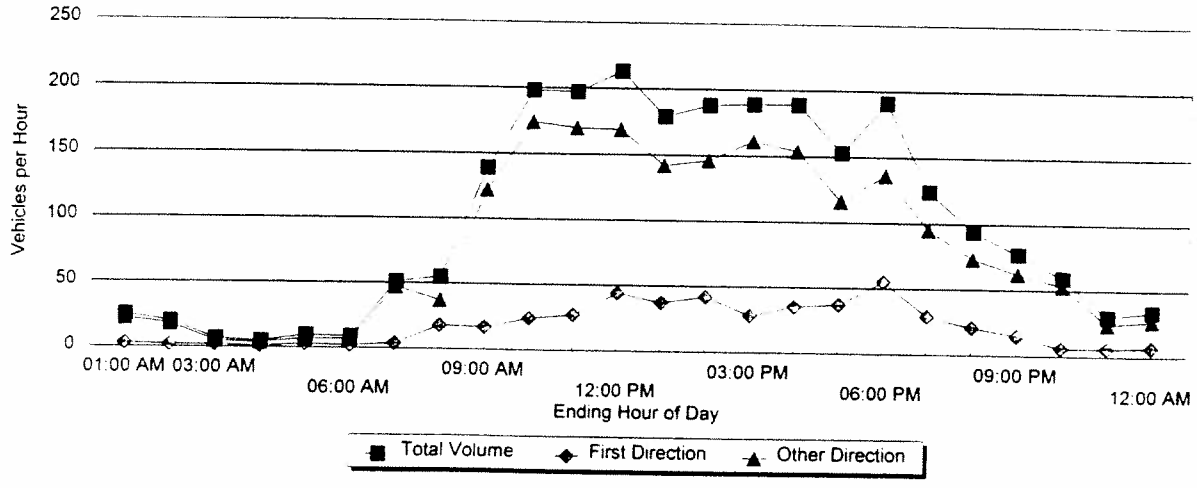
Average Traffic Charactenstics:

	AM	PM
P:D Ratio:	8.74%	8.9%
D Fac:	0.793	0.815
PHF:	0.918	0.771

Traffic Charactenstics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.9%	0.075	0.12	OK
Pk Hr D Fac:	0.815	50.0%	0.65	No
Daily D:	0.809	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 21
Location: Eaton St, btwn Frances St & White St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204020
Begin Day of Week: Fri
Counter Number(s): 563995
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	144	83	227
02:00 AM	77	61	138
03:00 AM	65	53	118
04:00 AM	57	43	100
05:00 AM	51	53	104
06:00 AM	40	83	123
07:00 AM	138	358	496
08:00 AM	270	746	1,016
09:00 AM	390	996	1,386
10:00 AM	490	847	1,337
11:00 AM	624	770	1,394
12:00 PM	628	885	1,513
01:00 PM	654	814	1,468
02:00 PM	632	811	1,443
03:00 PM	620	719	1,339
04:00 PM	689	808	1,497
05:00 PM	731	774	1,505
06:00 PM	749	725	1,474
07:00 PM	513	519	1,032
08:00 PM	316	364	680
09:00 PM	264	314	578
10:00 PM	221	247	468
11:00 PM	197	196	393
12:00 AM	212	159	371
Totals:	8772	11428	**20,200**

ADT

QC Checks:

	Day 1
AM P:D:	7.5%
AM D Fac:	0.585
AM Pk Hr Begins:	11:00 AM
PM P:D:	7.9%
PM D Fac:	0.523
PM Pk Hr Begins:	03:15 PM

0.99 Seasonal Factor
19,998 Estimated AADT

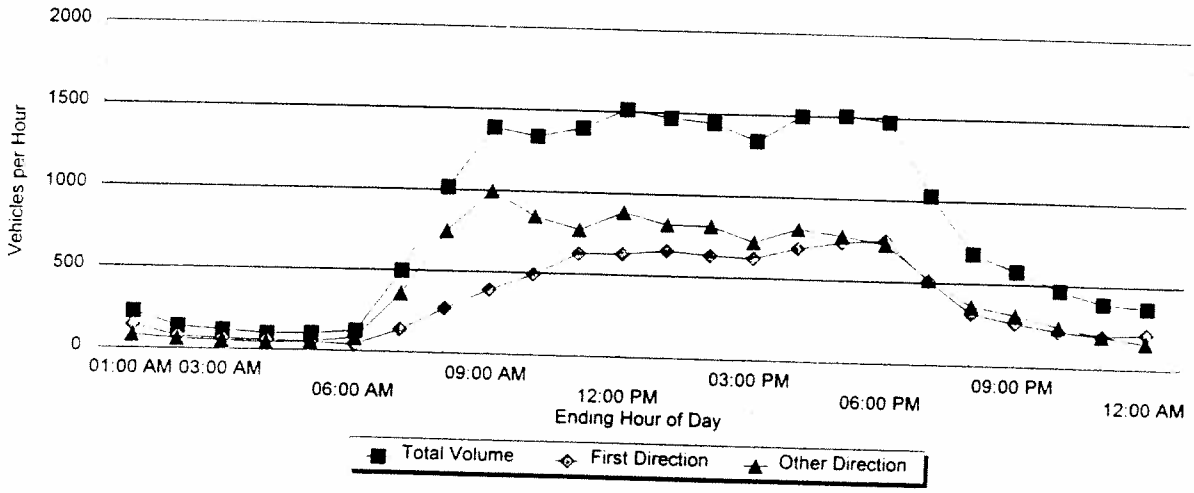
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.49%	7.9%
D Fac:	0.585	0.523
PHF:	0.936	0.945

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	7.9%	0.075	0.12	OK
Pk Hr D Fac:	0.585	50.0%	0.65	OK
Daily D:	0.566	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 22
Location: Eaton St, East of White St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204019
Begin Day of Week: Fri
Counter Number(s): 4550
Hose Configuration: 6

Hour Ending	Day 1 EB	Day 1 WB	Two-Way Total
01:00 AM	153	120	273
02:00 AM	81	89	170
03:00 AM	57	70	127
04:00 AM	50	53	103
05:00 AM	58	86	144
06:00 AM	44	104	148
07:00 AM	141	506	647
08:00 AM	268	993	1,261
09:00 AM	423	1309	1,732
10:00 AM	517	1151	1,668
11:00 AM	657	1047	1,704
12:00 PM	665	1003	1,668
01:00 PM	682	996	1,678
02:00 PM	701	993	1,694
03:00 PM	681	970	1,651
04:00 PM	757	947	1,704
05:00 PM	824	969	1,793
06:00 PM	776	981	1,757
07:00 PM	617	807	1,424
08:00 PM	388	586	974
09:00 PM	299	456	755
10:00 PM	254	388	642
11:00 PM	228	288	516
12:00 AM	234	226	460
Totals:	9555	15138	**24,693** ADT

QC Checks:

	Day 1
AM P:D:	7.1%
AM D Fac:	0.737
AM Pk Hr Begins:	08:15 AM
PM P:D:	7.5%
PM D Fac:	0.554
PM Pk Hr Begins:	03:30 PM

0.99 Seasonal Factor
24,446 Estimated AADT

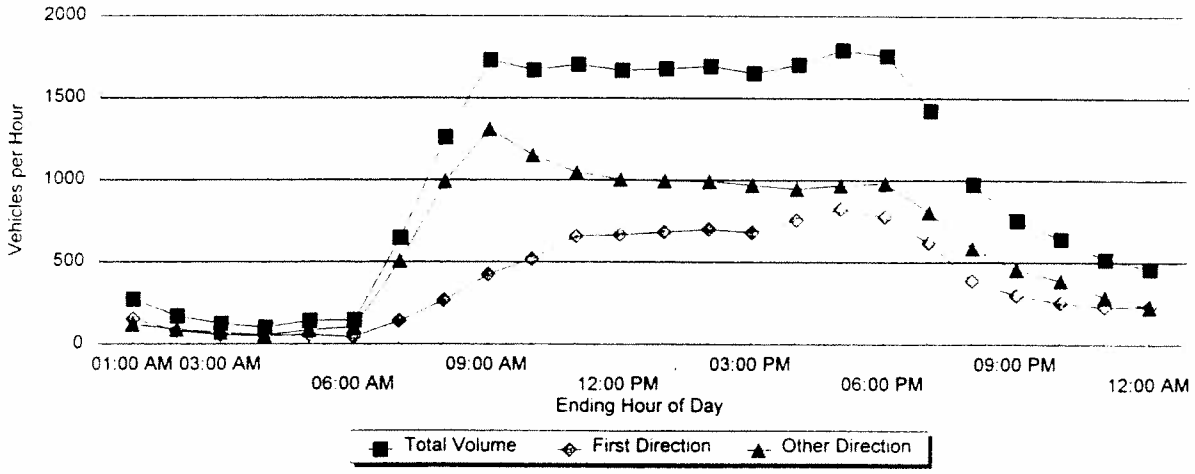
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.07%	7.5%
D Fac:	0.737	0.554
PHF:	0.910	0.952

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	7.5%	0.075	0.12	No
Pk Hr D Fac:	0.737	50.0%	0.65	No
Daily D:	0.613	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

Accepted by: _____ (Keywest)



City of Keywest
24-Hour Count Summary

County Stn Number: 23
Location: White St, btwn Eaton St & Fleming St
Summary Begin Date: 12/04/95
Summary Begin Time: 06:00 AM

Datafile Name(s): D1204018
Begin Day of Week: Fri
Counter Number(s): 4811
Hose Configuration: 6

Hour Ending	Day 1 SB	Day 1 NB	Two-Way Total
01:00 AM	85	7	92
02:00 AM	52	2	54
03:00 AM	43	3	46
04:00 AM	40	5	45
05:00 AM	55	4	59
06:00 AM	48	4	52
07:00 AM	163	49	212
08:00 AM	316	113	429
09:00 AM	431	142	573
10:00 AM	459	134	593
11:00 AM	462	162	624
12:00 PM	471	145	616
01:00 PM	467	128	595
02:00 PM	468	168	636
03:00 PM	445	153	598
04:00 PM	468	181	649
05:00 PM	465	162	627
06:00 PM	396	146	542
07:00 PM	379	74	453
08:00 PM	311	39	350
09:00 PM	260	36	296
10:00 PM	207	29	236
11:00 PM	155	17	172
12:00 AM	166	20	186
Totals:	6812	1923	**8,735** ADT

QC Checks:

	Day 1
AM P:D:	7.5%
AM D Fac:	0.751
AM Pk Hr Begins:	10:30 AM
PM P:D:	8.0%
PM D Fac:	0.722
PM Pk Hr Begins:	03:30 PM

0.99 Seasonal Factor
8,648 Estimated AADT

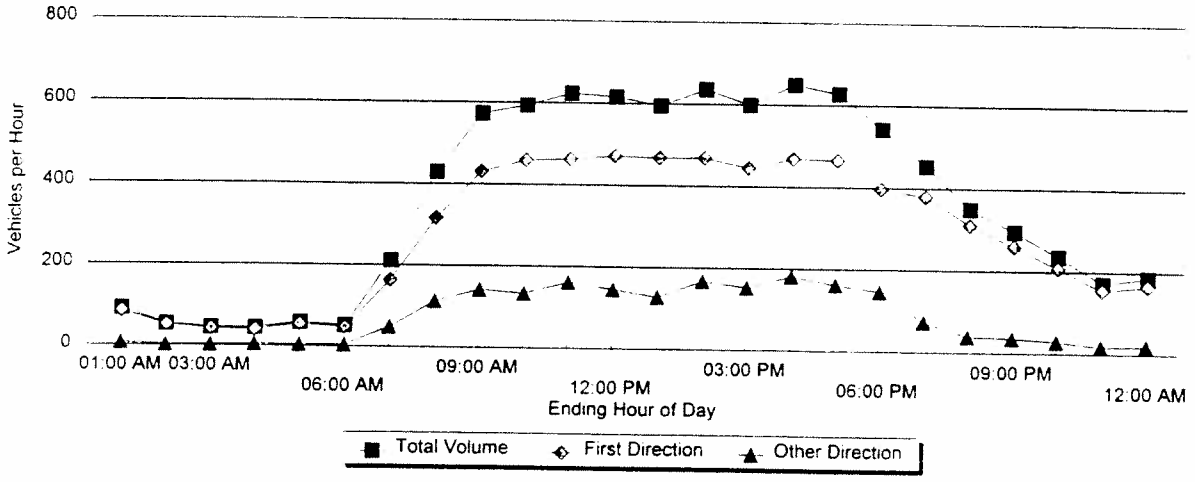
Average Traffic Characteristics:

	AM	PM
P:D Ratio:	7.53%	8.0%
D Fac:	0.751	0.722
PHF:	0.956	0.868

Traffic Characteristics	Day 1	Acceptable Range Low	High	OK?
P:D Ratio:	8.0%	0.075	0.12	OK
Pk Hr D Fac:	0.751	50.0%	0.65	No
Daily D:	0.780	50.0%	0.55	No
Peak Dir OK?				

Checked by: _____ (Consultant)

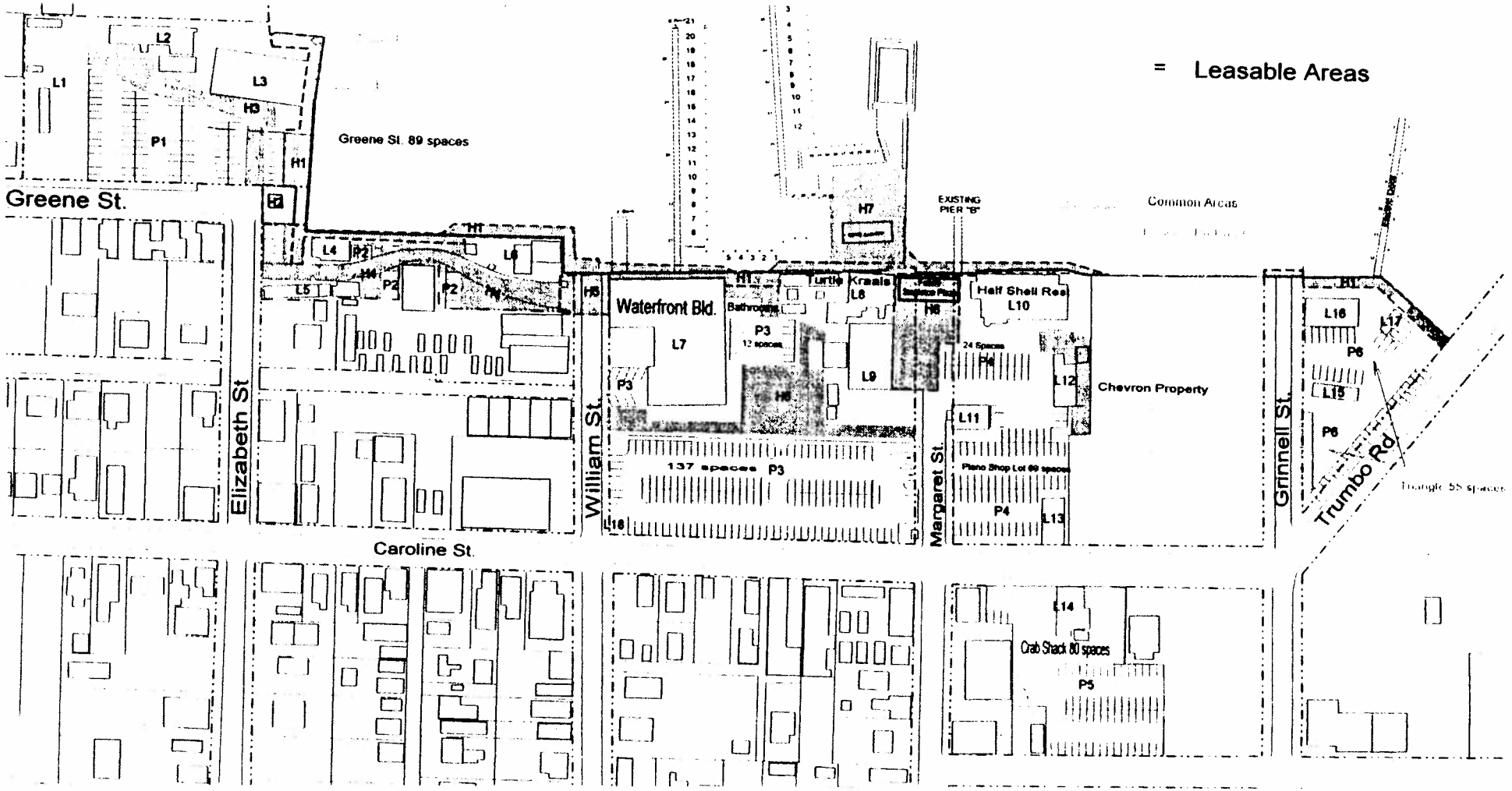
Accepted by: _____ (Keywest)



APPENDIX C
KEY WEST BIGHT LAND USES

FIGURE C-1

KEY WEST BIGHT PROPOSED DEVELOPMENT



Key West Bight Leased Buildings

	Name	Location	Existing Sq. Ft.		Proposed Sq. Ft.
Restaurants					
	BO's Fishwagon	L18	300		300
	Half Shell Restaurant	L10	7,488		8,000
	Crab Shack	L14	2,243		2,500
	Turtle Kraals	L8	4,278		5,500
	Proposed Seaport		0		3,850
	Seaport Bld.	L3	0		7,200
	Totals		14,309		27,350
Lounges	Schooner Wharf Bar	L6	2,016		2,500
	PT's Addition		0		1,200
	Totals		2016		3700
Retail Specialty	Lazy Way Shops	L5	3,140		3,140
	Local Color	L9	1,200		1,200
	Fish Market	L9	1,724		1,724
	Trolley & Gift Shop	L9	1,200		1,200
	Discovery Tours	L12	800		800
	Bait Shop	L12	1,000		1,000
	Lost Reef Adventures	L11	1,550		1,550
	Market Building	L7	0		6,000
	Piano Shop	L13	1,700		1,700
	Reef Relief	L13	400		400
	Rum Runner	L13	240		240
	Proposed Margaret St.		0		2,400
	Proposed Lands End		0		1,000
	Proposed Greene St.		0		8,700
	Proposed Lazy Way		0		400
	Looker Dive Shop	L17	500		0
	Totals		13,454		31,454
Marine Repairs	Ice Plant	L2	2,200		0
	Seaport Bld.	L3	7,200		0
	Triangle Bld.	L16	2,600		2,600
	Triangle Carpenter	L15	970		0
	Proposed Buildings		0		1,625
	Thompson Fish House	L19	1,750		1,750
	Totals		14,720		5,975
Professional Office	Jimmy Buffet Studio	L4	1,500		1,500
	Market Second Floor	L7	1,400		1,400
	Market Third Floor	L7	2,400		2,400
	Market First Floor	L7	600		600
	Thompson Fish House	L19	350		500
	Totals		6,250		6,400
Grocery	Waterfront Market	L7	4,500		4,500
Warehouse	Waterfront Market	L7	9,785		5,300
Mobile Home Park	Bayside Trailer	L1	16,423		0

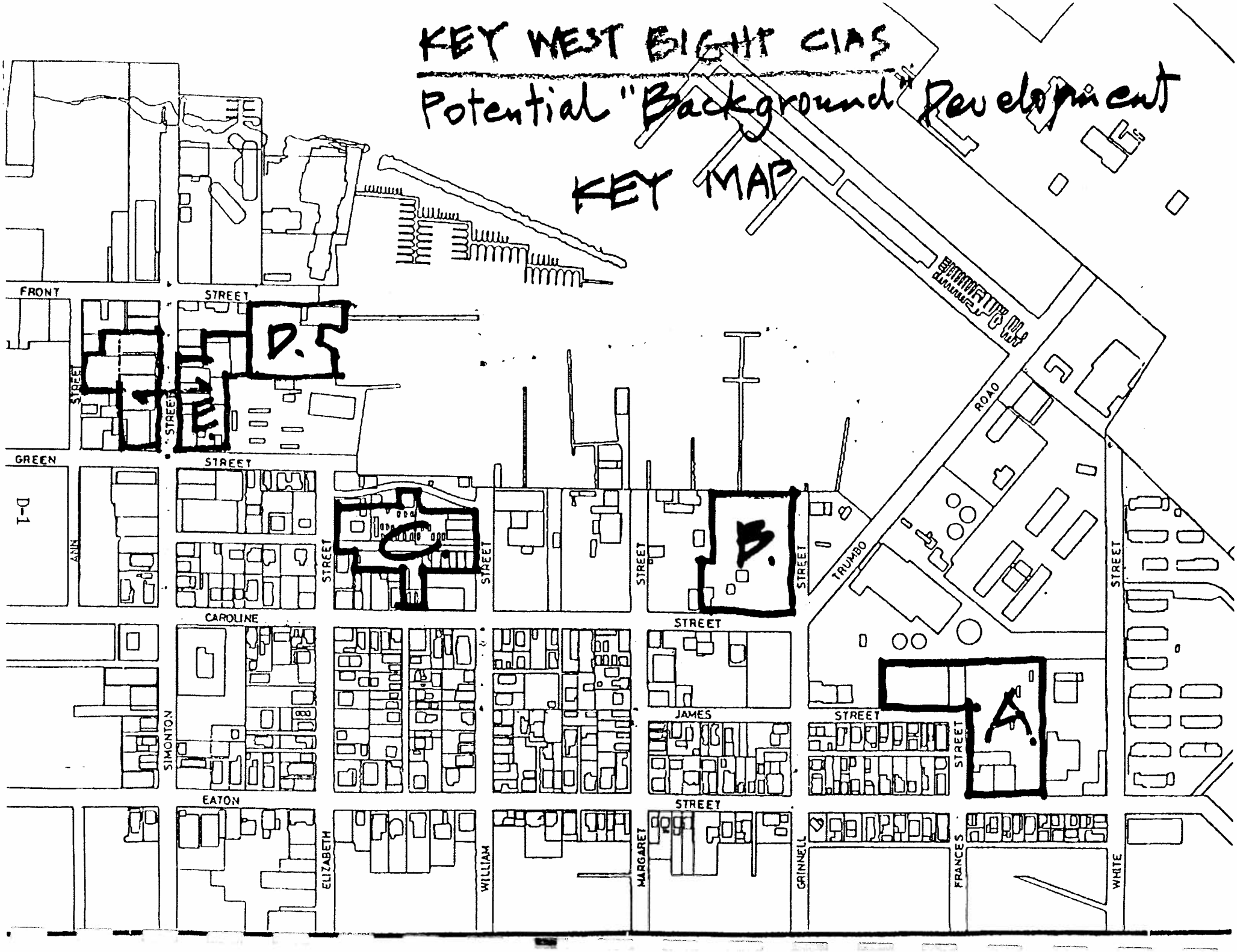
APPENDIX D

BACKGROUND PROJECT INFORMATION

KEY WEST EIGHT CIAS

Potential "Background" Development

KEY MAP



KEY WEST BIGHT CIAS
Potential Background Development

A. Proposed site for relocated Strunk Hardware and Building Supplies:
- 20,000 sf. Retail
- 43,000 sf Covered outdoor storage

Now vacant

B. "Conch Harbor": proposed new project now in final planning stages. Had submitted a Site Plan, but withdrew it for re-evaluation. See attached description from CIAS.

C. Jabour Properties: Now an existing R-V park with a few permanent transient units, for a total of 101 units/camping stations. They intend to reconfigure into all permanent construction, and add 15 units and 3 bar/restaurants and ~~±~~ 5,000 sf of specialty retail.

D. A & B Lobster House: I anticipate that this property will be redeveloped to include an additional 10,000 (±) sf of specialty retail and structured parking - with linkage to the waterfront promenade.

E. When Strunk moves to Site "A", this existing property will be available for redevelopment: Assume change from 60,000 (±) sf of Hardware & Storage to 60,000 sf of specialty retail.

EXECUTIVE SUMMARY

The proposed **TERMINAL BUILDING AND DOCKING FACILITIES AT CONCH HARBOR** development consists of 1.8 acres of disturbed uplands and approximately 2.53 acres of baybottom on the site at 909 Caroline Street (also known as the Chevron Property), and is a part of the City known as the Key West Bight. The building will take place in three phases starting with the docking facilities, continuing with the terminal building, and ending with the retail and office spaces.

Phase A of the proposed project will start as soon as permits are obtained and should be completed in approximately 4 months. There will be docking facilities for a 150 passenger casino boat; a mobile sea plane docking area; docking for 22 passenger Ducks; as well as 21 slips for boats. Phase B, consisting of the Terminal Building elevated over boat storage lockers and parking, will be completed in approximately 8 months. Phase C consists of 6,700 square feet of retail space, and 13,300 square feet of office space arranged in two stories and should be completed in approximately 8 months.

Public facility impacts based on standard city impact fee formulas are as follows:

POTABLE WATER	10,935 GPD
WASTEWATER	10,935 GPD
SOLID WASTE	1,091 LB/DAY
TRAFFIC	1,294 ADT

B. CONCH HARBOR

APPENDIX E

1995 HIGHWAY CAPACITY MANUAL

LEVEL OF SERVICE DESCRIPTIONS

APPENDIX E

HIGHWAY CAPACITY MANUAL LEVEL OF SERVICE DESCRIPTIONS

Roadway level of service is defined from LOS A to LOS F [1]. General descriptions of operating conditions for each of the levels of service are as follows:

LOS A describes primarily free-flow operations. Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. Even at the maximum density for LOS A, the average spacing between vehicles is about 528 feet, or 26 car lengths, which affords the motorist with a high level of physical and psychological comfort.

LOS B also represents reasonably free flow, and speeds at the free-flow speed are generally maintained. The lowest average spacing between vehicles is about 330 feet, or 18 car lengths. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.

LOS C provides for flow with speeds still at or near the free-flow speed. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C, and lane changes require more vigilance on the part of the driver. Minimum average spacings are in the range of 220 feet or 11 car lengths. The driver now experiences a noticeable increase in tension because of the additional vigilance required for safe operation.

LOS D is the level at which speeds begin to decline slightly with increasing flows. In this range, density begins to deteriorate somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. At the limit, vehicles are spaced at about 165 feet, or 6 car lengths.

LOS E describes operation at roadway capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are spaced at approximately 6 car lengths, leaving little room to maneuver within the traffic stream at speeds that still exceed 50 mph. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can cause following vehicles to give way to admit the vehicle. This can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is extremely poor.

LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. Such breakdowns occur for a number of reasons:

- Traffic incidents cause a temporary reduction in the capacity of a short segment, such that the number of vehicles arriving at the point is greater than the number of vehicles that can traverse it.
- Recurring points of congestion exist, such as merge or weaving areas, where the number of vehicles arriving is greater than the number of vehicles discharged.
- In forecasting situations, any location presents a problem when the projected peak hour (or other time period) flow rate exceeds the estimated capacity of the location.

In all cases, breakdown occurs when the ratio of arrival flow rate to actual capacity or the forecast flow rate to estimated capacity exceeds 1.00. Operations immediately downstream of such a point, however, are generally at or near capacity, and downstream operations improve (assuming that there are no additional downstream bottlenecks) as discharging vehicles move away from the bottleneck.

LOS F operations observed within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is used to describe conditions at the point of the breakdown or bottleneck as well as the operations within the queue that forms behind it.

DESCRIPTION OF SIGNALIZED INTERSECTION
LEVEL OF SERVICE

LOS A describes operations with very low delay, up to 5 sec per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with delay greater than 5 and up to 15 sec per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

LOS C describes operations with delay greater than 15 and up to 25 sec per vehicle. These higher delays may result from fair progression, long cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with delay greater than 25 and up to 40 sec per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with delay greater than 40 and up to 60 sec per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with delay in excess of 60 sec per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual

cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

[1] *1995 Highway Capacity Manual, October 1994*

APPENDIX F

1995 LEVEL OF SERVICE ANALYSIS WORKSHEETS

Center For Microcomputers In Transportation

HCS: Unsignalized Intersection Release 2.1 Page 1

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File Name ..... CAROL_GR.HCO

Streets: (N-S) Grinnell St. (E-W) Caroline St.

Analyst..... CAP

Date of Analysis..... 1/17/96

Other Information..... Key West Bight -- 1995/96 Existing Conditions

All-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Volumes	1	4	6	146	12	25	1	15	164	54	18	0
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Volume Summary and Capacity Analysis WorkSheet

	EB	WB	NB	SB
LT Flow Rate	1	146	1	54
RT Flow Rate	6	25	164	0
Approach Flow Rate	11	183	180	72
Proportion LT	0.09	0.80	0.01	0.75
Proportion RT	0.55	0.14	0.91	0.00
Opposing Approach Flow Rate	183	11	72	180
Conflicting Approaches Flow Rate	252	252	194	194
Proportion, Subject Approach Flow Rate	0.02	0.41	0.40	0.16
Proportion, Opposing Approach Flow Rate	0.41	0.02	0.16	0.40
Lanes on Subject Approach	1	1	1	1
Lanes on Opposing Approach	1	1	1	1
LT, Opposing Approach	146	1	54	1
RT, Opposing Approach	25	6	0	164
LT, Conflicting Approaches	55	55	147	147
RT, Conflicting Approaches	164	164	31	31
Proportion LT, Opposing Approach	0.80	0.09	0.75	0.01
Proportion RT, Opposing Approach	0.14	0.55	0.00	0.91
Proportion LT, Conflicting Approaches	0.22	0.22	0.76	0.76
Proportion RT, Conflicting Approaches	0.65	0.65	0.16	0.16
Approach Capacity	330	739	212	545

Intersection Performance Summary

Movement	Approach Flow Rate	Approach Capacity	V/C Ratio	Average Total Delay	LOS
EB	11	330	0.03	1.1	A
WB	183	739	0.25	2.6	A
NB	180	212	0.85	25.1	D
SB	72	545	0.13	1.7	A

Intersection Delay = 11.48
Level of Service (Intersection) = C

File Name ..... CAROL_MR.HCO
Streets: (N-S) Margaret St. (E-W) Caroline St.
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... CAP
Date of Analysis..... 1/17/96
Other Information..... Key West Bight -- 1995/96 Existing Conditions

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Stop/Yield			N			N						
Volumes	33	13	12	17	22	21	8	138	28	23	159	22
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	19	32
Potential Capacity: (pcph)	1354	1334
Movement Capacity: (pcph)	1354	1334
Prob. of Queue-free State:	0.98	0.98
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)	25	43
Potential Capacity: (pcph)	1668	1635
Movement Capacity: (pcph)	1668	1635
Prob. of Queue-free State:	0.99	0.98
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.99	0.98
Step 3: TH from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	112	108
Potential Capacity: (pcph)	953	957
Capacity Adjustment Factor due to Impeding Movements	0.97	0.97
Movement Capacity: (pcph)	921	925
Prob. of Queue-free State:	0.83	0.81
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	192	184
Potential Capacity: (pcph)	820	828
Major LT, Minor TH Impedance Factor:	0.78	0.81
Adjusted Impedance Factor:	0.83	0.85
Capacity Adjustment Factor due to Impeding Movements	0.82	0.83
Movement Capacity: (pcph)	671	689

Intersection Performance Summary

Movement	FlowRate v(pcph)	MoveCap Cm(pcph)	SharedCap Csh(pcph)	Avg.Total Delay	LOS	Delay By App
NB L	9	671				
NB T	152	921	954	4.7	A	4.7
NB R	31	1354				
SB L	25	689				
SB T	175	925	920	5.2	B	5.2
SB R	24	1334				
EB L	36	1635		2.3	A	1.3
WB L	19	1668		2.2	A	0.6

Intersection Delay = 4.0

****

File Name ..... CAROL_WL.HCO
Streets: (N-S) William St. (E-W) Caroline St.
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... CAP
Date of Analysis..... 1/17/96
Other Information..... Key West Bight -- 1995/96 Existing Conditions

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Stop/Yield			N			N						
Volumes	11	11	10	21	9	16	18	137	39	31	184	9
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	16	17
Potential Capacity: (pcph)	1359	1357
Movement Capacity: (pcph)	1359	1357
Prob. of Queue-free State:	0.97	0.99
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)	21	25
Potential Capacity: (pcph)	1675	1668
Movement Capacity: (pcph)	1675	1668
Prob. of Queue-free State:	0.99	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.99	0.99
Step 3: TH from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	73	70
Potential Capacity: (pcph)	999	1002
Capacity Adjustment Factor due to Impeding Movements	0.98	0.98
Movement Capacity: (pcph)	978	981
Prob. of Queue-free State:	0.85	0.79
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	162	153
Potential Capacity: (pcph)	853	863
Major LT, Minor TH Impedance Factor:	0.78	0.83
Adjusted Impedance Factor:	0.83	0.87
Capacity Adjustment Factor due to Impeding Movements	0.82	0.84
Movement Capacity: (pcph)	701	725

Intersection Performance Summary

Movement		FlowRate v(pcph)	MoveCap Cm(pcph)		SharedCap Csh(pcph)		Avg.Total Delay		LOS		Delay By App
NB	L	20	701	>		>		>			
NB	T	151	978	>	997	>	4.6	>	A		4.6
NB	R	43	1359	>		>		>			
SB	L	34	725	>		>		>			
SB	T	202	981	>	946	>	5.1	>	B		5.1
SB	R	10	1357	>		>		>			
EB	L	12	1668				2.2		A		0.7
WB	L	23	1675				2.2		A		1.0

Intersection Delay = 4.3

****

File Name ..... JAMES_GR.HCO
Streets: (N-S) Grinnell St. (E-W) James St.
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... CAP
Date of Analysis..... 1/17/96
Other Information..... Key West Bight -- 1995/96 Existing Conditions

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Stop/Yield			N			N						
Volumes	6	102	8	29	219	11	0	1	3	32	25	82
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	106	224
Potential Capacity: (pcph)	1224	1066
Movement Capacity: (pcph)	1224	1066
Prob. of Queue-free State:	0.93	1.00
Step 2: LT from Major Street	**SB**	**NB**
Conflicting Flows: (vph)	110	230
Potential Capacity: (pcph)	1519	1332
Movement Capacity: (pcph)	1519	1332
Prob. of Queue-free State:	0.98	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.98	0.99
Step 3: TH from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	371	370
Potential Capacity: (pcph)	697	698
Capacity Adjustment Factor due to Impeding Movements	0.97	0.97
Movement Capacity: (pcph)	676	677
Prob. of Queue-free State:	0.96	1.00
Step 4: LT from Minor Street	**WB**	**EB**
Conflicting Flows: (vph)	368	419
Potential Capacity: (pcph)	648	606
Major LT, Minor TH Impedance Factor:	0.97	0.93
Adjusted Impedance Factor:	0.98	0.95
Capacity Adjustment Factor due to Impeding Movements	0.97	0.88
Movement Capacity: (pcph)	631	531

****

Intersection Performance Summary

Movement		FlowRate v(pcph)	MoveCap Cm(pcph)		SharedCap Csh(pcph)	Avg.Total Delay		LOS	Delay By App
EB	T	1	677	>		>		>	3.9
EB	R	3	1066	>	932	>	3.9	> A	
WB	L	35	631	>		>		>	
WB	T	28	676	>	898	>	4.8	> A	4.8
WB	R	90	1224	>		>		>	
NB	L	7	1332			2.7		A	0.1
SB	L	32	1519			2.4		A	0.3

Intersection Delay = 1.5

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File Name ..... EATON_WL.HCO
Streets: (N-S) William St. (E-W) Eaton St.
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... CAP
Date of Analysis..... 1/17/96
Other Information..... Key West Bight -- 1995/96 Existing Conditions

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Stop/Yield			N			N						
Volumes	8	403	2	28	409	11	7	10	10	10	7	15
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	404	414
Potential Capacity: (pcph)	864	854
Movement Capacity: (pcph)	864	854
Prob. of Queue-free State:	0.99	0.98
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)	405	420
Potential Capacity: (pcph)	1099	1081
Movement Capacity: (pcph)	1099	1081
Prob. of Queue-free State:	0.97	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.96	0.99
Step 3: TH from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	860	856
Potential Capacity: (pcph)	386	388
Capacity Adjustment Factor due to Impeding Movements	0.95	0.95
Movement Capacity: (pcph)	367	369
Prob. of Queue-free State:	0.97	0.98
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	866	864
Potential Capacity: (pcph)	334	335
Major LT, Minor TH Impedance Factor:	0.93	0.92
Adjusted Impedance Factor:	0.95	0.94
Capacity Adjustment Factor due to Impeding Movements	0.93	0.93
Movement Capacity: (pcph)	310	311

Intersection Performance Summary

Movement		FlowRate v(pcph)	MoveCap Cm(pcph)		SharedCap Csh(pcph)		Avg.Total Delay		LOS		Delay By App
NB	L	8	310	>		>		>			
NB	T	11	367	>	438	>	8.8	>	B		8.8
NB	R	11	864	>		>		>			
SB	L	11	311	>		>		>			
SB	T	8	369	>	468	>	8.3	>	B		8.3
SB	R	17	854	>		>		>			
EB	L	9	1081				3.4		A		0.1
WB	L	31	1099				3.4		A		0.2

Intersection Delay = 0.7

****

File Name ..... EATON_MR.HCO
Streets: (N-S) Margaret St. (E-W) Eaton St.
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... CAP
Date of Analysis..... 1/17/96
Other Information..... Key West Bight -- 1995/96 Existing Conditions

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1<	0	0>	1<	0	0>	1<	0	0>	1<	0
Stop/Yield			N			N						
Volumes	6	425	9	19	402	28	8	14	11	26	12	14
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	430	416
Potential Capacity: (pcph)	838	852
Movement Capacity: (pcph)	838	852
Prob. of Queue-free State:	0.99	0.98
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)	434	430
Potential Capacity: (pcph)	1065	1069
Movement Capacity: (pcph)	1065	1069
Prob. of Queue-free State:	0.98	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.97	0.99
Step 3: TH from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	884	875
Potential Capacity: (pcph)	375	379
Capacity Adjustment Factor due to Impeding Movements	0.96	0.96
Movement Capacity: (pcph)	361	365
Prob. of Queue-free State:	0.96	0.96
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	884	883
Potential Capacity: (pcph)	326	326
Major LT, Minor TH Impedance Factor:	0.93	0.92
Adjusted Impedance Factor:	0.95	0.94
Capacity Adjustment Factor due to Impeding Movements	0.93	0.93
Movement Capacity: (pcph)	303	303

Intersection Performance Summary

Movement		FlowRate v(pcph)	MoveCap Cm(pcph)		SharedCap Csh(pcph)	Avg. Total Delay		LOS		Delay By App
NB	L	9	303	>		>		A		
NB	T	15	361	>	421	>	9.4	A	B	9.4
NB	R	12	838	>		>		A		
SB	L	29	303	>		>		A		
SB	T	13	365	>	383	>	11.0	B	C	11.0
SB	R	15	852	>		>		A		
EB	L	7	1069			3.4		A		0.0
WB	L	21	1065			3.4		A		0.1

Intersection Delay = 1.0

WorkSheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	430	416
Potential Capacity: (pcph)	838	852
Movement Capacity: (pcph)	838	852
Prob. of Queue-free State:	0.99	0.98
Step 2: LT from Major Street	**WB**	**EB**
Conflicting Flows: (vph)	434	430
Potential Capacity: (pcph)	1065	1069
Movement Capacity: (pcph)	1065	1069
Prob. of Queue-free State:	0.98	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-free State:	0.97	0.99
Step 3: TH from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	884	875
Potential Capacity: (pcph)	375	379
Capacity Adjustment Factor due to Impeding Movements	0.96	0.96
Movement Capacity: (pcph)	361	365
Prob. of Queue-free State:	0.96	0.96
Step 4: LT from Minor Street	**NB**	**SB**
Conflicting Flows: (vph)	884	883
Potential Capacity: (pcph)	326	326
Major LT, Minor TH Impedance Factor:	0.93	0.92
Adjusted Impedance Factor:	0.95	0.94
Capacity Adjustment Factor due to Impeding Movements	0.93	0.93
Movement Capacity: (pcph)	303	303

Intersection Performance Summary

Movement		FlowRate v(pcph)	MoveCap Cm(pcph)	SharedCap Csh(pcph)	Avg.Total Delay	LOS	Delay By App
NB	L	9	303				
NB	T	15	361	421	9.4	B	9.4
NB	R	12	838				
SB	L	29	303				
SB	T	13	365	383	11.0	C	11.0
SB	R	15	852				
EB	L	7	1069		3.4	A	0.0
WB	L	21	1065		3.4	A	0.1

Intersection Delay = 1.0

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 01-17-1996

Center For Microcomputers In Transportation

Streets: (E-W) Eaton St. (N-S) Grinnell St.

Analyst: CAP File Name: EATON_GR.HC9

Area Type: Other 1-17-96 PM Peak

Comment: Key West Bight -- 1995/96 Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<		> 1	<		> 1	<
Volumes	7	460	13	61	405	81	245	22	6	4	16	19
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Width		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2	2	2	2
Parking	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	31.0A				Green	21.0A			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 60 secs Phase combination order: #1 #5

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C			Approach:	
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB LTR	871	1634	0.579	0.533	6.8	B	6.8	B
WB LTR	687	1288	0.837	0.533	13.9	B	13.9	B
NB LTR	502	1370	0.571	0.367	11.0	B	11.0	B
SB LTR	546	1488	0.075	0.367	8.0	B	8.0	B

Intersection Delay = 10.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.729

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 01-17-1996

Center For Microcomputers In Transportation

Streets: (E-W) Eaton St. (N-S) White St.

Analyst: CAP File Name: EATON_WH.HC9

Area Type: Other 1-17-96 PM Peak

Comment: Key West Bight -- 1995/96 Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<		> 1	<		1	<
Volumes	4	643	100	80	542	15	94	10	216		5	2
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Lane Width		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2		2	2
Parking	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0A				Green	16.0A			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 64 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group:	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
	Mvmts Cap							
EB	LTR 1042	1626	0.755	0.641	7.4	B	7.4	B
WB	LTR 555	866	1.209	0.641	*	*	*	*
NB	LTR 392	1476	0.860	0.266	26.4	D	26.4	D
SB	TR 426	1604	0.016	0.266	11.2	B	11.2	B

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 01-17-1996

Center For Microcomputers In Transportation

Streets: (E-W) Eaton St. (N-S) White St.

Analyst: CAP File Name: EATN_WH2.HC9

Area Type: Other 1-17-96 PM Peak

Comment: Key West Bight -- 1995/96 Existing Conditions - Modified Traffic

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<		> 1	<		1	<
Volumes	3	478	74	60	403	11	70	7	161		4	2
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Lane Width		12.0			12.0			12.0			12.0	
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2		2	2
Parking	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N) N			(Y/N) N			(Y/N) N			(Y/N) N		
Arr Type		3			3			3			3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left				
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	40.0A				Green	16.0A			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 64 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	LTR	1048	1636	0.557	0.641	4.7	A	4.7	A
WB	LTR	778	1214	0.642	0.641	5.8	B	5.8	B
NB	LTR	393	1478	0.637	0.266	15.8	C	15.8	C
SB	TR	423	1593	0.014	0.266	11.2	B	11.2	B

Intersection Delay = 7.2 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.640

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4a 01-17-1996

Center For Microcomputers In Transportation

Streets: (E-W) Truman St. (N-S) White St.

Analyst: CAP File Name: TRUM_WHT.HC9

Area Type: Other 1-17-96 PM Peak

Comment: Key West Bight -- 1995/96 Existing Conditions

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		> 1	<		> 1	<	1	1	<	1	1	<
Volumes	23	198	44	76	331	84	57	240	164	146	248	26
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Width		12.0			12.0		12.0	12.0		12.0	12.0	
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2	2	2	2
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type		3			3		3	3		3	3	
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												
Prop. Prot.												

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	*				NB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
WB Left	*				SB Left	*			
Thru	*				Thru	*			
Right	*				Right	*			
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	41.0P				Green	41.0P			
Yellow/AR	4.0				Yellow/AR	4.0			

Cycle Length: 90 secs Phase combination order: #1 #5

Intersection Performance Summary

	Lane Group:	Adj Sat Flow Cap	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
	Mvmts							
EB	LTR	652	1397	0.426	0.467	12.4	B	12.4	B
WB	LTR	647	1386	0.798	0.467	20.3	C	20.3	C
NB	L	354	759	0.169	0.467	10.6	B	13.0	B
	TR	816	1748	0.522	0.467	13.4	B		
SB	L	217	465	0.710	0.467	21.5	C	15.1	C
	TR	858	1838	0.336	0.467	11.6	B		

Intersection Delay = 15.6 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.754

APPENDIX G

2000 LEVEL OF SERVICE ANALYSIS WORKSHEETS

Center For Microcomputers In Transportation

HCS: Unsignalized Intersection Release 2.1 Page 1

****

File Name ..... CARL_GR3.HCO

Streets: (N-S) Grinnell St. (E-W) Caroline St.

Analyst..... CAP

Date of Analysis..... 1/17/96

Other Information..... Key West Bight -- 2000 Future Conditions w/right turn lane eb

All-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0>	1	1	0>	1<	0	0>	1<	0	0>	1<	0
Volumes	1	17	183	60	20	0	179	15	30	1	5	24
PHF	1	1	1	1	1	1	1	1	1	1	1	1
Grade		0			0			0			0	
MC's (%)	0	0	0	0	0	0	0	0	0	0	0	0
SU/RV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
CV's (%)	0	0	0	0	0	0	0	0	0	0	0	0
PCE's	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

Volume Summary and Capacity Analysis WorkSheet

	EB	WB	NB	SB
LT Flow Rate	1	60	179	1
RT Flow Rate	183	0	30	24
Approach Flow Rate	201	80	224	30
Proportion LT	0.00	0.75	0.80	0.03
Proportion RT	0.91	0.00	0.13	0.80
Opposing Approach Flow Rate	80	201	30	224
Conflicting Approaches Flow Rate	254	254	281	281
Proportion, Subject Approach Flow Rate	0.38	0.15	0.42	0.06
Proportion, Opposing Approach Flow Rate	0.15	0.38	0.06	0.42
Lanes on Subject Approach	2	1	1	1
Lanes on Opposing Approach	1	2	1	1
LT, Opposing Approach	60	1	1	179
RT, Opposing Approach	0	183	24	30
LT, Conflicting Approaches	180	180	61	61
RT, Conflicting Approaches	54	54	183	183
Proportion LT, Opposing Approach	0.75	0.00	0.03	0.80
Proportion RT, Opposing Approach	0.00	0.91	0.80	0.13
Proportion LT, Conflicting Approaches	0.71	0.71	0.22	0.22
Proportion RT, Conflicting Approaches	0.21	0.21	0.65	0.65
Approach Capacity	407	444	838	366