TRANSPORT ANALYSIS PROFESSIONALS
A Transportation Consultant Group INC.

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August 10, 1990

Mr. Ted Strader, ACIP
Director, Planning Department
City of Key West
904 Simonton Street
Key West, Florida 33040

RE: **U.S. 1 Capacity and Level of Service Analysis**

Dear Mr. Strader:

Transport Analysis Professionals is pleased to submit our final report on current level of service and reserve capacity of U.S. 1 within the City of Key West.

We appreciate the support and input of data elements provided through your office. Your assistance was invaluable to the submission of the overall product. The review critic provided by the Florida Department of Transportation District 6 office and the Department of Community Affairs local office was also considered in the development of this report.

We trust the findings of this study will be of assistance to the City of Key West in its continuing comprehensive planning process.

Sincerely,

TRANSPORT ANALYSIS PROFESSIONALS, INC.

David C. Rhinard

David C. Rhinard, P.E.
Principal

DCR:mcs
Enclosure

U.S. 1 CAPACITY AND LEVEL OF SERVICE ANALYSIS

Prepared for

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Planning Department
604 Simonton Street
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Prepared by

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August 1990

U.S. 1 CAPACITY AND LEVEL OF SERVICE ANALYSIS

EXECUTIVE SUMMARY

As part of the comprehensive planning process, the City of Key West retained Transport Analysis Professionals, Inc., to analyze the current level of service on U.S. 1 segments and to establish the current reserve capacity as it might relate to future growth.

The analysis uses two basic sources of traffic information. The City maintains a substantial file of previous traffic data and traffic analyses conducted by the Florida Department of Transportation, consultants, and City staff. Selected elements of that database were updated to 1990 conditions and augmented by traffic data collected along U.S. 1 during the week of April 30th through May 6, 1990.

U.S. 1 extends nearly four miles throughout the length of the City, and its physical and operating characteristics vary substantially over this length. For purposes of analysis and evaluation, the U.S. 1 corridor was divided into four segments.

The current level of service for each segment is summarized in Table 1. Each level of service letter designation represents a range of possible operating conditions, as defined by the 1985 *Highway Capacity Manual.* The reserve capacity volumes in Table 1 represent the increase in average annual two-way daily traffic on U.S. 1 that would be possible before the upper threshold of level of service C or D is reached in each segment.

TABLE 1

1990 LEVEL OF SERVICE AND RESERVE CAPACITY
FOR U.S. 1 CORRIDOR SEGMENTS

U.S. 1 Segment	1990 LOS	Reserve Capacity (vpd) LOS C	LOS D
Whitehead	C	1,880	2,710
From Fleming to Truman			
Truman From Whitehead to Eisenhower	C	2,430	3,610
North Roosevelt Boulevard From Eisenhower to Kennedy	C	2,090	3,990
North Roosevelt Boulevard From Kennedy to U.S. 1	C	1,360	4,340

U.S. 1 CAPACITY AND LEVEL OF SERVICE ANALYSIS

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U.S. 1 CAPACITY AND LEVEL OF SERVICE ANALYSIS

INTRODUCTION

Background - The City of Key West is in the continuing process of evaluating and updating its comprehensive land use and development plans. As input to the traffic circulation element, a technical assessment of U.S. 1 operating conditions within the City is a key consideration.

The City of Key West retained Transport Analysis Professionals (TAP) to undertake the technical analysis of U.S. 1 operations. The City also received advisory technical assistance from the Florida Department of Transportation and the Department of Community Affairs.

Study Objective - The purpose of the analysis is to assess the level of service and reserve capacity of various segments of U.S. 1.

To undertake the analysis, U.S. 1 was divided into four segments. The segments for analysis are depicted in Figure 1.

ANALYSIS METHODOLOGY

The basic analysis methodology involved the following sequential tasks:

1. Collect current traffic volume data, roadway characteristics data, and peak period turning movement counts for most signalized intersections.

2. At three of 13 intersections, convert 1989 turning movements to represent current conditions.

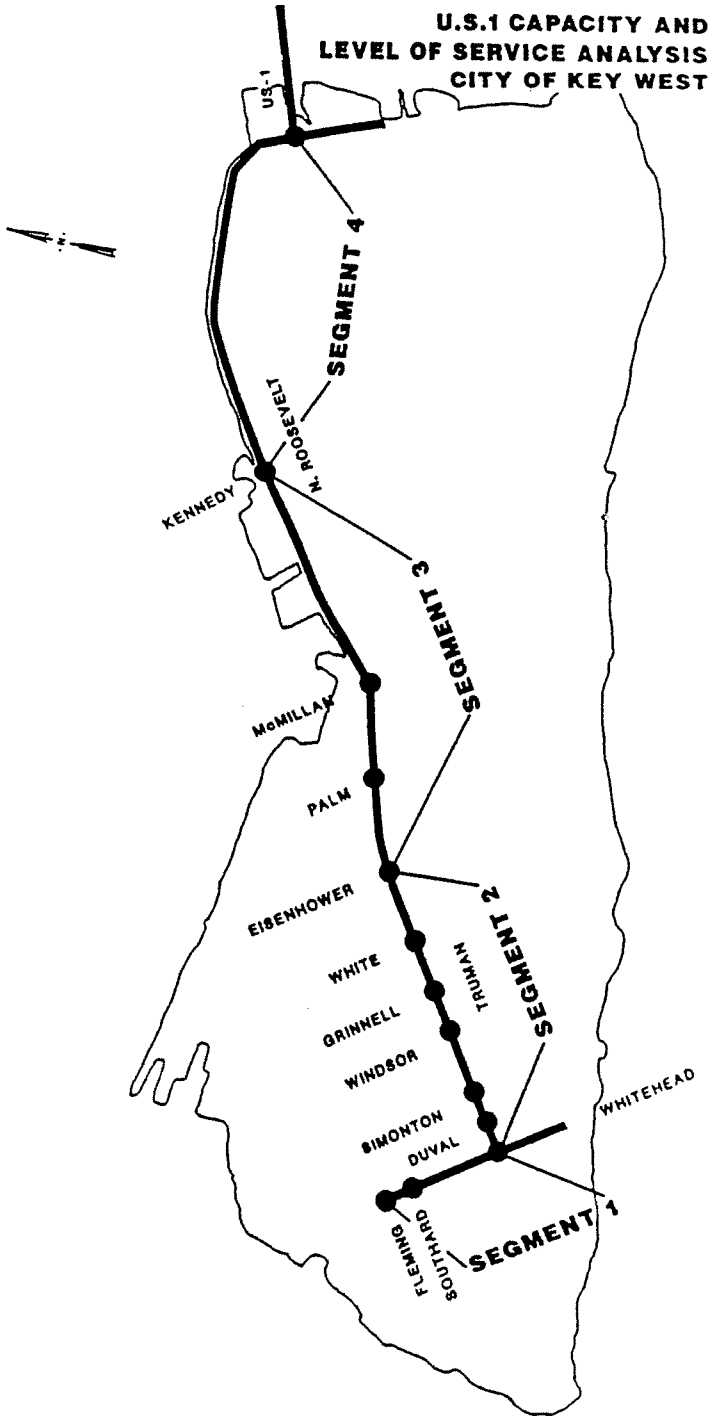

FIGURE 1

U.S.1 ANALYSIS SEGMENTS

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3. Perform peak hour level of service calculations of existing conditions following 1985 *Highway Capacity Manual* (HCM) procedures.

4. Analyze existing arterial level of service by combining intersection analyses with other segment characteristics between intersections, per the 1985 HCM procedures.

5. Compare step 3 and 4 calculations of level of service with direct measurement of level of service determined from travel speed and intersection delay studies.

6. Convert calculated peak hour level of service analyses of existing conditions to typical daily volume equivalents based on current daily volumes measured.

7. Compare output of steps 3 and 4 to upper thresholds of level of service (LOS) C and D.

8. Review intersection phasing and timing for inefficiencies and convert to more effective operations only if minimal capital expenditure would be required.

9. For intersections/links currently operating within or better than LOS C or D, incrementally increase peak hour volumes and re-analyze intersections until LOS C and D thresholds are reached.

10. Convert intersection LOS threshold volumes to approach and departure link volumes on U.S. 1.

11. Convert each two-way threshold link volume to daily volume equivalents, adjusted for design K factor.

12. Determine daily "reserve capacity" volume for LOS C and D by comparing step 6 and 11 results.

While certain aspects of the analysis are relatively straightforward calculations, others require a policy base. The most important policy items are selection of the level of service standard(s) to be used, selection of the "design hour" volume for analysis, and the classification of each roadway segment. Each of these important base conditions, discussed below, were established before the analysis was performed.

LOS Measurement Standard - Many communities throughout the State of Florida have established by policy the use of LOS D as the minimum acceptable standard. Some urbanized areas of the State have set different minimums for different sectors of the metropolitan area. However, for the State Highway System, prior Florida Department of Transportation (FDOT) written policy suggests that the segments of U.S. 1 within the City of Key West be evaluated against a minimum acceptable operating standard of LOS C. (Although in June 1990, FDOT withdrew its proposed administrative rule to establish statewide LOS standards, LOS C is considered a guideline in this analysis.)

The letter designation of an LOS standard (or guideline) by FDOT written policy should not be confused with maximum daily service volumes (i.e., roadway volume capacity for a given level of service) which are also published by FDOT. Such volumes are only a very generalized guideline to be used for general planning applications. Traffic volumes are not an FDOT standard and, in fact, are not the nationally recognized criterion by which to measure level of service for either an urban arterial or a signalized intersection.

The 1985 *Highway Capacity Manual* (HCM), which is recognized by FDOT in its *LOS Manual*, makes no use of daily volumes as a means to measure level of service. Average travel speed on urban and suburban arterials and delay at signalized intersections are the measures for determining level service -- not traffic volume. However, traffic volume does serve as an indirect surrogate for the approximation of link or intersection level of service in an urban area when no better information is available.

Design Volume For Analysis - Another key consideration in performing link and intersection level of service analyses is the selection of traffic demand. The 1985 HCM procedures do not use nor have prior *Capacity Manual* procedures used daily traffic demands to assess level of service. All analysis techniques are performed using hourly traffic and variations of traffic demand within an hour, not daily traffic. Therefore, selection of the appropriate hourly demand volumes to use in level of service calculations in an important consideration.

Many communities assess roadway operating conditions on the basis of average annual traffic conditions. Average annual daily traffic (AADT) is usually developed through the use of FDOT permanent count station records. In the case of Key West, the nearest permanent traffic volume recording station is located at the east side of the City on Stock Island, near the Cow Key Channel bridge.

The FDOT daily level of service volume guidelines suggest the use of the 30th highest hour of traffic for the year when converting from a peak hour assessment to an average annual daily volume equivalent. Selection of the 30th highest volume hour of the year would not represent an average peak hour condition.

For most urban areas, there are approximately 250 non-holiday weekdays in a year and each has two peak hours. Thus, the average of the higher weekday peak hour would be approximately the 125th highest ranked traffic volume hour for the year, not the 30th highest hour. Selection of the 30th highest demand hour for analysis produces a conservative analysis, i.e., one which will show lower equivalent daily "reserve capacity" than if the average peak hour of demand is used.

This analysis basically follows FDOT suggested procedures for calculating such K factors, as further modified by FDOT permanent count station data on Stock Island.

Arterial Classification - Another policy consideration is the classification given to the roadway being analyzed. In essence, the HCM analysis procedures infer that an arterial of lesser importance should have lesser expectations by motorists. This is reflected in the level of service for urban and suburban arterials where the defined measure of effectiveness for determining LOS is the average travel speed of through vehicles. Higher classifications require that higher speeds be attained for the same level of service.

By HCM procedures, arterials are classified into one of three categories based on their function and design type and, therefore, their free flow speeds as observed during low traffic volume conditions. For example, facilities with the functional category of principal arterial are of more importance than minor arterials, and for each functional class there are three basic design types which depend upon the degree of access control (driveways), roadside development intensity, on-street parking, traffic signal density and operation, and posted speed.

More is expected of the higher functional and design classes than of those facilities with lower posted speeds, more driveways per mile and more dense roadside development. Level of Service C, for example, can be achieved only where average travel speed is at least 22 mph for the higher class facilities, whereas only 13 mph is needed for those facilities of lesser functional and design types.

This analysis uses the arterial classifications established by the City of Key West technical staff, with advance input provided by the Florida of Transportation and local office of the Department of Community Affairs.

DATA COLLECTION

To perform the technical analysis, relevant traffic and roadway characteristics data were collected and compiled. The 13 signalized intersections along U.S. 1 and the locations of link volume data collection sites are indicated in Figure 2. Data summaries are included in Appendices A through G.

The City Planning Department made available certain historical traffic data and collected current information on intersection geometrics, traffic signal phasing and timing, and travel time data. Peak period turning movement counts at three of the U.S. 1 intersections that had been collected by others in January and February 1989 were provided for updating to 1990 conditions.

During the week of April 30th through May 6, 1990, TAP personnel collected peak period turning movement data at the remaining ten of 13 signalized intersections within the study corridor. Directional traffic volume data were collected during the same week at representative locations on each of the four U.S. 1 segments, one location for each segment. The directional link volume data were collected for seven continuous days by 15-minute intervals.

Truck and other heavy vehicle use characteristics as well as pedestrian crossing activity were collected during the same period at each of the ten intersections where 1990 turning movements were collected. Peak period vehicle delays on all approaches were measured directly at all but one of these intersections.

CAPACITY MANUAL ANALYSIS METHODS

Arterial Analysis - There are two methods available in the 1985 *Highway Capacity Manual* (HCM) to evaluate the level of service for these four segments of U.S. 1 in Key West. Both methods have been used in this analysis to determine existing level of service conditions.

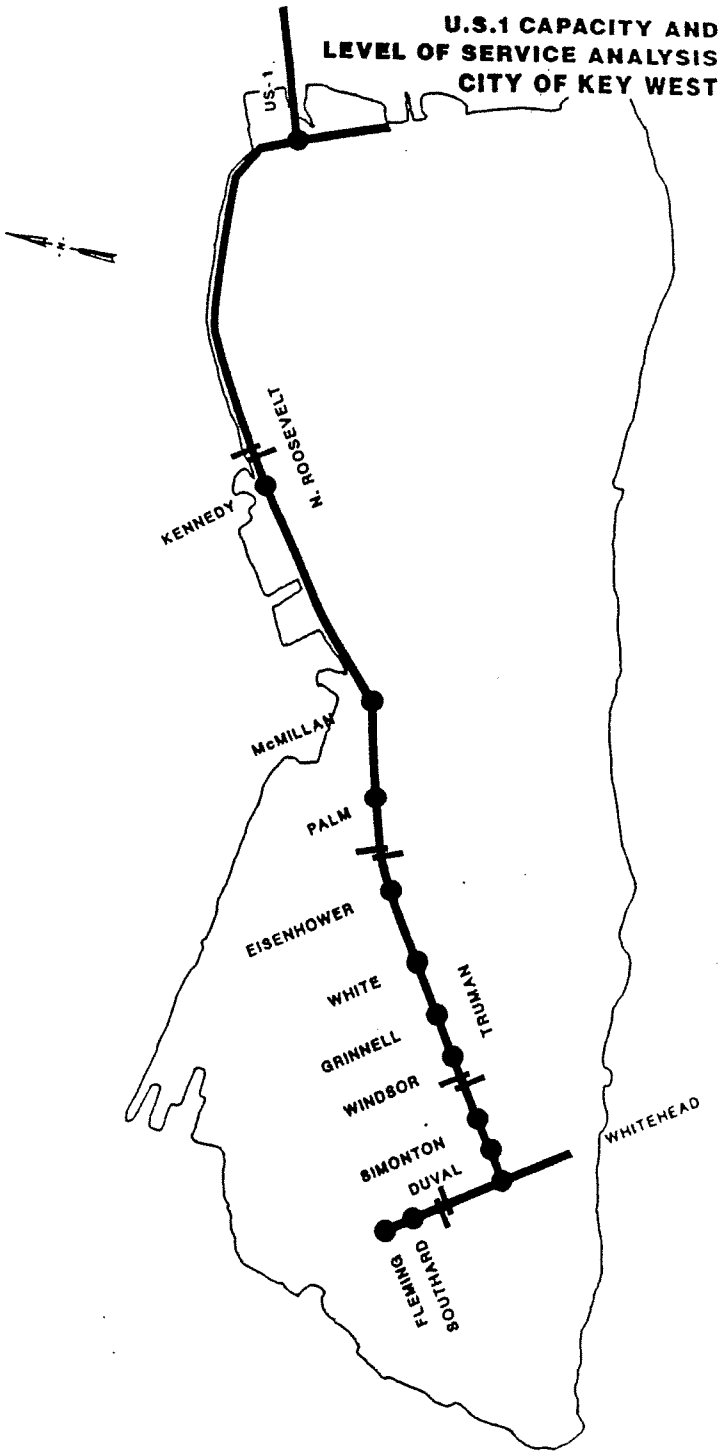

FIGURE 2

SIGNALIZED INTERSECTIONS & LINK DATA COLLECTION SITES

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One method described in Chapter 11 of the HCM focuses on the calculation of delay at signalized intersections along the route and the use of default values for peak period running speed and time between signalized intersections, depending upon the arterial class, free flow speed and signal spacing. The surrogate calculations use default values for running speed between intersections, mathematically derived values of stopped delay at signalized intersections, plus a constant 30% increase to the stopped delay to represent the overall approach delay thought to be experienced by motorists as they come in proximity to the signalized condition. These various calculations are then transformed into an overall travel time for the segment, the average travel speed is computed, and the speed is compared to LOS criteria.

The second procedure prescribed in Chapter 11 of the HCM, but often overlooked, uses the results of travel speed studies conducted along the route. With minor technical assistance from TAP, City staff collected travel time and delay data in May 1990 using a floating car technique. Travel time runs were performed during peak hours and other heavy demand periods of the day. This information, coupled with segment lengths, provides a direct measurement of the overall travel speed and running speed for each segment. Intersection delay times were also obtained during the travel time measurements.

As described later, the arterial travel time (speed) data compared favorably with the overall results from the direct measurement of level of service conditions at the signalized intersections. The calculated levels of service for the arterial segments tended to show more conservative results (i.e., lower travel speeds in the peak hour than what were measured directly).

Signalized Intersection Analysis - The HCM also provides two methods to evaluate intersection level of service. One relies on calculations of vehicle delay, given certain demand, geometric and signalization characteristics. The other method provides for direct measurement of level of service under prevailing traffic, roadway and signal operating conditions. Again, both methods were used in this analysis to assess current conditions.

In the analysis of signalized intersections, signal phasing and timing data, turning movement demand data, pedestrian activity, truck volume, peak hour factors and other required input parameters were gathered for use in calculating level of service at the 13 sig-

nalized intersections. This calculation method provides for a relationship between traffic volume and level of service. However, traffic volume is only one of many variables used in the calculations.

The calculated delay, and hence level of service, were compared to the direct measurement of delay that were obtained in the field at the time that peak hour turning movement volume data were collected at most of the 13 signalized intersections along the corridor. A direct measurement of delay produces a direct determination of level of service for prevailing conditions during the week of April 30th to May 6, 1990.

Daily Conversions - The preceding level of service determinations for current conditions use methods prescribed in the 1985 HCM which relate to peak hour conditions, not daily traffic demand. The daily traffic volumes collected on each link during the study period were converted to a 1990 average annual daily traffic (AADT) volume using FDOT conversion factors. Because the week of traffic data collection coincided with a period closely associated with average annual conditions, only a minor adjustment (1%) was necessary to make the daily volume conversion. No corresponding adjustment was deemed necessary for peak hour traffic demand in order to recalculate and approximate average annual level of service conditions, given the inherent variability from one day to the next in peak hour demands and daily traffic volumes, the fact that turning movement volumes were not collected at each location for a full week, and other practical limitations to the precision in data collection, FDOT conversion factors, and the HCM analysis techniques.

To determine level of service threshold conditions, peak hour intersection turning movements were increased proportionally until the calculated upper delay limits for LOS C and D were reached. The resulting approach and departure volumes along the US 1 legs of these intersections were reviewed to compare the differences in directional link traffic from one signalized intersection to the next. Link volume increases which were reasonably consistent within each segment were preserved for further analysis. The segment increase in peak hour volumes to reach the upper limits of LOS C and D were computed with equal weight given to the average volume increase along the segment and the link volume at intersection within the segment which could sustain the least increase in peak hour traffic. A percentage increase in peak hour volumes was then computed for each segment.

To derive LOS C and D daily threshold volumes, the daily directional traffic volumes collected along each US 1 segment were increased by the ratio of the increase in peak hour traffic multiplied by the K factor computed for the week and divided by a design K factor. The design K factor represents the ratio of the hourly volume likely to occur in the 30th to 100th highest ranked volume hour in a year divided by the average annual daily traffic. The design K factor used for each link considered not only the design estimate derived from current counts on the segment but also information from a permanent continuous volume data collection site on Stock Island that is maintained by the Florida Department of Transportation. The resulting daily volume was established as the upper limit of volume for each level of service gradation (C and D). These conversions to daily equivalents are described more fully in later sections.

EXISTING CONDITIONS ANALYSIS

Existing Daily Traffic - The average weekday, average week, and estimated AADT for the year are shown in Table 2. To derive the AADT for each segment, the weekday volume collected for each segment was divided by the 1990 weekly factors established by FDOT. For this particular time of year, the FDOT weekly factor is 0.99. The raw count data and certain other summaries are included in the appendix. The tables of weekly conversion factors published by FDOT are also included in the appendix.

TABLE 2

TWO-WAY DAILY TRAFFIC BY SEGMENT

Segment	Name	Average Count Weekdays	Average Count 7-Day	1990 AADT
#1	Whitehead	7,579	7,279	7,660
#2	Truman	13,573	13,632	13,710
#3	Roosevelt	19,790	19,395	19,990 ✓
#4	N. Roosevelt	32,577	30,996	32,910 ✓

Existing Level of Service at Intersections - Four basic data analysis methods were used to assess existing level of service. Two methods were used to evaluate operations at signalized intersections within each segment and two methods were used to evaluate the existing arterial level of service provided on each segment.

Signalized intersection operations were evaluated directly based on approach delay data collected in the field. Turning movement counts and other traffic characteristics (percent trucks, peak hour factors, etc.) at the thirteen signalized intersections were combined with roadway geometry and existing signal timing and phasing to perform intersection level of service calculations following 1985 *Highway Capacity Manual* procedures.

Table 3 shows the existing levels of service at signalized intersections which were derived from direct field measurement. The calculated approach delay and overall intersection delay and level of service using the 1985 HCM calculation method is included in Appendix I for all 13 intersections.

The calculated level of service was compared to the direct measurement of level of service. With few exceptions, the comparisons were favorable. Where notable discrepancies did occur, the HCM calculated LOS was lower than that measured directly.

The direct measurement of LOS for the U.S. 1 approaches to the intersections (average stopped delay sampled on all approaches during peak periods) compared favorably with the delay noted from the travel time and delay runs which were made in May 1990.

Existing Arterial Analysis LOS - The calculated approach delay at individual intersections were incorporated into arterial modules and peak period arterial analyses were performed for each travel direction for each of the four segments of U.S. 1.

The arterial analyses were performed consistent with the calculation procedures and the alternative direct measurement procedures contained in Chapter 11 of the HCM. To determine the existing level of service under either procedure, the arterial classification designated by others was used for each of the four segments. The Whitehead and Truman segments were evaluated as class III arteries, whereas both segments of Roosevelt were analyzed as class I facilities.

TABLE 3

INTERSECTION PM PEAK PERIOD DELAY STUDY SUMMARY
4/30/90 - 5/04/90

Intersection	Approach	Volume	Sampled Delay (sec.) and Level of Service: Approach	N&S Bnd.	E&W Bnd.	Tot. Int.
Whitehead & Fleming	NB	305	4.7	8.3 B		
	SB	196	13.8			8.6 B
	EB	354	9.2		9.2 B	
	WB	---	----			
Whitehead & Southard	NB	204	28.2	21.5 C		
	SB	305	17.1			21.8 C
	EB	122	25.1		22.2 C	
	WB	218	20.6			
Whitehead & Truman	NB	203	26.6	13.0 B		
	SB	419	6.4			15.1 C
	EB	69	23.5		19.6 C	
	WB	235	18.4			
Truman & Duval	NB	169	8.5	12.1 B		
	SB	294	14.1			12.7 B
	EB	231	21.8		13.2 B	
	WB	312	6.9			
Truman & Simonton	NB	253	33.4	24.2 C		
	SB	385	18.2			23.3 C
	EB	282	8.9		22.5 C	
	WB	454	30.9			
Truman & Grinnel	NB	42	8.6	15.7 C		
	SB	27	26.7			7.1 B
	EB	538	9.4		6.5 B	
	WB	568	3.8			
Truman & White	NB	395	24.6	22.6 C		
	SB	376	20.6			23.7 C
	EB	541	22.3		24.4 C	
	WB	560	26.4			
N. Roosevelt & Palm	NB	282	10.9	24.4 C		
	SB	766	29.4			17.9 C
	EB	968	21.4		15.0 B	
	WB	1330	10.3			
N. Roosevelt & McMillan (5th)	NB	212	24.6	24.6 C		
	SB	----	----			10.3 B
	EB	1567	5.7		9.2 B	
	WB	1234	13.7			

Notes:

1. Only TAP-assigned intersections sampled during period of turning movement counts - not intersections with TM data supplied by others.

2. Truman & Windsor not sampled due to wedding party in progress which would not have been representative.

3. Approach volumes are for peak period of approach, not for intersection as a whole. Volumes not additive.

4. Delay estimates for combined approaches and for intersection as a whole are volume weighted.

5. Corresponding 1985 HCM LOS letter designation indicated in delay columns by bold letters.

The arterial analysis of eastbound traffic on the eastern segment of North Roosevelt (segment #4) used the traffic flow movement from Key West toward Stock Island as the through traffic movement (southbound to eastbound left turns at the North Roosevelt and U.S. 1 tee intersection). Otherwise, all arterial analyses were straight forward, using through movements on the approaches.

The arterial analysis of existing conditions using HCM calculation procedures is summarized in Table 4. All segments currently operate within the range of LOS B or LOS C, based on the classification of each segment established for the analysis.

In the HCM Chapter 11 arterial analysis procedures, default running speeds between signalized intersections are developed based on the arterial class, segment length and free flow speed for each arterial class. In the arterial analyses performed, the estimates of default speeds were overridden because site-specific peak period running speeds were available from the travel time and delay studies conducted in May 1990. The running speeds derived from the travel time and delay data were calculated in a conservative manner. In other words, the actual running speeds on any segment were equal to, or more than, the calculated values.

TABLE 4

EXISTING LEVEL OF SERVICE BY SEGMENT
1990 CALCULATED VALUES

Segment	Direction	Speed (mph)	LOS
#1 Whitehead	Northbound	21.8	B
	Southbound	16.6	C
#2 Truman	Eastbound	11.2	D
	Westbound	13.2	C
#3 Roosevelt	Eastbound	22.3	C
	Westbound	24.8	C
#4 N. Roosevelt	Eastbound	26.1	C
	Westbound	31.8	B

For the most part, the use of site-specific running speeds compared reasonably close to the default values contained in the HCM. On three of the four segments the actual running speed during peak periods was only slightly higher than the default values, and for one segment the actual speed was slightly less than the HCM default value.

Table 5 shows the results of the direct measurement of existing level of service derived from the calculated average travel speeds derived from travel time and delay data collected in May 1990 during peak hour and other high demand periods. The data from 26 travel time and delay runs on each segment (13 runs in each direction) have been summarized in graphic form and are shown on Figure 3 through Figure 6. Figure 7 indicates the overall travel speed and running speed for all segments. Details of each run are included in the appendix.

TABLE 5

EXISTING LEVEL OF SERVICE BY SEGMENT
FROM MAY 1990 TRAVEL TIME AND DELAY DATA

Segment	Direction	Speed (mph)	LOS
#1 Whitehead	Northbound	15.1	C
	Southbound	14.7	C
#2 Truman	Eastbound	13.4	C
	Westbound	13.8	C
#3 Roosevelt	Eastbound	24.3	C
	Westbound	26.0	C
#4 N. Roosevelt	Eastbound	31.2	B
	Westbound	33.1	B

Level of Service Summary - The current level of service for each of the four segments of U.S. 1 are summarized in Table 6. The table was derived by analyzing the results of peak direction travel speeds from the two HCM procedures which were employed for the arterial analyses and by reviewing the consistency with through movement delays at

the signalized intersections along each segment. The letter designations shown are based on current geometrics, signal operating conditions and typical peak hour peak direction traffic demands along each segment.

TABLE 6

1990 LEVEL OF SERVICE SUMMARY
U.S. 1 CORRIDOR SEGMENTS

Segment	Limits	1990 LOS
#1 Whitehead	Fleming to Truman	C
#2 Truman	Whitehead to Eisenhower	C
#3 N. Roosevelt	Eisenhower to Kennedy	C
#4 N. Roosevelt	Kennedy to U.S. 1	C

KEY WEST SPEED ANALYSIS SEGMENT 1

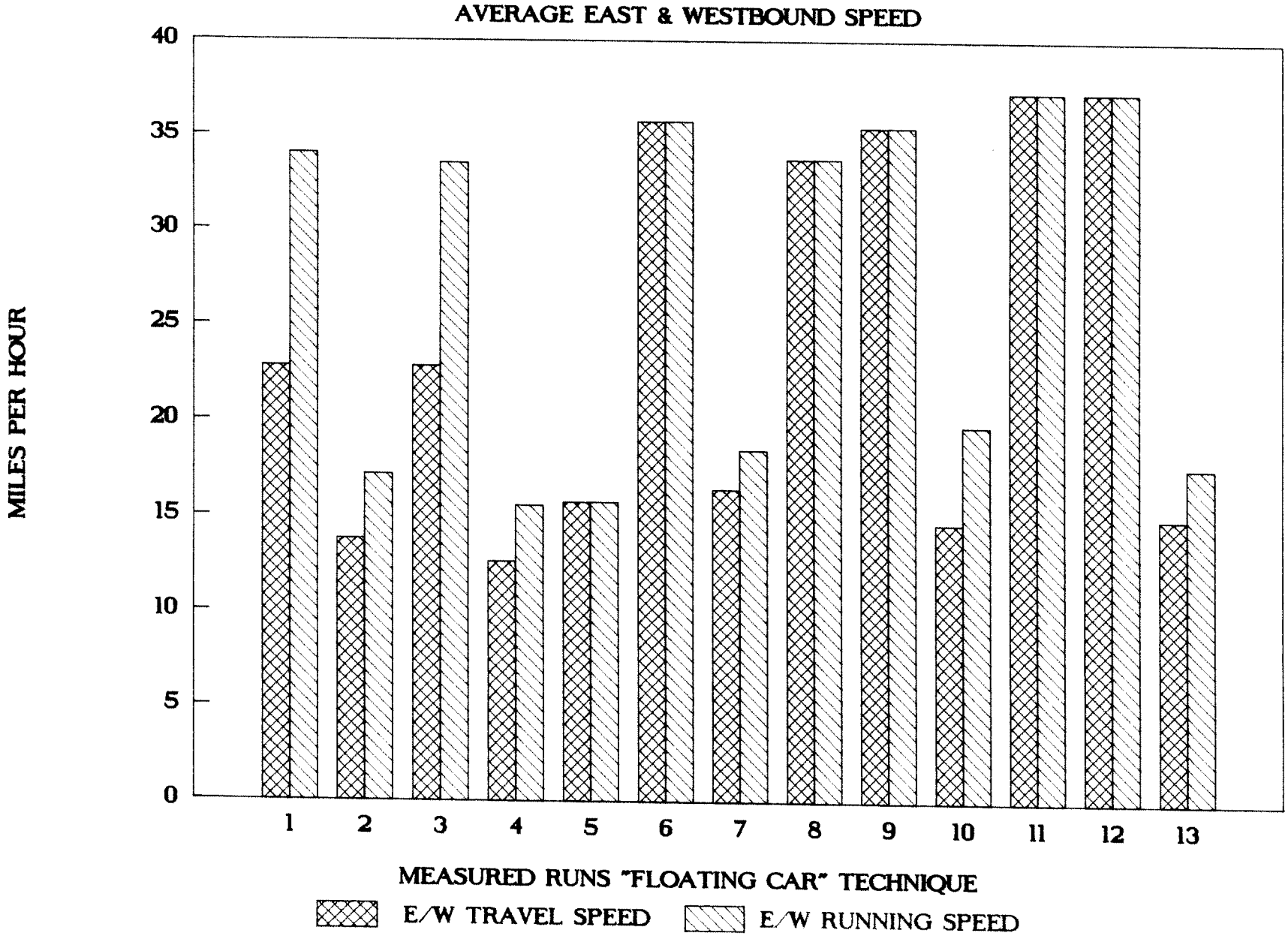
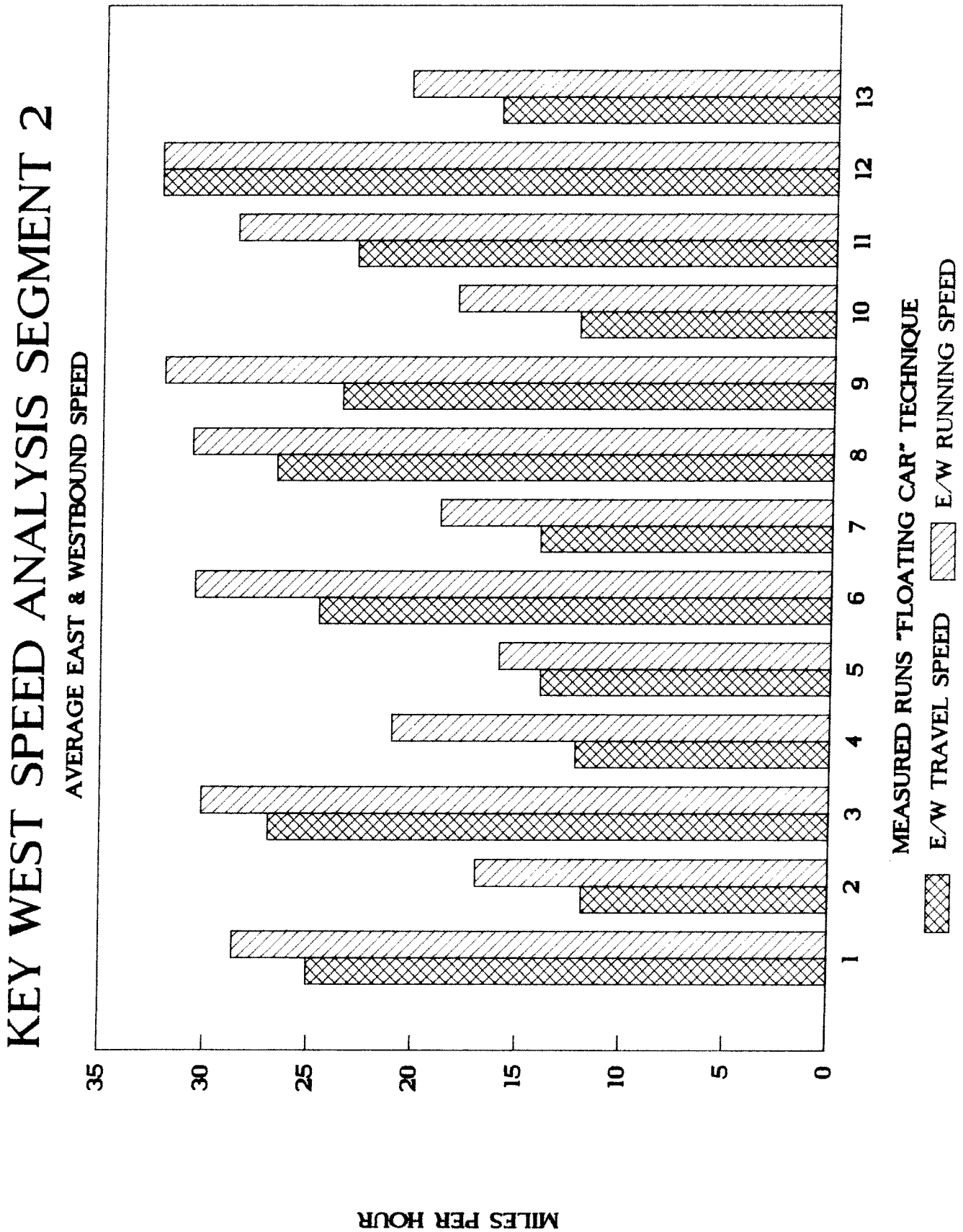


FIGURE 3

FIGURE 4


KEY WEST SPEED ANALYSIS SEGMENT 2
AVERAGE EAST & WESTBOUND SPEED
MILES PER HOUR
35
30
25
20
15
10
5
0
1
2
3
4
5
6
7
8
9
10
11
12
13
MEASURED RUNS "FLOATING CAR" TECHNIQUE
E/W TRAVEL SPEED
E/W RUNNING SPEED

KEY WEST SPEED ANALYSIS SEGMENT 3

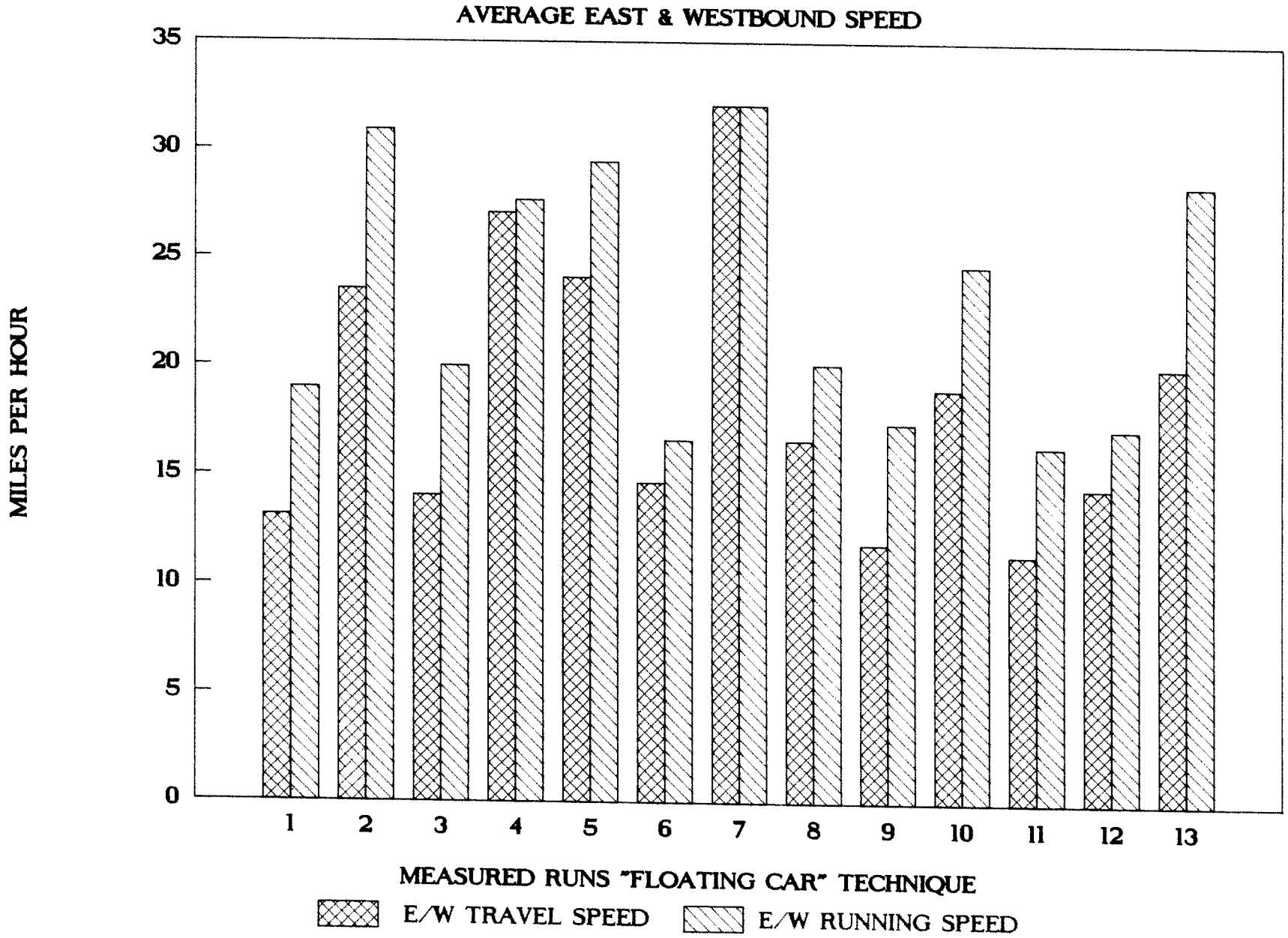


FIGURE 5

KEY WEST SPEED ANALYSIS SEGMENT 4

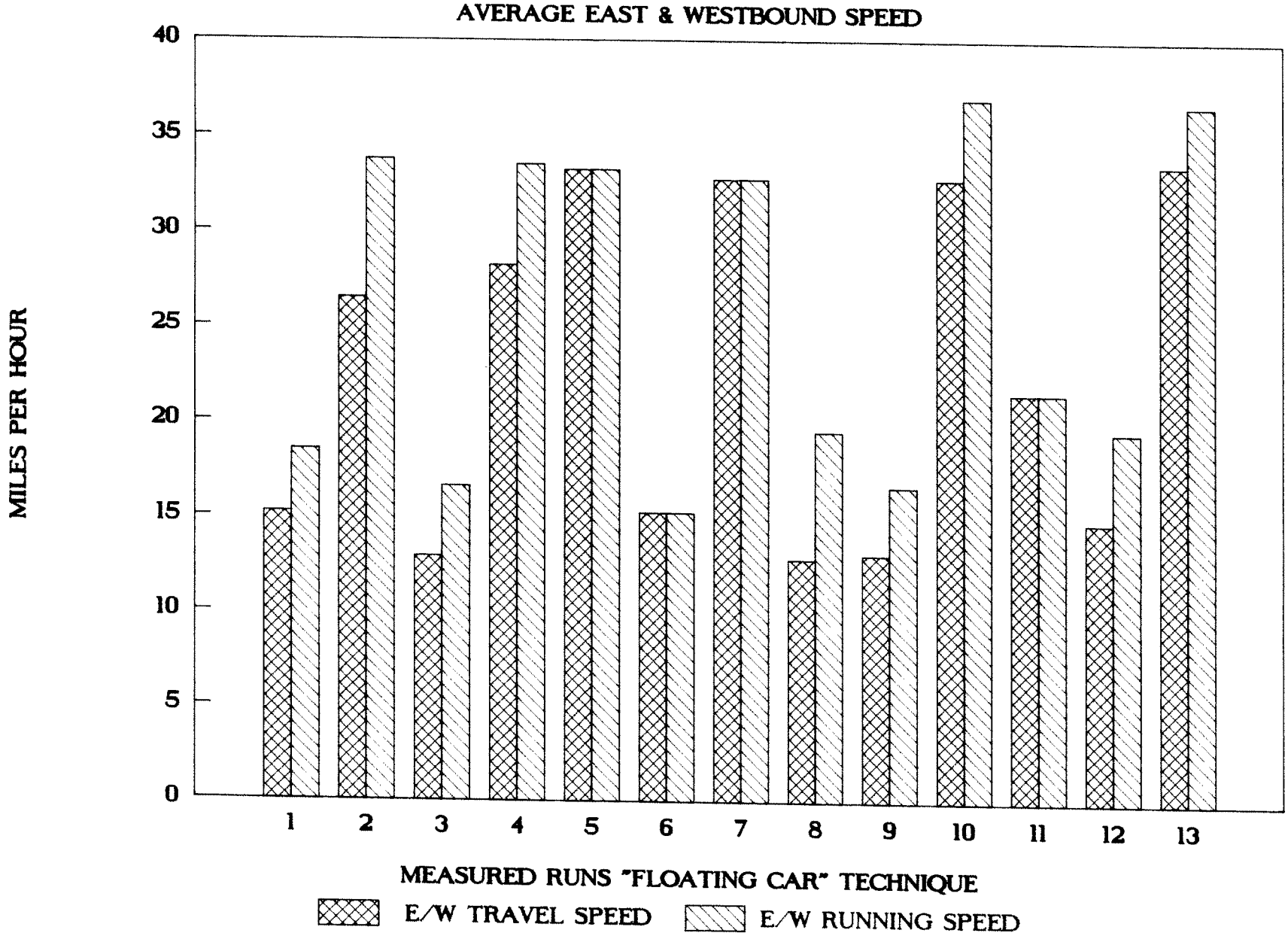


FIGURE 6

KEY WEST SPEED ANALYSIS

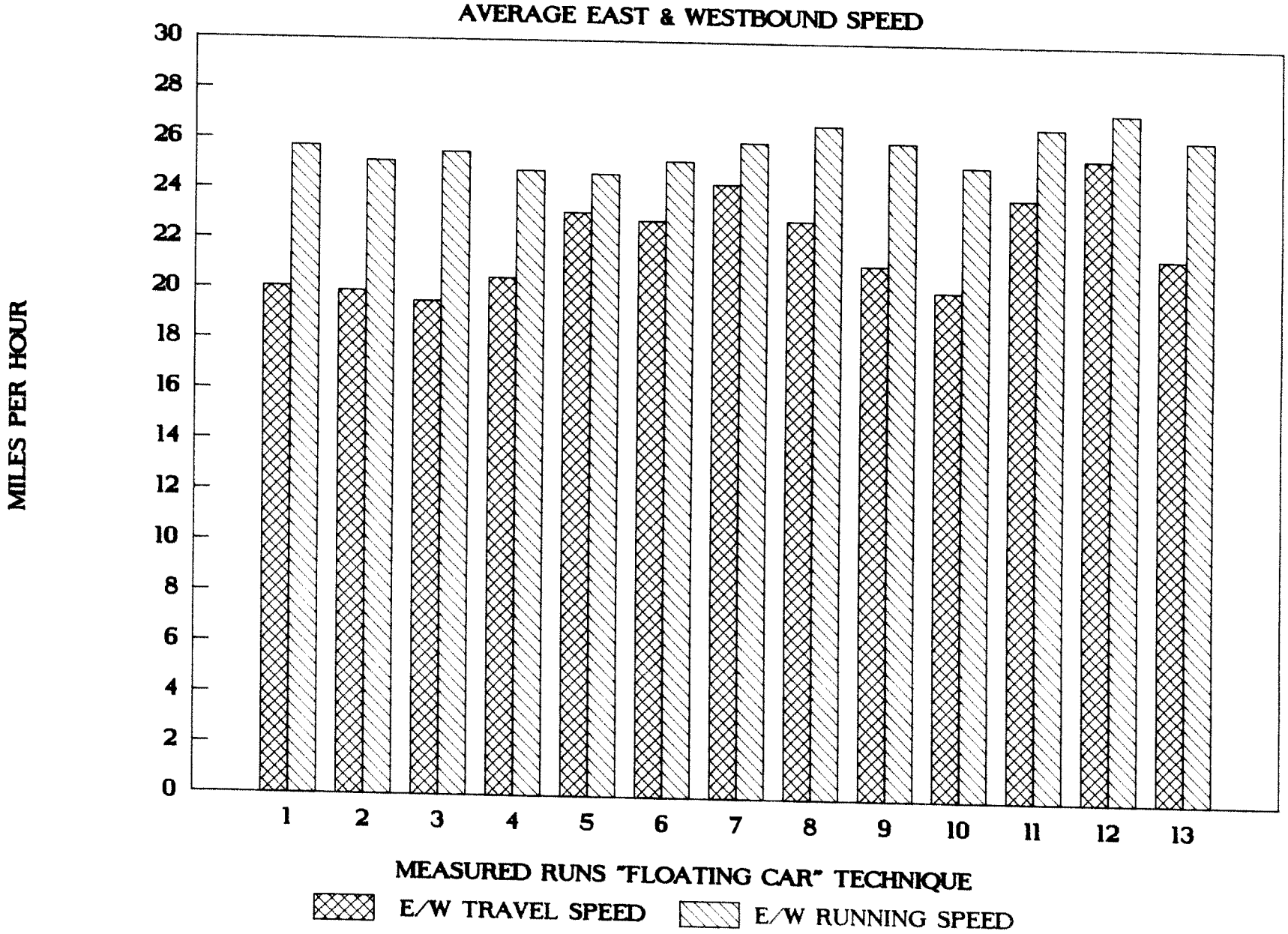


FIGURE 7

THRESHOLD VOLUMES AND RESERVE CAPACITY

Because certain roadway segments operate at level of service C does not mean that volumes cannot be increased or other conditions changed to maintain the same level of service letter designation. A fairly broad range of operating conditions at intersections or along arterials can be achieved within each gradation (letter designation) of level of service.

This range is well defined by the 1985 *Highway Capacity Manual* in terms of average delay at signalized intersections and in terms of average travel speed along an urban arterial street. For example, level of service D conditions exist at intersections where average stopped delay is 25.1 to 40.0 seconds per vehicle (15.1 to 25.0 seconds per vehicle for LOS C). For a Class II urban arterial street, level of service D exists for average travel speeds at or exceeding 14 mph up to 18 mph (18 to 24 mph for LOS C).

Peak Hour Threshold Volumes - To derive volume estimates of threshold "capacity", the intersection peak hour turning movement volumes were increased proportionally on all legs and HCM level of service re-calculated. This was an iterative process until the upper threshold of LOS C and D were reached at each intersection. Signal timing and phasing were adjusted, as would logically happen if actual traffic began to approach these threshold levels for any extended period throughout a future year. However, neither phasing changes to signalization nor physical alterations of street geometry were assumed in reaching these thresholds, if such changes would require a significant capital expenditure.

The resulting threshold turning and through movements at each intersection for each LOS condition were summed to provide both total approach and total departure volumes for the U.S. 1 legs of each. The existing and threshold volumes are illustrated in Table 7. The columns of directional volumes are in sequence down the page for eastbound flow (southbound on Whitehead) and up the page for westbound movements along U.S. 1, signalized intersection to signalized intersection. For example, reading down the first column of existing volumes, the eastbound flow on Truman (segment #2) immediately east of Windsor totals 512 vehicles, and further east the approach to the Grinnell intersection totals 538 vehicles. Immediately east of the Grinnell intersection 551 vehicles depart. A total of 541 eastbound vehicles approach the Truman and White intersection.

TABLE 7
EXISTING AND THRESHOLD LINK VOLUMES
(from turning movements)

SEGMENT	INTER'N NAME	EXISTING VOLUMES EB/SB	EXISTING VOLUMES WB/NB	EXISTING VOLUMES TOTAL	LOS "C" THRESHOLDS EB/SB	LOS "C" THRESHOLDS WB/NB	LOS "C" THRESHOLDS TOTAL	LOS "D" THRESHOLDS EB/SB	LOS "D" THRESHOLDS WB/NB	LOS "D" THRESHOLDS TOTAL	FACTORS LOS C	FACTORS LOS D
	FLEMING											
		266	305	571	559	641	1199	599	686	1285	2.10	2.25
		304	301	605	465	461	926	517	512	1029	1.53	1.70
#1	SOUTHARD											
		371	204	575	568	312	880	631	347	978	1.53	1.70
		419	245	664	545	319	863	582	341	923	1.30	1.39
	TRUMAN											
		208	220	428	270	286	556	289	306	595	1.30	1.39
		230	248	478	354	382	736	375	404	779	1.54	1.63
	DUVAL											
		221	248	469	340	382	722	360	404	764	1.54	1.63
		277	311	588	424	476	900	446	501	947	1.53	1.61
	SIMONTON											
		427	424	851	653	649	1302	687	683	1370	1.53	1.61
		478	510	988	1018	1086	2104	1047	1117	2164	2.13	2.19
#2	WINDSOR											
		512	506	1018	1091	1078	2168	1121	1108	2229	2.13	2.19
		538	518	1056	985	948	1932	1011	974	1985	1.83	1.88
	GRINNELL											
		551	568	1119	1008	1039	2048	1036	1068	2104	1.83	1.88
		541	558	1099	725	748	1473	768	792	1561	1.34	1.42
	WHITE											
		677	528	1205	907	708	1615	961	750	1711	1.34	1.42
		856	746	1602	1019	888	1906	1104	962	2067	1.19	1.29
	EISENH'R											
		899	740	1639	1070	881	1950	1160	955	2114	1.19	1.29
		968	725	1693	1162	870	2032	1258	943	2201	1.20	1.30
	PALM											
#3		1645	1198	2843	1974	1438	3412	2139	1557	3696	1.20	1.30
		1567	1254	2821	2554	2044	4598	2695	2157	4852	1.63	1.72
	McMILLAN											
		1663	1217	2880	2711	1984	4694	2860	2093	4954	1.63	1.72
		1365	1257	2622	1925	1772	3697	2102	1936	4038	1.41	1.54
	KENNEDY											
#4		1354	1281	2635	1909	1806	3715	2085	1973	4058	1.41	1.54
		1276	1310	2586	1353	1389	2741	1467	1507	2974	1.06	1.15
	US-1											
AVERAGES												
#1		365	250	615	526	364	890	577	400	976	1.45	1.60
#2		430	410	840	587	565	1151	624	600	1224	1.41	1.50
#3		1219	980	2199	1533	1240	2773	1665	1348	3012	1.25	1.36
#4		1315	1296	2611	1631	1597	3228	1776	1740	3516	1.24	1.35

NOTE: Averages exclude the influence of the intersections of Fleming, Windsor, Grinnell and McMillan.

The average factors shown at the bottom of Table 7 were combined with the corresponding intersection in each segment which could sustain the least growth. The average increases were termed peak hour threshold factors. This follows the underlying philosophy behind the basic criteria and analysis techniques specified by FDOT in its *LOS Manual.* However, in this case, average and minimum volumes are used in the weighting rather than developing a weighted g/c ratio for the artery based on average and lowest g/c. Unlike the FDOT procedure, the analysis of segments in Key West allows for different traffic demand, geometric and signal operating conditions and at each signalized intersection to be taken into account.

Daily Threshold Volumes - The LOS C and D peak hour threshold factors for each segment were multiplied by the corresponding two-way daily segment volumes to develop initial estimates of daily threshold volumes. Virtually the same daily volume estimate could be derived by multiplying the average K factor calculated for each segment by the corresponding peak hour threshold volumes shown in Table 7.

The initial threshold estimates of two-way daily traffic would provide LOS C or D operations only on days with average demand conditions. The initial estimates were then adjusted by consideration the K_{30} factor from the FDOT Stock Island permanent count station and the estimated K_{30} for each segment which were derived from the weekly counts at each of the four count stations established for this study. The estimated K_{30} factor for each segment are found in Appendix A. The actual K_{30} for the FDOT permanent station is 0.0984, based on peak season directional volumes contained in Appendix H.

The major contributor to the Stock Island permanent station volume is the traffic on segment #4 of North Roosevelt Boulevard. The estimated K_{30} factor for this eastern most analysis segment is 0.0814. The ratio of the Stock Island K_{30} factor and that estimated for the North Roosevelt segment measured in May is 1.2088 (0.0984/0.0814). Because the K_{30} for segment #4 is a valid estimate derived following FDOT procedures, and because there is no direct evidence to support the conclusion that the conditions on Stock Island are better representations than what was measured directly on North Roosevelt, the average of the two K_{30} factors was used to derive the final set of level of service C and D daily threshold volumes for this segment.

The initial set of daily threshold volumes estimates -- valid for peak hour LOS C or D conditions on an average demand day -- were reduced so that they would be applicable to periods of higher peak hour demand throughout the year. In this way, the reduced threshold volumes could be compared with future AADT volumes and if the two matched, then LOS C or D conditions could be sustained in the 30th highest demand hour of the year. The controlling reduction factor used on segment #4 and all others was the ratio of the segment K factor divided by the average of the two K_{30} factors discussed above. This controlling reduction factor not only preserved the relative degree to which each segment accommodates daily traffic during peak hour, but it also consistently produced a slightly more conservative (lower) estimate of daily threshold volumes on each segment than if the average K factor were divided by the K_{30} estimate for the segment. (The small difference in results varied by only 0.7% to 2.8%.)

Based on the week of data collection for each segment, it is clear (as is illustrated in Appendix A) that each segment has a distinct K factor and each has a distinctly different K_{30} estimate based on these counts. For example, the Truman segment (#2) has relatively little of its total daily flow occurring in the peak hour (6.98%), while the Whitehead segment (#1) carries 23% more of its daily traffic in the peak (K = 8.58%). The method used to develop daily threshold volumes preserves these relative segment attributes.

Reserve Capacity - The resulting LOS C and D daily threshold volumes, for comparison with AADTs, and the reserve "capacity" for each segment are provided in Table 8. Table 8 shows the approximate additional two-way daily traffic volume that can be added (reserve volume) to the U.S. 1 traffic stream, yet still achieve level of service C or D operating conditions most days of the year. The average annual daily traffic threshold (AADT) and reserve capacity volumes assume that no significant capital improvements are made to streets or signalization -- only timing adjustments as needed and restriping on the eastbound approach at the Truman and Eisenhower intersection.

It must be emphasized that the volumes shown in Table 8 are for comparison with average annual two-way daily volumes, but that they relate to LOS C and D operating conditions during the top 30 to 100 ranked peak hourly volumes that occur in a year. Thus they cover most, but not all, peak hour conditions in the winter season.

TABLE 8

DAILY LOS THRESHOLD VOLUMES
AVERAGE ANNUAL DAILY TRAFFIC THRESHOLD (AADTT)
AND 1990 RESERVE CAPACITY
(Two-Way Daily Traffic)

	LOS C		LOS D	
Segment	AADTT	Reserve	AADTT	Reserve
#1 Whitehead	9,540	1,880	10,370	2,710
#2 Truman	16,140	2,430	17,320	3,610
#3 Roosevelt	22,080	2,090	23,980	3,990
#4 N. Roosevelt	34,270	1,360	37,250	4,340

A few cautions are needed in using the volumes indicated in Table 8. First, the two-way daily volumes apply to a base average annual daily volume, not to the height of the peak season. To determine how much "reserve capacity" may have been consumed in future years, any daily volume collected during the high or low season of activity should be adjusted to an AADT value before the current reserve is estimated.

Second, the transformation of a peak hour analysis using directional approach volumes in the peak hour to a two-way daily traffic volume assumes that a one-to-one relationship will hold for many traffic characteristics at the higher volume level that were observed and measured at the base volume condition in April-May 1990. This assumption extends to not only the K factor, but also that the same percentage split in directional traffic demand in the peak hour will be maintained at the higher volume level, that the same peak hour factor will occur, that side street traffic will increase at the same rate as arterial volumes along U.S. 1, and that the percentage of trucks and other heavy vehicles will remain constant.

These assumptions are not necessarily all valid as a group or individually. For example, lower K factors are often associated with higher volume conditions, even on non-constrained facilities. Truck volumes will likely not fluctuate or increase at the same percentage rate as other components in the traffic stream, particularly during the peak

hour. As peak hour traffic volumes increase it generally has been found that peak hour factors tend to also increase (i.e., vehicle arrival flow rates have less fluctuation within the peak hour, are more uniform). These general traffic trends suggest that the two-way daily reserve volumes shown in Table 8 may be conservative and that higher daily volumes could be sustained without operating conditions in the peak hour deteriorating into a lower level of service.

It is suggested that U.S. 1 traffic conditions continue to be monitored on both a peak hour and daily basis during both high season and average demand conditions to directly measure level of service and the corresponding traffic volumes.

APPENDICES

TRAFFIC CHARACTERISTICS SUMMARIES

SEGMENT #1 WHITEHEAD

Equip. Location Bet. Angela & Petronia

Date	DOW	SB	NB	Daily Total	Peak Hr. Begin	Peak Hour SB Vol.	Peak Hour SB PHF	Peak Hour NB Vol.	Peak Hour NB PHF	Total Volume
04/30/90	Mon	4217	3264	7481	4:15	459	0.713	233	0.844	692
05/01/90	Tue	4216	3430	7646	4:30	408	0.703	255	0.911	663
05/02/90	Wed	4220	3305	7525	4:30	438	0.637	245	0.888	683
05/03/90	Thu	4101	3323	7424	4:30	418	0.716	253	0.891	671
05/04/90	Fri	4378	3445	7823	4:30	404	0.835	259	0.899	663
05/05/90	Sat	3901	3168	7069	3:30	333	0.946	238	0.915	571
05/06/90	Sun	3600	2391	5991	12:15	285	0.925	163	0.832	448
Weekday Avg.		4226	3353	7579	4:30	425	0.721	249	0.887	674
7-Day Avg.		4090	3189	7279	4:30	392	0.782	235	0.883	627

SEGMENT #1 WHITEHEAD

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0921	0.666	
05/01/90	Tue	0.0867	0.615	
05/02/90	Wed	0.0908	0.641	
05/03/90	Thu	0.0904	0.623	
05/04/90	Fri	0.0848	0.609	0.835
05/05/90	Sat	0.0808	0.583	0.946
05/06/90	Sun	0.0748	0.636	0.925
Average		0.0858	D_{Est}= 0.625	PHF_{Est}= 0.902

Peak Daily
Average Daily 1.0747

Estimated K_{30} $K_{30\ Est}$ = 0.0922

* Three Highest Only

SEGMENT #2 TRUMAN

Equip. Location: Bet. Elizabeth & Windsor

Date	DOW	Daily EB	Daily WB	Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	6304	7033	13337	3:30	493	0.963	478	0.912	971
05/01/90	Tue	6363	7000	13363	4:30	486	0.893	474	0.988	960
05/02/90	Wed	6232	7097	13329	4:15	458	0.818	474	0.898	932
05/03/90	Thu	6218	7090	13308	4:15	458	0.888	512	0.992	970
05/04/90	Fri	6848	7682	14530	4:15	515	0.888	517	0.898	1032
05/05/90	Sat	6779	8138	14917	12:00	391	0.914	594	0.917	985
05/06/90	Sun	6000	6640	12640	12:00	346	0.892	469	0.895	815
Weekday Avg.		6393	7180	13573	4:15	482	0.890	491	0.938	973
7-Day Avg.		6392	7240	13632	4:15	450	0.894	503	0.929	953

SEGMENT #2 TRUMAN

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0728	0.508	0.963
05/01/90	Tue	0.0718	0.506	
05/02/90	Wed	0.0699	0.509	0.898
05/03/90	Thu	0.0729	0.528	
05/04/90	Fri	0.0710	0.501	
05/05/90	Sat	0.0660	0.603	0.917
05/06/90	Sun	0.0645	0.575	
Average		0.0698	D_{Est}= 0.533	PHF_{Est}= 0.926

Peak Daily
Average Daily 1.0943

Estimated K_{30} $K_{30\ Est}$ = 0.0764

* Three Highest Only

SEGMENT #3 ROOSEVELT

Equip. Location Bet. Eisenhower & Palm

Date	DOW	EB	WB	Daily Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	9821	8970	18791	4:30	933	0.877	545	0.902	1478
05/01/90	Tue	9104	10584	19688	4:45	637	0.926	913	0.865	1550
05/02/90	Wed	9328	10462	19790	4:30	637	0.905	878	0.801	1515
05/03/90	Thu	9182	10462	19644	4:30	619	0.921	967	0.842	1586
05/04/90	Fri	9924	11114	21038	4:30	685	0.911	904	0.850	1589
05/05/90	Sat	9818	10324	20142	12:00	751	0.963	651	0.946	1402
05/06/90	Sun	8411	8261	16672	12:00	495	0.897	663	0.896	1128
Weekday Avg.		9472	10318	19790	4:30	702	0.908	841	0.852	1543
7-Day Avg.		9370	10025	19395	4:30	680	0.914	789	0.872	1469

SEGMENT #3 ROOSEVELT

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0787	0.631	0.877
05/01/90	Tue	0.0787	0.589	
05/02/90	Wed	0.0766	0.580	
05/03/90	Thu	0.0807	0.610	
05/04/90	Fri	0.0755	0.569	
05/05/90	Sat	0.0696	0.536	0.963
05/06/90	Sun	0.0677	0.588	0.896
Average		0.0754	D_{Est}= 0.586	PHF_{Est}= 0.912

Peak Daily / Average Daily 1.0847

Estimated K_{30} $K_{30\ Est}$ = 0.0818

* Three Highest Only

SEGMENT #4 NORTH ROOSEVELT

Equip. Location Bet. Kennedy & 14th Street

Date	DOW	EB	WB	Daily Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	17041	15599	32640	4:45	1442	0.927	1053	0.895	2495
05/01/90	Tue	16973	15254	32227	4:30	1378	0.949	1111	0.926	2489
05/02/90	Wed	16869	15302	32171	4:30	1395	0.918	1088	0.913	2483
05/03/90	Thu	16820	15194	32014	4:45	1386	0.909	1027	0.910	2413
05/04/90	Fri	17775	16055	33830	3:45	1337	0.928	1093	0.949	2430
05/05/90	Sat	15109	14034	29143	12:00	1062	0.991	1062	0.987	2124
05/06/90	Sun	13424	11523	24947	12:15	990	0.897	790	0.950	1780
Weekday Avg.		17096	15481	32577	4:45	1388	0.926	1074	0.919	2462
7-Day Avg.		16287	14709	30996	4:45	1284	0.931	1032	0.933	2316

SEGMENT #4 NORTH ROOSEVELT

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0764	0.578	0.927
05/01/90	Tue	0.0772	0.554	0.949
05/02/90	Wed	0.0772	0.562	
05/03/90	Thu	0.0754	0.574	
05/04/90	Fri	0.0718	0.550	0.928
05/05/90	Sat	0.0729	0.500	
05/06/90	Sun	0.0714	0.556	
Average		0.0746	D_{Est}= 0.553	PHF_{Est}= 0.935

Peak Daily / Average Daily 1.0914

Estimated K_{30} K_{30} = 0.0814

* Three Highest Only

APPENDICES

TRAFFIC CHARACTERISTICS SUMMARIES

SEGMENT #1 WHITEHEAD

Equip. Location Bet. Angela & Petronia

Date	DOW	SB	NB	Daily Total	Peak Hr. Begin	Peak Hour SB Vol.	Peak Hour SB PHF	Peak Hour NB Vol.	Peak Hour NB PHF	Total Volume
04/30/90	Mon	4217	3264	7481	4:15	459	0.713	233	0.844	692
05/01/90	Tue	4216	3430	7646	4:30	408	0.703	255	0.911	663
05/02/90	Wed	4220	3305	7525	4:30	438	0.637	245	0.888	683
05/03/90	Thu	4101	3323	7424	4:30	418	0.716	253	0.891	671
05/04/90	Fri	4378	3445	7823	4:30	404	0.835	259	0.899	663
05/05/90	Sat	3901	3168	7069	3:30	333	0.946	238	0.915	571
05/06/90	Sun	3600	2391	5991	12:15	285	0.925	163	0.832	448
Weekday Avg.		4226	3353	7579	4:30	425	0.721	249	0.887	674
7-Day Avg.		4090	3189	7279	4:30	392	0.782	235	0.883	627

SEGMENT #1 WHITEHEAD

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0921	0.666	
05/01/90	Tue	0.0867	0.615	
05/02/90	Wed	0.0908	0.641	
05/03/90	Thu	0.0904	0.623	
05/04/90	Fri	0.0848	0.609	0.835
05/05/90	Sat	0.0808	0.583	0.946
05/06/90	Sun	0.0748	0.636	0.925
Average		0.0858	D_{Est}= 0.625	PHF_{Est}= 0.902

Peak Daily
Average Daily 1.0747

Estimated K_{30} $K_{30\ Est}$ = 0.0922

* Three Highest Only

SEGMENT #2 TRUMAN

Equip. Location: Bet. Elizabeth & Windsor

Date	DOW	Daily EB	Daily WB	Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	6304	7033	13337	3:30	493	0.963	478	0.912	971
05/01/90	Tue	6363	7000	13363	4:30	486	0.893	474	0.988	960
05/02/90	Wed	6232	7097	13329	4:15	458	0.818	474	0.898	932
05/03/90	Thu	6218	7090	13308	4:15	458	0.888	512	0.992	970
05/04/90	Fri	6848	7682	14530	4:15	515	0.888	517	0.898	1032
05/05/90	Sat	6779	8138	14917	12:00	391	0.914	594	0.917	985
05/06/90	Sun	6000	6640	12640	12:00	346	0.892	469	0.895	815
Weekday Avg.		6393	7180	13573	4:15	482	0.890	491	0.938	973
7-Day Avg.		6392	7240	13632	4:15	450	0.894	503	0.929	953

SEGMENT #2 TRUMAN

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0728	0.508	0.963
05/01/90	Tue	0.0718	0.506	
05/02/90	Wed	0.0699	0.509	0.898
05/03/90	Thu	0.0729	0.528	
05/04/90	Fri	0.0710	0.501	
05/05/90	Sat	0.0660	0.603	0.917
05/06/90	Sun	0.0645	0.575	
Average		0.0698	D_{Est}= 0.533	PHF_{Est}= 0.926

Peak Daily
Average Daily 1.0943

Estimated K_{30} $K_{30\ Est}$ = 0.0764

* Three Highest Only

SEGMENT #3 ROOSEVELT

Equip. Location Bet. Eisenhower & Palm

Date	DOW	EB	WB	Daily Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	9821	8970	18791	4:30	933	0.877	545	0.902	1478
05/01/90	Tue	9104	10584	19688	4:45	637	0.926	913	0.865	1550
05/02/90	Wed	9328	10462	19790	4:30	637	0.905	878	0.801	1515
05/03/90	Thu	9182	10462	19644	4:30	619	0.921	967	0.842	1586
05/04/90	Fri	9924	11114	21038	4:30	685	0.911	904	0.850	1589
05/05/90	Sat	9818	10324	20142	12:00	751	0.963	651	0.946	1402
05/06/90	Sun	8411	8261	16672	12:00	495	0.897	663	0.896	1128
Weekday Avg.		9472	10318	19790	4:30	702	0.908	841	0.852	1543
7-Day Avg.		9370	10025	19395	4:30	680	0.914	789	0.872	1469

SEGMENT #3 ROOSEVELT

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0787	0.631	0.877
05/01/90	Tue	0.0787	0.589	
05/02/90	Wed	0.0766	0.580	
05/03/90	Thu	0.0807	0.610	
05/04/90	Fri	0.0755	0.569	
05/05/90	Sat	0.0696	0.536	0.963
05/06/90	Sun	0.0677	0.588	0.896
Average		0.0754	D_{Est}= 0.586	PHF_{Est}= 0.912
Peak Daily / Average Daily		1.0847		
Estimated K_{30}	$K_{30\ Est}$ =	0.0818		

* Three Highest Only

SEGMENT #4 NORTH ROOSEVELT

Equip. Location Bet. Kennedy & 14th Street

Date	DOW	EB	WB	Daily Total	Peak Hr. Begin	Peak Hour EB Vol.	Peak Hour EB PHF	Peak Hour WB Vol.	Peak Hour WB PHF	Total Volume
04/30/90	Mon	17041	15599	32640	4:45	1442	0.927	1053	0.895	2495
05/01/90	Tue	16973	15254	32227	4:30	1378	0.949	1111	0.926	2489
05/02/90	Wed	16869	15302	32171	4:30	1395	0.918	1088	0.913	2483
05/03/90	Thu	16820	15194	32014	4:45	1386	0.909	1027	0.910	2413
05/04/90	Fri	17775	16055	33830	3:45	1337	0.928	1093	0.949	2430
05/05/90	Sat	15109	14034	29143	12:00	1062	0.991	1062	0.987	2124
05/06/90	Sun	13424	11523	24947	12:15	990	0.897	790	0.950	1780
Weekday Avg.		17096	15481	32577	4:45	1388	0.926	1074	0.919	2462
7-Day Avg.		16287	14709	30996	4:45	1284	0.931	1032	0.933	2316

SEGMENT #4 NORTH ROOSEVELT

Date	DOW	K Factor	D Factor	PHF*
04/30/90	Mon	0.0764	0.578	0.927
05/01/90	Tue	0.0772	0.554	0.949
05/02/90	Wed	0.0772	0.562	
05/03/90	Thu	0.0754	0.574	
05/04/90	Fri	0.0718	0.550	0.928
05/05/90	Sat	0.0729	0.500	
05/06/90	Sun	0.0714	0.556	
Average		0.0746	D_{Est}= 0.553	PHF_{Est}= 0.935

Peak Daily
Average Daily 1.0914

Estimated K_{30} K_{30} = 0.0814

* Three Highest Only

DIRECTIONAL 7-DAY TRAFFIC VOLUMES
HOURLY & 15-MINUTE SUMMARIES

Transport Analysis Professionals, Inc.
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 734 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA NORTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA1NB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	37	41	60	42	49	46	104	111	63
1	31	26	43	27	27	31	46	59	37
2	11	19	26	20	30	21	25	37	24
3	10	14	15	19	19	15	21	30	18
4	7	11	9	13	9	10	16	19	12
5	19	13	16	19	22	18	18	16	18
6	36	35	42	45	44	40	16	12	33
7	65	71	87	99	80	80	14	13	61
8	150	142	138	155	138	145	62	57	120
9	200	206	211	224	214	211	136	127	188
10	251	230	202	228	215	225	164	149	206
11	249	221	198	209	188	213	208	151	203
PM									
12	269	247	235	221	229	240	207	161	224
1	284	242	238	252	229	249	230	213	241
2	231	281	249	255	261	255	274	176	247
3	212	262	231	240	241	237	249	179	231
4	245	273	251	253	259	256	205	152	234
5	210	255	246	239	243	239	200	149	220
6	168	187	172	173	178	176	191	150	174
7	157	167	194	163	185	173	180	167	173
8	144	179	156	141	162	156	162	94	148
9	109	120	117	113	155	123	159	60	119
10	101	113	102	102	136	111	141	69	109
11	68	75	67	71	132	83	140	40	85
TOTALS	3264	3430	3305	3323	3445	3353	3168	2391	3188
% AVG WKDAY	97	102	99	99	103				
% AVG DAY	102	108	104	104	108		99	75	
AM PEAK HR	10	10	9	10	10		11	11	
PEAK FLOW	251	230	211	228	215		208	151	
PM PEAK HR	1	2	4	2	2		2	1	
PEAK FLOW	284	281	251	255	261		274	213	

Transport Analysis Professionals, Inc.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 734 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA NORTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA1NB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	5		9		12		11		13		10		26		32		15	
12:15	14		11		16		16		13		14		31		27		18	
12:30	14		9		14		9		10		11		22		31		16	
12:45	4	37	12	41	18	60	6	42	13	49	11	46	25	104	21	111	14	63
1:00	10		11		16		8		8		11		18		17		13	
1:15	3		8		9		6		5		6		13		22		9	
1:30	4		4		10		6		6		6		10		13		8	
1:45	14	31	3	26	8	43	7	27	8	27	8	31	5	46	7	59	7	37
2:00	6		5		7		3		7		6		8		9		6	
2:15	1		4		6		5		7		5		7		13		6	
2:30	2		7		9		10		7		7		8		7		7	
2:45	2	11	3	19	4	26	2	20	9	30	4	22	2	25	8	37	4	23
3:00	1		4		2		5		6		4		6		9		5	
3:15	4		2		3		4		2		3		6		7		4	
3:30	2		3		6		5		5		4		7		8		5	
3:45	3	10	5	14	4	15	5	19	6	19	5	16	2	21	6	30	4	18
4:00	1		3		5		6		4		4		5		3		4	
4:15	3		3		3		1		2		2		3		5		3	
4:30	3		2		0		0		2		1		4		6		2	
4:45	0	7	3	11	1	9	6	13	1	9	2	9	4	16	5	19	3	12
5:00	4		0		0		5		5		3		5		7		4	
5:15	4		4		3		4		3		4		8		4		4	
5:30	8		5		6		5		4		6		3		2		5	
5:45	3	19	4	13	7	16	5	19	10	22	6	19	2	18	3	16	5	18
6:00	4		5		7		7		9		6		2		2		5	
6:15	7		8		9		10		5		8		8		4		7	
6:30	15		13		14		17		16		15		3		4		12	
6:45	10	36	9	35	12	42	11	45	14	44	11	40	3	16	2	12	9	33
7:00	17		16		12		13		16		15		4		3		12	
7:15	16		21		22		27		20		21		1		0		15	
7:30	11		15		23		27		20		19		2		4		15	
7:45	21	65	19	71	30	87	32	99	24	80	25	80	7	14	6	13	20	62
8:00	27		26		28		25		32		28		10		7		22	
8:15	37		34		29		31		32		33		11		9		26	
8:30	40		40		38		42		37		39		22		19		34	
8:45	46	150	42	142	43	138	57	155	37	138	45	145	19	62	22	57	38	120
9:00	42		45		40		42		36		41		21		18		35	
9:15	54		51		46		47		59		51		20		31		44	
9:30	53		57		59		63		58		58		52		42		55	
9:45	51	200	53	206	66	211	72	224	61	214	61	211	43	136	36	127	55	189
10:00	48		49		50		64		44		51		34		37		47	
10:15	81		55		48		46		53		57		35		49		52	
10:30	60		66		62		77		60		65		37		31		56	
10:45	62	251	60	230	42	202	41	228	58	215	53	226	58	164	32	149	50	205
11:00	61		49		46		48		48		50		42		27		46	
11:15	66		56		51		45		46		53		59		38		52	
11:30	67		52		49		47		48		53		51		44		51	
11:45	55	249	64	221	52	198	69	209	46	188	57	213	56	208	42	151	55	204
AM TOTALS	1066		1029		1047		1100		1035		1058		830		781		984	
PEAK HOUR BEGINS	10:15		10:30		9:45		9:45		9:15		9:45		10:45		9:30		9:45	
VOLUME	264		231		226		259		222		234		210		164		210	
PHF	*		1.03		*		0.84		0.91		0.90		[illegible]		[illegible]		[illegible]	

Transport Analysis Professionals, Inc.
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 734 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA NORTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA1NB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	58		68		58		49		58		58		54		47		56	
12:15	74		53		61		58		52		60		51		38		55	
12:30	59		67		55		59		62		60		44		35		54	
12:45	78	269	59	247	61	235	55	221	57	229	62	240	58	207	41	161	58	223
1:00	66		54		58		67		49		59		48		49		56	
1:15	86		63		60		55		62		65		56		57		63	
1:30	68		63		54		62		57		61		71		59		62	
1:45	64	284	62	242	66	238	68	252	61	229	64	249	55	230	48	213	61	242
2:00	70		64		51		55		63		61		67		42		59	
2:15	54		74		63		69		58		64		63		37		60	
2:30	55		78		76		68		71		70		72		49		67	
2:45	52	231	65	281	59	249	63	255	69	261	62	257	72	274	48	176	61	247
3:00	55		58		60		58		62		59		68		42		58	
3:15	56		74		53		59		53		59		56		46		57	
3:30	60		68		60		62		66		63		65		43		61	
3:45	41	212	62	262	58	231	61	240	60	241	56	237	60	249	48	179	56	232
4:00	70		71		62		60		54		63		59		40		59	
4:15	55		69		65		59		66		63		54		30		57	
4:30	51		70		69		71		72		67		45		41		60	
4:45	69	245	63	273	55	251	63	253	67	259	63	256	47	205	41	152	58	234
5:00	58		63		66		62		59		62		43		44		56	
5:15	52		59		55		57		61		57		64		36		55	
5:30	51		64		63		64		65		61		51		34		56	
5:45	49	210	69	255	62	246	56	239	58	243	59	239	42	200	35	149	53	220
6:00	45		52		50		54		50		50		53		29		48	
6:15	39		48		44		42		43		43		44		48		44	
6:30	44		43		38		36		39		40		49		42		42	
6:45	40	168	44	187	40	172	41	173	46	178	42	175	45	191	31	150	41	175
7:00	48		52		53		51		55		52		48		42		50	
7:15	37		42		40		44		49		42		55		41		44	
7:30	33		36		66		36		40		42		43		55		44	
7:45	39	157	37	167	35	194	32	163	41	185	37	173	34	180	29	167	35	173
8:00	37		43		41		39		37		39		33		36		38	
8:15	41		57		42		38		46		45		45		20		41	
8:30	32		43		44		36		47		40		43		24		38	
8:45	34	144	36	179	29	156	28	141	32	162	32	156	41	162	14	94	31	148
9:00	29		39		31		30		38		33		52		11		33	
9:15	31		33		30		28		37		32		51		13		32	
9:30	22		23		27		30		39		28		29		10		26	
9:45	27	109	25	120	29	117	25	113	41	155	29	122	27	159	26	60	29	120
10:00	23		26		22		29		36		27		37		25		28	
10:15	26		27		25		20		32		26		34		10		25	
10:30	28		35		29		26		35		31		36		13		29	
10:45	24	101	25	113	26	102	27	102	33	136	27	111	34	141	21	69	27	109
11:00	20		24		19		19		36		24		42		11		24	
11:15	16		17		19		20		41		23		31		13		22	
11:30	17		21		17		16		26		19		35		7		20	
11:45	15	68	13	75	12	67	16	71	29	132	17	83	32	140	9	40	18	84
PM TOTALS	2198		2401		2258		2223		2410		2298		2338		1610		2207	
PEAK HOUR BEGINS	12:45		2:00		2:15		1:45		4:15		1:45		2:15		1:00		1:45	
VOLUME	298		281		258		260		264		259		275		213		247	
PHF	*		0.90		*		*		*		0.93		0.95		*		0.92	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 632 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA SOUTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA1SB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	57	70	59	60	59	61	123	134	80
1	47	35	36	38	40	39	71	82	50
2	22	25	37	28	29	28	70	70	40
3	35	28	24	34	28	30	62	68	40
4	17	19	16	28	14	19	49	39	26
5	18	13	14	22	30	19	21	23	20
6	29	49	27	26	39	34	28	23	32
7	79	73	96	59	79	77	45	65	71
8	128	126	120	97	118	118	66	88	106
9	188	173	182	207	183	187	114	128	168
10	313	268	237	231	227	255	190	245	244
11	343	324	302	310	326	321	280	276	309
PM									
12	362	359	340	346	297	341	258	281	320
1	340	333	342	351	341	341	273	273	322
2	313	337	309	312	350	324	235	230	298
3	344	385	343	314	358	349	287	277	330
4	385	356	367	344	360	362	300	237	336
5	375	373	397	395	374	383	283	221	345
6	193	189	201	193	234	202	239	203	207
7	134	175	159	156	165	158	178	136	158
8	183	193	221	189	230	203	248	180	206
9	114	118	166	146	208	150	197	154	158
10	109	107	138	111	163	126	167	83	125
11	89	88	87	104	126	99	117	84	99
TOTALS	4217	4216	4220	4101	4378	4226	3901	3600	4090
% AVG WKDAY	100	100	100	97	104				
% AVG DAY	103	103	103	100	107		95	88	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	343	324	302	310	326		280	276	
PM PEAK HR	4	3	5	5	5		4	12	
PEAK FLOW	385	385	397	395	374		300	281	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 632 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA SOUTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA1SB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	13		20		9		10		21		15		41		46		23	
12:15	18		24		25		11		16		19		28		35		22	
12:30	11		12		10		21		9		13		21		24		15	
12:45	15	57	14	70	15	59	18	60	13	59	15	62	33	123	29	134	20	80
1:00	14		11		15		14		11		13		24		27		17	
1:15	13		7		6		11		11		10		15		19		12	
1:30	11		9		9		8		8		9		15		21		12	
1:45	9	47	8	35	6	36	5	38	10	40	8	40	17	71	15	82	10	51
2:00	5		11		18		9		4		9		16		15		11	
2:15	4		5		6		6		5		5		26		18		10	
2:30	5		8		9		3		8		7		13		16		9	
2:45	8	22	1	25	4	37	10	28	12	29	7	28	15	70	21	70	10	40
3:00	14		4		7		6		7		8		22		17		11	
3:15	7		5		6		6		7		6		16		14		9	
3:30	6		7		4		10		6		7		13		18		9	
3:45	8	35	12	28	7	24	12	34	8	28	9	30	11	62	19	68	11	40
4:00	8		9		7		10		5		8		22		12		10	
4:15	2		5		2		5		4		4		12		9		6	
4:30	1		1		3		10		2		3		7		11		5	
4:45	6	17	4	19	4	16	3	28	3	14	4	19	8	49	7	39	5	26
5:00	5		5		2		7		8		5		8		6		6	
5:15	6		4		5		6		6		5		4		5		5	
5:30	4		1		2		3		5		3		3		9		4	
5:45	3	18	3	13	5	14	6	22	11	30	6	19	6	21	3	23	5	20
6:00	4		10		6		8		10		8		5		4		7	
6:15	10		14		6		5		8		9		12		6		9	
6:30	5		8		3		7		8		6		6		6		6	
6:45	10	29	17	49	12	27	6	26	13	39	12	35	5	28	7	23	10	32
7:00	20		16		24		15		19		19		6		10		16	
7:15	20		16		21		13		11		16		9		13		15	
7:30	19		20		22		12		20		19		15		19		18	
7:45	20	79	21	73	29	96	19	59	29	79	24	78	15	45	23	65	22	71
8:00	25		31		20		22		19		23		15		21		22	
8:15	30		20		33		20		21		25		15		25		23	
8:30	24		40		31		24		44		33		14		18		28	
8:45	49	128	35	126	36	120	31	97	34	118	37	118	22	66	24	88	33	106
9:00	38		41		33		47		44		41		24		27		36	
9:15	40		56		39		48		41		45		23		26		39	
9:30	42		43		58		46		44		47		31		33		42	
9:45	68	188	33	173	52	182	66	207	54	183	55	188	36	114	42	128	50	167
10:00	71		67		60		59		64		64		46		48		59	
10:15	85		62		51		45		47		58		46		56		56	
10:30	78		78		61		55		62		67		46		65		64	
10:45	79	313	61	268	65	237	72	231	54	227	66	255	52	190	76	245	66	245
11:00	75		86		67		85		79		78		65		72		76	
11:15	90		56		66		63		85		72		71		68		71	
11:30	82		86		80		77		75		80		77		71		78	
11:45	96	343	96	324	89	302	85	310	87	326	91	321	67	280	65	276	84	309
AM TOTALS	1276		1203		1150		1140		1172		1193		1119		1241		1187	
PEAK HOUR BEGINS	11:00		11:00		11:00		11:00		11:00		11:00		11:00		10:45		11:00	
VOLUME	343		324		302		310		326		321		280		287		309	
PHF	*		0.84		0.85		0.91		0.94		0.88		0.91		*		0.93	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 632 CORRECTION FACTOR: 1.00
LOCATION: WHITEHEAD BTWN ANGELA/PETRONIA SOUTHBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA15B
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	111		118		102		88		99		104		74		73		95	
12:15	96		63		73		78		53		73		56		67		69	
12:30	78		97		86		89		69		84		66		69		79	
12:45	77	362	81	359	79	340	91	346	76	297	81	342	62	258	72	281	77	320
1:00	104		94		105		100		88		98		89		77		94	
1:15	80		72		75		89		84		80		66		60		75	
1:30	73		85		99		81		88		85		48		73		78	
1:45	83	340	82	333	63	342	81	351	81	341	78	341	70	273	63	273	75	322
2:00	82		90		76		87		88		85		60		51		76	
2:15	70		98		76		81		94		84		62		53		76	
2:30	81		80		71		75		92		80		66		67		76	
2:45	80	313	69	337	86	309	69	312	76	350	76	325	47	235	59	230	69	297
3:00	83		92		69		83		84		82		62		76		78	
3:15	81		95		82		73		81		82		58		64		76	
3:30	100		104		101		82		130		103		79		70		95	
3:45	80	344	94	385	91	343	76	314	63	358	81	348	88	287	67	277	80	329
4:00	87		105		107		100		96		99		82		66		92	
4:15	102		84		84		86		76		86		84		50		81	
4:30	96		81		84		77		98		87		57		69		80	
4:45	100	385	86	356	92	367	81	344	90	360	90	362	77	300	52	237	83	336
5:00	161		145		172		146		121		149		93		68		129	
5:15	81		96		90		114		95		95		75		54		86	
5:30	61		79		78		62		74		71		57		56		67	
5:45	72	375	53	373	57	397	73	395	84	374	68	383	58	283	43	221	63	345
6:00	47		62		71		55		69		61		71		55		61	
6:15	66		45		54		56		65		57		61		49		57	
6:30	41		37		36		36		46		39		55		47		43	
6:45	39	193	45	189	40	201	46	193	54	234	45	202	52	239	52	203	47	208
7:00	33		56		41		44		38		42		49		36		42	
7:15	34		42		39		33		34		36		43		33		37	
7:30	30		40		37		32		39		36		47		35		37	
7:45	37	134	37	175	42	159	47	156	54	165	43	157	39	178	32	136	41	157
8:00	56		61		71		60		67		63		59		63		62	
8:15	56		50		59		46		68		56		68		49		57	
8:30	35		46		52		42		47		44		65		29		45	
8:45	36	183	36	193	39	221	41	189	48	230	40	203	56	248	39	180	42	206
9:00	31		37		46		41		59		43		47		40		43	
9:15	30		35		50		35		62		42		51		41		43	
9:30	31		21		31		37		43		33		46		38		35	
9:45	22	114	25	118	39	166	33	146	44	208	33	151	53	197	35	154	36	157
10:00	22		28		33		35		57		35		56		23		36	
10:15	34		20		34		19		29		27		36		18		27	
10:30	25		29		45		28		36		33		29		21		30	
10:45	28	109	30	107	26	138	29	111	41	163	31	126	46	167	21	83	32	125
11:00	27		28		26		22		37		28		31		24		28	
11:15	18		32		19		31		23		25		23		19		24	
11:30	26		12		21		22		29		22		26		24		23	
11:45	18	89	16	88	21	87	29	104	37	126	24	99	37	117	17	84	25	100
PM TOTALS	2941		3013		3070		2961		3206		3039		2782		2359		2902	
PEAK HOUR BEGINS	4:15		4:30		4:30		4:30		4:30		4:30		3:30		12:15		4:30	
VOLUME	459		408		438		418		404		421		333		285		378	
PHF	* 0.71		0.70		0.64		0.72		0.83		0.71		0.95		*		0.73	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 737
CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA2EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	134	146	154	123	145	140	241	287	176
1	87	99	91	90	87	91	192	209	122
2	61	51	64	59	67	60	137	154	85
3	48	47	46	67	55	53	111	105	68
4	43	32	40	42	41	40	98	76	53
5	29	32	34	43	49	37	58	55	43
6	83	70	60	80	85	76	72	66	74
7	210	191	191	192	212	199	102	106	172
8	229	230	202	204	242	221	176	187	210
9	264	292	285	278	304	285	245	233	272
10	341	354	314	333	345	337	318	283	327
11	380	383	358	383	402	381	383	355	378
PM									
12	422	420	429	371	425	413	391	346	401
1	380	372	426	416	435	406	383	391	400
2	385	400	400	377	458	404	381	336	391
3	477	425	401	425	481	442	424	347	426
4	491	474	428	436	493	464	434	353	444
5	420	453	439	434	424	434	388	353	416
6	331	369	344	348	350	348	342	306	341
7	278	286	279	265	283	278	314	246	279
8	392	392	384	382	363	383	450	389	393
9	321	351	346	342	438	360	369	358	361
10	287	282	303	299	369	308	407	253	314
11	211	212	214	229	295	232	363	206	247
TOTALS	6304	6363	6232	6218	6848	6392	6779	6000	6393
% AVG WKDAY	99	100	97	97	107				
% AVG DAY	99	100	97	97	107		106	94	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	380	383	358	383	402		383	355	
PM PEAK HR	4	4	5	4	4		8	1	
PEAK FLOW	491	474	439	436	493		450	391	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 737 CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA2EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	43		46		37		41		45		42		63		89		52	
12:15	35		40		53		31		45		41		67		71		49	
12:30	28		35		36		24		25		30		58		66		39	
12:45	28	134	25	146	28	154	27	123	30	145	28	141	53	241	61	287	36	176
1:00	27		36		29		16		27		27		69		60		38	
1:15	27		23		20		31		22		25		35		56		31	
1:30	20		24		21		17		20		20		49		47		28	
1:45	13	87	16	99	21	91	26	90	18	87	19	91	39	192	46	209	26	123
2:00	22		19		19		15		23		20		33		52		26	
2:15	15		8		18		18		15		15		38		34		21	
2:30	9		14		12		12		17		13		28		31		18	
2:45	15	61	10	51	15	64	14	59	12	67	13	61	38	137	37	154	20	85
3:00	17		14		10		17		10		14		29		28		18	
3:15	11		4		12		19		13		12		34		21		16	
3:30	10		13		16		14		16		14		24		29		17	
3:45	10	48	16	47	8	46	17	67	16	55	13	53	24	111	27	105	17	68
4:00	14		12		14		15		13		14		42		31		20	
4:15	10		8		13		9		12		10		30		29		16	
4:30	13		5		5		8		6		7		12		12		9	
4:45	6	43	7	32	8	40	10	42	10	41	8	39	14	98	4	76	8	53
5:00	8		7		5		8		12		8		16		13		10	
5:15	6		7		10		7		12		8		16		16		11	
5:30	4		7		6		12		11		8		12		15		10	
5:45	11	29	11	32	13	34	16	43	14	49	13	37	14	58	11	55	13	44
6:00	16		13		12		13		16		14		25		10		15	
6:15	21		15		12		21		22		18		14		11		17	
6:30	25		23		15		16		23		20		16		21		20	
6:45	21	83	19	70	21	60	30	80	24	85	23	75	17	72	24	66	22	74
7:00	40		44		36		34		39		39		22		23		34	
7:15	45		38		38		36		41		40		16		23		34	
7:30	53		52		49		56		57		53		32		34		48	
7:45	72	210	57	191	68	191	66	192	75	212	68	200	32	102	26	106	57	173
8:00	67		62		55		51		70		61		31		39		54	
8:15	61		48		36		41		44		46		31		31		42	
8:30	42		49		45		49		61		49		50		42		48	
8:45	59	229	71	230	66	202	63	204	67	242	65	221	64	176	75	187	66	210
9:00	63		66		52		70		66		63		46		44		58	
9:15	50		78		73		60		77		68		67		45		64	
9:30	65		73		80		72		69		72		54		65		68	
9:45	86	264	75	292	80	285	76	278	92	304	82	285	78	245	79	233	81	271
10:00	73		79		83		93		86		83		72		77		80	
10:15	85		84		75		80		70		79		77		62		76	
10:30	88		102		72		82		89		87		69		67		81	
10:45	95	341	89	354	84	314	78	333	100	345	89	338	100	318	77	283	89	326
11:00	77		86		88		71		100		84		89		91		86	
11:15	100		89		76		90		98		91		102		82		91	
11:30	104		106		100		105		107		104		95		94		102	
11:45	99	380	102	383	94	358	117	383	97	402	102	381	97	383	88	355	99	378
AM TOTALS	1909		1927		1839		1894		2034		1922		2133		2116		1981	
PEAK HOUR BEGINS	11:00		11:00		11:00		11:00		10:45		11:00		10:45		11:00		11:00	
VOLUME	380		383		358		383		405		381		386		355		378	
PHF	0.91		0.90		0.89		0.82		0.95		0.92		0.95		0.94		0.93	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 737 CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA2EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	126		95		109		86		130		109		93		80		103	
12:15	99		101		116		82		109		101		107		83		100	
12:30	107		109		99		107		95		103		97		97		102	
12:45	90	422	115	420	105	429	96	371	91	425	99	412	94	391	86	346	97	402
1:00	98		93		122		124		96		107		86		82		100	
1:15	98		100		102		83		118		100		99		113		102	
1:30	79		89		86		103		95		90		107		92		93	
1:45	105	380	90	372	116	426	106	416	126	435	109	406	91	383	104	391	105	400
2:00	102		87		94		88		131		100		100		86		98	
2:15	92		93		109		99		87		96		89		74		92	
2:30	89		103		95		90		123		100		89		85		96	
2:45	102	385	117	400	102	400	100	377	117	458	108	404	103	381	91	336	105	391
3:00	123		82		84		108		106		101		109		86		100	
3:15	117		117		93		97		127		110		110		85		107	
3:30	110		133		119		114		127		121		98		86		112	
3:45	127	477	93	425	105	401	106	425	121	481	110	442	107	424	90	347	107	426
4:00	128		129		110		107		123		119		120		96		116	
4:15	128		111		119		119		133		122		98		90		114	
4:30	101		115		95		102		120		107		125		79		105	
4:45	134	491	119	474	104	428	108	436	117	493	116	464	91	434	88	353	109	444
5:00	118		136		140		129		145		134		105		90		123	
5:15	117		116		99		100		95		105		77		78		97	
5:30	92		105		97		114		99		101		100		90		100	
5:45	93	420	96	453	103	439	91	434	85	424	94	434	106	388	95	353	96	416
6:00	92		84		108		100		87		94		94		73		91	
6:15	83		90		87		93		94		89		78		75		86	
6:30	91		91		71		74		95		84		73		81		82	
6:45	65	331	104	369	78	344	81	348	74	350	80	347	97	342	77	306	82	341
7:00	62		76		70		65		73		69		79		76		72	
7:15	63		77		76		53		72		68		85		63		70	
7:30	78		59		64		73		70		69		67		55		67	
7:45	75	278	74	286	69	279	74	265	68	283	72	278	83	314	52	246	71	280
8:00	91		112		96		88		72		92		106		92		94	
8:15	119		92		104		112		125		110		120		109		112	
8:30	91		96		87		108		90		94		115		105		99	
8:45	91	392	92	392	97	384	74	382	76	363	86	382	109	450	83	389	89	394
9:00	95		100		87		80		118		96		115		103		100	
9:15	77		86		104		98		99		93		87		87		91	
9:30	72		91		77		70		113		85		97		90		87	
9:45	77	321	74	351	78	346	94	342	108	438	86	360	70	369	78	358	83	361
10:00	71		77		81		86		117		86		95		70		85	
10:15	88		56		81		77		106		82		113		54		82	
10:30	69		66		71		58		83		69		102		67		74	
10:45	59	287	83	282	70	303	78	299	63	369	71	308	97	407	62	253	73	314
11:00	72		55		71		65		70		67		90		62		69	
11:15	55		53		45		74		82		62		104		53		67	
11:30	49		51		43		50		72		53		93		48		58	
11:45	35	211	53	212	55	214	40	229	71	295	51	233	76	363	43	206	53	247
PM TOTALS	4395		4436		4393		4324		4814		4470		4646		3884		4416	
PEAK HOUR BEGINS	3:30		4:30		4:15		4:15		4:15		4:15		8:15		8:15		4:15	
VOLUME	493		486		458		458		515		479		459		400		451	
PHF	0.96		0.89		0.82		0.89		0.89		0.89		0.96		*		0.92	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 608 CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR WESTBOUND
WEATHER: CLEAR
OPERATOR: CC

FILENAME: STA2WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	101	90	95	95	112	99	186	222	129
1	55	43	58	55	59	54	130	143	78
2	25	43	41	41	47	39	79	106	55
3	45	34	28	24	30	32	81	69	44
4	33	20	35	32	47	33	52	49	38
5	26	26	34	36	45	33	52	50	38
6	87	76	93	87	81	85	79	39	77
7	207	185	193	185	195	193	111	90	167
8	351	355	345	351	373	355	201	174	307
9	359	388	360	374	386	373	332	306	358
10	431	433	447	423	422	431	469	410	434
11	464	444	483	448	454	459	524	508	475
PM									
12	528	482	467	486	508	494	594	469	505
1	452	511	512	515	530	504	541	449	501
2	460	475	481	458	496	474	555	393	474
3	485	434	474	495	523	482	516	369	471
4	509	485	466	499	508	493	456	446	481
5	431	469	462	464	512	468	507	435	469
6	421	447	465	421	488	448	533	429	458
7	463	475	469	436	493	467	577	431	478
8	378	346	350	397	446	383	463	338	388
9	324	319	304	339	367	331	389	316	337
10	213	225	252	232	312	247	377	222	262
11	185	195	183	197	248	202	334	177	217
TOTALS	7033	7000	7097	7090	7682	7179	8138	6640	7241
% AVG WKDAY	98	98	99	99	107				
% AVG DAY	97	97	98	98	106		112	92	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	464	444	483	448	454		524	508	
PM PEAK HR	12	1	1	1	1		12	12	
PEAK FLOW	528	511	512	515	530		594	469	

Transport Analysis Professionals. Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 608 CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR WESTBOUND
WEATHER: CLEAR
OPERATOR: CC

FILENAME: STA2WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	31		33		28		26		44		32		58		64		41	
12:15	25		28		25		25		29		26		51		48		33	
12:30	29		19		26		18		20		22		45		51		30	
12:45	16	101	10	90	16	95	26	95	19	112	17	97	32	186	59	222	25	129
1:00	17		14		14		17		17		16		36		38		22	
1:15	15		11		18		18		20		16		42		33		22	
1:30	12		11		10		13		12		12		30		29		17	
1:45	11	55	7	43	16	58	7	55	10	59	10	54	22	130	43	143	17	78
2:00	7		13		12		10		17		12		26		24		16	
2:15	7		12		10		16		9		11		18		28		14	
2:30	5		7		8		8		9		7		20		27		12	
2:45	6	25	11	43	11	41	7	41	12	47	9	39	15	79	27	106	13	55
3:00	11		6		3		4		12		7		24		25		12	
3:15	12		7		7		4		9		8		18		14		10	
3:30	7		10		10		11		3		8		21		14		11	
3:45	15	45	11	34	8	28	5	24	6	30	9	32	18	81	16	69	11	44
4:00	5		4		7		5		10		6		14		14		8	
4:15	11		5		3		7		15		8		14		14		10	
4:30	8		7		18		10		11		11		13		10		11	
4:45	9	33	4	20	7	35	10	32	11	47	8	33	11	52	11	49	9	38
5:00	7		3		10		7		7		7		10		13		8	
5:15	5		8		10		10		11		9		16		9		10	
5:30	3		6		6		8		13		7		12		11		8	
5:45	11	26	9	26	8	34	11	36	14	45	11	34	14	52	17	50	12	36
6:00	10		17		18		10		12		13		22		10		14	
6:15	22		15		21		20		15		19		23		6		17	
6:30	26		17		27		24		26		24		15		13		21	
6:45	29	87	27	76	27	93	33	87	28	81	29	85	19	79	10	39	25	77
7:00	54		44		45		47		47		47		30		17		41	
7:15	42		45		47		36		36		41		24		21		36	
7:30	46		36		36		30		46		39		25		25		35	
7:45	65	207	60	185	65	193	72	185	66	195	66	193	32	111	27	90	55	167
8:00	106		81		110		111		128		107		44		27		87	
8:15	81		100		81		81		78		84		45		35		72	
8:30	86		83		78		76		94		83		49		38		72	
8:45	78	351	91	355	76	345	83	351	73	373	80	354	63	201	74	174	77	308
9:00	85		98		90		92		109		95		82		84		91	
9:15	82		92		79		76		93		84		72		58		79	
9:30	101		95		71		102		87		91		69		81		87	
9:45	91	359	103	388	120	360	104	374	97	386	103	373	109	332	83	306	101	358
10:00	102		103		114		100		110		106		128		97		108	
10:15	107		115		101		121		102		109		101		106		108	
10:30	92		105		126		95		101		104		123		98		106	
10:45	130	431	110	433	106	447	107	423	109	422	112	431	117	469	109	410	113	435
11:00	117		100		110		113		119		112		129		131		117	
11:15	130		111		114		104		112		114		131		152		122	
11:30	99		102		129		105		115		110		113		126		113	
11:45	118	464	131	444	130	483	126	448	108	454	123	459	151	524	99	508	123	475
AM TOTALS	2184		2137		2212		2151		2251		2184		2296		2166		2202	
PEAK HOUR BEGINS	10:45		11:00		11:00		11:00		10:45		11:00		11:00		10:45		11:00	
VOLUME	476		444		483		448		455		459		524		518		475	
PHF	0.92		0.85		0.93		0.89		0.96		0.93		0.87		0.85		0.97	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 608 CORRECTION FACTOR: 1.00
LOCATION: TRUMAN BTWN ELIZABETH/WINDSOR WESTBOUND
WEATHER: CLEAR
OPERATOR: CC

FILENAME: STA2WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	133		136		125		111		141		129		147		131		132	
12:15	125		113		107		124		110		116		137		108		118	
12:30	140		122		108		126		117		123		162		115		127	
12:45	130	528	111	482	127	467	125	486	140	508	127	495	148	594	115	469	128	505
1:00	107		150		139		145		113		131		141		95		127	
1:15	121		119		129		121		146		127		138		122		128	
1:30	110		112		120		127		141		122		134		103		121	
1:45	114	452	130	511	124	512	122	515	130	530	124	504	128	541	129	449	125	501
2:00	121		108		117		117		115		116		124		97		114	
2:15	121		122		146		113		137		128		139		99		125	
2:30	114		124		102		112		123		115		156		105		119	
2:45	104	460	121	475	116	481	116	458	121	496	116	475	136	555	92	393	115	473
3:00	117		102		115		119		136		118		122		81		113	
3:15	130		108		105		126		134		121		139		94		119	
3:30	107		104		125		118		128		116		136		96		116	
3:45	131	485	120	434	129	474	132	495	125	523	127	482	119	516	98	369	122	470
4:00	125		134		122		115		135		126		107		103		120	
4:15	115		117		118		129		134		123		110		101		118	
4:30	149		117		132		126		116		128		122		111		125	
4:45	120	509	117	485	94	466	129	499	123	508	117	494	117	456	131	446	119	482
5:00	116		120		130		128		144		128		129		96		123	
5:15	106		120		103		115		115		112		132		109		114	
5:30	122		95		117		85		126		109		126		122		113	
5:45	87	431	134	469	112	462	136	464	127	512	119	468	120	507	108	435	118	468
6:00	121		126		130		105		122		121		107		90		114	
6:15	122		103		122		98		124		114		135		111		116	
6:30	94		113		103		110		133		111		140		111		115	
6:45	84	421	105	447	110	465	108	421	109	488	103	449	151	533	117	429	112	457
7:00	126		118		94		100		111		110		142		110		114	
7:15	113		128		111		116		140		122		158		111		125	
7:30	103		112		124		111		117		113		136		129		119	
7:45	121	463	117	475	140	469	109	436	125	493	122	467	141	577	81	431	119	477
8:00	99		90		101		122		119		106		118		87		105	
8:15	94		93		86		117		108		100		118		96		102	
8:30	86		92		89		77		115		92		108		90		94	
8:45	99	378	71	346	74	350	81	397	104	446	86	384	119	463	65	338	88	389
9:00	76		84		87		81		97		85		100		73		85	
9:15	93		84		73		89		100		88		104		85		90	
9:30	77		70		73		90		77		77		84		78		78	
9:45	78	324	81	319	71	304	79	339	93	367	80	330	101	389	80	316	83	336
10:00	62		72		74		65		74		69		107		67		74	
10:15	66		53		59		64		91		67		93		50		68	
10:30	44		53		59		45		71		54		90		58		60	
10:45	41	213	47	225	60	252	58	232	76	312	56	246	87	377	47	222	59	261
11:00	48		59		34		48		65		51		98		52		58	
11:15	61		46		55		56		54		54		97		48		60	
11:30	39		48		54		55		64		52		81		38		54	
11:45	37	185	42	195	40	183	38	197	65	248	44	201	58	334	39	177	46	218
PM TOTALS	4849		4863		4885		4939		5431		4995		5842		4474		5037	
PEAK HOUR BEGINS	12:00		1:00		12:45		12:15		12:45		12:30		12:00		12:00		12:30	
VOLUME	528		511		515		520		540		508		594		469		510	
PHF	0.94		0.85		0.93		0.90		0.92		0.97		0.92		0.90		1.00	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 733 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA32B
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	133	71	74	70	75	85	143	297	123
1	85	40	60	44	51	56	107	169	79
2	43	27	29	40	34	35	67	90	47
3	52	23	28	27	39	34	63	62	42
4	37	24	35	27	30	31	30	48	33
5	40	45	63	45	57	50	47	37	48
6	157	138	161	147	152	151	90	55	129
7	422	430	445	439	463	440	172	188	366
8	531	565	533	541	562	546	301	279	473
9	467	508	545	496	522	508	450	479	495
10	576	536	584	525	552	555	584	530	555
11	644	617	691	584	652	638	654	577	631
PM									
12	700	628	637	686	660	662	751	495	651
1	654	628	654	646	692	655	679	515	638
2	684	644	602	620	692	648	695	565	643
3	747	646	662	681	682	684	639	534	656
4	837	659	694	675	697	712	573	515	664
5	842	609	622	593	656	664	647	503	639
6	565	586	565	539	603	572	608	527	570
7	513	574	576	556	565	557	597	401	540
8	419	411	378	450	510	434	488	539	456
9	313	338	299	350	392	338	434	478	372
10	204	197	216	217	325	232	522	295	282
11	156	160	175	184	261	187	477	233	235
TOTALS	9821	9104	9328	9182	9924	9474	9818	8411	9367
% AVG WKDAY	104	96	98	97	105				
% AVG DAY	105	97	100	98	106		105	90	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	644	617	691	584	652		654	577	
PM PEAK HR	5	4	4	12	4		12	2	
PEAK FLOW	842	659	694	686	697		751	565	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 733 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA3EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	40		27		31		28		26		30		49		94		42	
12:15	37		21		22		18		18		23		32		73		32	
12:30	32		13		9		11		14		16		28		77		26	
12:45	24	133	10	71	12	74	13	70	17	75	15	84	34	143	53	297	23	123
1:00	25		10		17		15		16		17		39		50		25	
1:15	30		7		14		14		8		15		28		42		20	
1:30	20		7		10		4		10		10		23		41		16	
1:45	10	85	16	40	19	60	11	44	17	51	15	57	17	107	36	169	18	79
2:00	23		11		8		20		7		14		11		23		15	
2:15	9		5		9		5		8		7		18		26		11	
2:30	8		3		6		9		8		7		21		22		11	
2:45	3	43	8	27	6	29	6	40	11	34	7	35	17	67	19	90	10	47
3:00	17		10		6		8		9		10		19		19		13	
3:15	19		4		7		8		8		9		19		14		11	
3:30	6		4		8		4		9		6		13		18		9	
3:45	10	52	5	23	7	28	7	27	13	39	8	33	12	63	11	62	9	42
4:00	13		7		5		7		11		9		8		15		9	
4:15	8		7		15		6		7		9		9		13		9	
4:30	8		3		5		9		6		6		7		9		7	
4:45	8	37	7	24	10	35	5	27	6	30	7	31	6	30	11	48	8	33
5:00	5		12		16		6		10		10		10		13		10	
5:15	12		9		11		7		12		10		11		10		10	
5:30	12		13		16		17		20		16		13		10		14	
5:45	11	40	11	45	20	63	15	45	15	57	14	50	13	47	4	37	13	47
6:00	27		24		19		20		15		21		22		13		20	
6:15	28		18		27		36		34		29		11		7		23	
6:30	48		38		44		35		39		41		23		16		35	
6:45	54	157	58	138	71	161	56	147	64	152	61	152	34	90	19	55	51	129
7:00	86		69		66		65		63		70		32		16		57	
7:15	93		72		68		76		78		77		31		47		66	
7:30	112		108		125		121		108		115		48		50		96	
7:45	131	422	181	430	186	445	177	439	214	463	178	440	61	172	75	188	146	365
8:00	156		161		166		142		129		151		47		63		123	
8:15	116		142		142		140		150		138		78		54		117	
8:30	126		133		105		131		133		126		87		88		115	
8:45	133	531	129	565	120	533	128	541	150	562	132	547	89	301	74	279	118	473
9:00	114		125		124		102		134		120		100		95		113	
9:15	104		121		118		129		125		119		99		115		116	
9:30	110		131		156		137		132		133		123		139		133	
9:45	139	467	131	508	147	545	128	496	131	522	135	507	128	450	130	479	133	495
10:00	141		143		133		126		134		135		120		128		132	
10:15	131		122		158		111		141		133		125		134		132	
10:30	136		135		134		132		149		137		165		133		141	
10:45	168	576	136	536	159	584	156	525	128	552	149	554	174	584	135	530	151	556
11:00	132		124		170		170		157		151		156		156		152	
11:15	165		171		166		129		160		158		142		148		154	
11:30	165		148		184		157		162		163		182		142		163	
11:45	182	644	174	617	171	691	128	584	173	652	166	638	174	654	131	577	162	631
AM TOTALS	3187		3024		3248		2985		3189		3128		2708		2811		3020	
PEAK HOUR BEGINS	11:00		7:45		11:00		10:45		11:00		11:00		10:45		10:45		11:00	
VOLUME	644	1.04	617	1.04	691	1.04	612	1.09	652	1.04	638		654	1.22	581		631	
PHF	*		0.85		0.94		0.90		0.94		0.96		0.90		0.93	1.12	0.97	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 733 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA3EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	197		149		162		161		158		165		195		119		163	
12:15	184		150		149		177		165		165		192		138		165	
12:30	161		149		159		175		159		161		186		127		159	
12:45	158	700	180	628	167	637	173	686	178	660	171	662	178	751	111	495	164	651
1:00	163		153		170		175		185		169		181		140		167	
1:15	169		181		158		167		186		172		158		130		164	
1:30	156		144		161		148		177		157		168		132		155	
1:45	166	654	150	628	165	654	156	646	144	692	156	654	172	679	113	515	152	638
2:00	161		166		168		152		173		164		183		125		161	
2:15	181		168		139		154		172		163		183		165		166	
2:30	169		157		152		142		184		161		157		154		159	
2:45	173	684	153	644	143	602	172	620	163	692	161	649	172	695	121	565	157	643
3:00	161		160		156		171		189		167		163		132		162	
3:15	157		168		168		185		145		165		161		135		160	
3:30	241		176		184		165		165		186		157		129		174	
3:45	188	747	142	646	154	662	160	681	183	662	165	683	158	639	138	534	160	656
4:00	205		159		190		177		181		182		145		128		169	
4:15	205		164		190		172		156		177		135		140		166	
4:30	221		164		163		158		172		176		158		115		164	
4:45	206	837	172	659	151	694	168	675	188	697	177	712	135	573	132	515	165	664
5:00	240		168		176		149		162		179		154		129		163	
5:15	266		139		147		144		163		172		163		116		163	
5:30	188		158		135		163		165		162		164		139		159	
5:45	148	842	144	609	164	622	137	593	166	656	152	665	166	647	119	503	149	639
6:00	133		130		126		143		156		138		148		133		138	
6:15	147		154		152		124		146		145		150		124		142	
6:30	130		138		142		139		140		138		153		129		139	
6:45	155	565	164	586	145	565	133	539	161	603	152	573	157	608	141	527	151	570
7:00	150		155		145		158		156		153		170		119		150	
7:15	121		154		155		119		129		136		142		117		134	
7:30	135		141		137		145		151		142		157		70		134	
7:45	107	513	124	574	139	576	134	556	129	565	127	558	128	597	95	401	122	540
8:00	108		122		107		135		131		121		129		109		120	
8:15	106		95		100		110		119		106		133		160		118	
8:30	106		94		81		113		131		105		118		147		113	
8:45	97	419	100	411	90	378	92	450	129	510	102	434	108	488	123	539	106	457
9:00	96		100		84		106		105		99		110		125		104	
9:15	85		80		74		97		108		89		96		114		93	
9:30	72		85		64		79		91		78		112		103		87	
9:45	58	313	73	338	77	299	68	350	88	392	73	339	116	434	136	478	88	372
10:00	72		44		60		67		98		68		75		85		72	
10:15	47		58		56		54		73		58		140		83		73	
10:30	46		45		59		58		93		60		142		70		73	
10:45	39	204	50	197	41	216	38	217	61	325	46	232	165	522	57	255	64	282
11:00	56		61		60		66		80		65		156		74		79	
11:15	40		43		54		48		70		51		127		59		63	
11:30	38		29		40		27		56		38		103		46		48	
11:45	22	156	27	160	21	175	43	184	55	261	34	188	91	477	54	233	45	235
PM TOTALS	6634		6080		6080		6197		6735		6349		7110		5600		6347	
PEAK HOUR BEGINS	4:30		4:15		3:30		12:15		12:45		4:00		12:00		2:15		3:30	
VOLUME	933	1.32	668	.95	718	.90	700	1.03	726	1.02	712		751		572	.86	669	
PHF	*		0.97		0.94		0.99		0.98		0.98		0.96		*		0.96	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 638 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA3WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	69	141	139	120	137	121	265	500	196
1	35	88	90	82	78	75	161	345	126
2	51	54	53	64	64	57	128	177	84
3	26	46	46	60	50	46	103	121	65
4	17	33	45	41	40	35	88	87	50
5	37	52	42	58	72	52	73	73	58
6	147	159	148	160	163	155	111	100	141
7	395	405	410	426	425	412	205	195	352
8	514	533	499	515	552	523	325	378	474
9	461	539	535	503	556	519	437	412	492
10	584	563	561	534	601	569	587	474	558
11	589	637	679	671	719	659	660	614	653
PM									
12	639	726	721	678	724	698	651	663	686
1	604	650	694	656	719	665	620	561	643
2	562	716	698	695	782	691	617	435	644
3	571	735	722	792	804	725	655	424	672
4	603	862	798	815	831	782	619	475	715
5	508	864	818	876	819	777	542	457	698
6	525	652	635	619	626	611	542	474	582
7	448	469	436	472	457	456	510	411	458
8	534	561	525	550	547	543	634	300	522
9	449	511	523	440	587	502	480	259	464
10	351	343	397	363	433	377	662	183	390
11	251	245	248	272	328	269	649	143	305
TOTALS	8970	10584	10462	10462	11114	10319	10324	8261	10028
% AVG WKDAY	87	103	101	101	108				
% AVG DAY	89	106	104	104	111		103	82	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	589	637	679	671	719		660	614	
PM PEAK HR	12	5	5	5	4		10	12	
PEAK FLOW	639	864	818	876	831		662	663	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 638 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA3WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	24		33		41		43		38		36		69		153		57	
12:15	14		38		37		31		50		34		73		125		53	
12:30	9		42		32		22		23		26		64		120		45	
12:45	22	69	28	141	29	139	24	120	26	137	26	122	59	265	102	500	41	196
1:00	12		29		27		23		23		23		59		90		38	
1:15	8		23		24		27		24		21		36		95		34	
1:30	8		22		18		16		21		17		41		73		29	
1:45	7	35	14	88	21	90	16	82	10	78	14	75	25	161	87	345	26	126
2:00	36		19		15		22		21		23		37		70		31	
2:15	3		10		12		17		16		12		29		32		17	
2:30	6		13		16		11		15		12		28		36		18	
2:45	6	51	12	54	10	53	14	64	12	64	11	58	34	128	39	177	18	84
3:00	6		12		12		19		13		12		24		26		16	
3:15	5		3		11		14		10		9		34		32		16	
3:30	10		11		15		11		13		12		27		38		18	
3:45	5	26	20	46	8	46	16	60	14	50	13	46	18	103	25	121	15	65
4:00	5		16		15		11		11		12		38		36		19	
4:15	5		5		7		10		11		8		30		27		14	
4:30	4		2		12		8		9		7		9		13		8	
4:45	3	17	10	33	11	45	12	41	9	40	9	36	11	88	11	87	10	51
5:00	5		13		9		6		9		8		16		13		10	
5:15	7		15		10		9		21		12		20		20		15	
5:30	14		8		10		19		18		14		13		22		15	
5:45	11	37	16	52	13	42	24	58	24	72	18	52	24	73	18	73	19	59
6:00	22		26		26		25		26		25		28		11		23	
6:15	32		32		29		30		33		31		19		23		28	
6:30	31		46		44		40		45		41		27		28		37	
6:45	62	147	55	159	49	148	65	160	59	163	58	155	37	111	38	100	52	140
7:00	50		79		79		83		92		77		46		40		67	
7:15	74		90		101		91		85		88		28		49		74	
7:30	101		106		110		120		117		111		62		61		97	
7:45	170	395	130	405	120	410	132	426	131	425	137	413	69	205	45	195	114	352
8:00	150		132		117		124		146		134		85		70		118	
8:15	148		136		118		115		121		128		54		70		109	
8:30	102		139		135		144		139		132		82		91		119	
8:45	114	514	126	533	129	499	132	515	146	552	129	523	104	325	147	378	128	474
9:00	120		137		105		123		136		124		105		91		117	
9:15	117		111		131		112		139		122		117		83		116	
9:30	106		137		150		136		135		133		103		123		127	
9:45	118	461	154	539	149	535	132	503	146	556	140	519	112	437	115	412	132	492
10:00	124		131		142		126		164		137		144		100		133	
10:15	143		111		146		131		138		134		149		112		133	
10:30	160		173		148		150		144		155		146		107		147	
10:45	157	584	148	563	125	561	127	534	155	601	142	568	148	587	155	474	145	558
11:00	152		142		150		134		187		153		165		186		159	
11:15	127		169		175		161		161		159		169		136		157	
11:30	161		159		179		185		192		175		157		140		168	
11:45	149	589	167	637	175	679	191	671	179	719	172	659	169	660	152	614	169	653
AM TOTALS	2925		3250		3247		3234		3457		3226		3143		3476		3250	
PEAK HOUR BEGINS	10:15		11:00		11:00		11:00		11:00		11:00		11:00		10:45		11:00	
VOLUME	612		637		679		671		719		659		660		617		653	
PHF	*		0.94		0.95		0.88		0.94		0.94		0.98		0.83		0.97	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 638 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN EISENHOWER/PALM WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA3WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	179		196		181		176		227		192		172		164		185	
12:15	166		169		187		163		174		172		164		185		173	
12:30	149		192		178		172		154		169		172		167		169	
12:45	145	639	169	726	175	721	167	678	169	724	165	698	143	651	147	663	159	686
1:00	163		187		182		184		175		178		133		137		166	
1:15	158		158		166		141		187		162		160		149		160	
1:30	143		155		175		162		174		162		168		126		158	
1:45	140	604	150	650	171	694	169	656	183	719	163	665	159	620	149	561	160	644
2:00	137		147		163		187		208		168		162		145		164	
2:15	144		173		182		169		178		169		160		105		159	
2:30	130		202		173		169		184		172		139		100		157	
2:45	151	562	194	716	180	698	170	695	212	782	181	690	156	617	85	435	164	644
3:00	159		148		146		185		182		164		171		116		158	
3:15	160		159		159		170		167		163		164		108		155	
3:30	133		232		209		228		240		208		159		101		186	
3:45	119	571	196	735	208	722	209	792	215	804	189	724	161	655	99	424	172	671
4:00	162		234		212		181		202		198		167		104		180	
4:15	152		222		194		207		201		195		156		135		181	
4:30	151		189		195		213		230		196		157		119		179	
4:45	138	603	217	862	197	798	214	815	198	831	193	782	139	619	117	475	174	714
5:00	138		264		274		287		266		246		138		122		213	
5:15	118		239		212		253		210		206		137		117		184	
5:30	128		193		172		185		183		172		118		111		156	
5:45	124	508	168	864	160	818	151	876	160	819	153	777	149	542	107	457	146	699
6:00	137		163		161		169		177		161		134		120		152	
6:15	122		167		190		159		153		158		113		125		147	
6:30	127		155		140		136		156		143		123		129		138	
6:45	139	525	167	652	144	635	155	619	140	626	149	611	172	542	100	474	145	582
7:00	111		149		112		132		129		127		157		125		131	
7:15	106		126		105		105		110		110		119		119		113	
7:30	113		91		104		119		119		109		125		85		108	
7:45	118	448	103	469	115	436	116	472	99	457	110	456	109	510	82	411	106	458
8:00	147		153		144		143		125		142		156		92		137	
8:15	139		147		140		154		156		147		160		73		138	
8:30	127		148		118		134		141		134		155		60		126	
8:45	121	534	113	561	123	525	119	550	125	547	120	543	163	634	75	300	120	521
9:00	129		111		143		119		149		130		148		79		125	
9:15	136		145		136		103		145		133		127		54		121	
9:30	93		158		118		101		146		123		117		72		115	
9:45	91	449	97	511	126	523	117	440	147	587	116	502	88	480	54	259	103	464
10:00	96		86		121		113		123		108		113		50		100	
10:15	96		80		98		97		132		101		185		46		105	
10:30	79		86		87		76		92		84		198		39		94	
10:45	80	351	91	343	91	397	77	363	86	433	85	378	166	662	48	183	91	390
11:00	84		70		73		84		79		78		175		55		89	
11:15	58		59		64		75		84		68		174		40		79	
11:30	58		58		56		67		97		67		163		29		75	
11:45	51	251	58	245	55	248	46	272	68	328	56	269	137	649	19	143	62	305
PM TOTALS	6045		7334		7215		7228		7657		7095		7181		4785		6778	
PEAK HOUR BEGINS	12:00		4:45		4:30		4:30		4:30		4:30		10:15		12:00		4:30	
VOLUME	639	.72	913	.88	878	.86	967	1.07	904	1.07	841		724	.57	663	.76	750	
PHF	*		0.86		0.80		0.84		0.85		0.85		0.91		0.90		0.88	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 626
CORRECTION FACTOR: 1.00
LOCATION: N ROOSEVELT BTWN KENNEDY/14 ST EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA4EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	161	178	171	149	191	170	332	388	224
1	106	98	120	111	109	109	269	288	157
2	88	82	78	83	85	83	172	204	113
3	62	69	63	59	62	63	114	152	83
4	62	48	58	75	74	63	125	108	79
5	97	95	93	102	112	100	100	94	99
6	368	365	338	376	368	363	180	159	308
7	891	872	871	848	853	867	385	319	720
8	854	791	860	799	854	832	552	506	745
9	830	839	796	804	849	824	729	669	788
10	903	920	899	977	967	933	885	788	906
11	1041	1042	1062	1038	1056	1048	1041	878	1023
PM									
12	1256	1223	1250	1220	1290	1243	1062	987	1184
1	1148	1096	1114	1113	1183	1131	996	896	1078
2	1089	1135	1085	1086	1151	1109	908	897	1050
3	1226	1138	1086	1194	1299	1189	961	816	1103
4	1304	1343	1323	1256	1303	1306	991	903	1203
5	1431	1318	1344	1370	1268	1346	882	876	1213
6	945	1060	1035	1005	1090	1027	851	789	968
7	792	776	746	766	783	773	773	663	757
8	777	792	761	818	815	793	879	706	793
9	706	785	764	661	783	740	701	580	711
10	530	543	566	539	687	573	648	428	563
11	374	365	386	371	543	408	573	330	420
TOTALS	17041	16973	16869	16820	17775	17098	15109	13424	16288
% AVG WKDAY	100	99	99	98	104				
% AVG DAY	105	104	104	103	109		93	82	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	1041	1042	1062	1038	1056		1041	878	
PM PEAK HR	5	4	5	5	4		12	12	
PEAK FLOW	1431	1343	1344	1370	1303		1062	987	

Transport Analysis Professionals, Inc

15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 626 CORRECTION FACTOR: 1.00

LOCATION: N ROOSEVELT BTWN KENNEDY/14 ST EASTBOUND

WEATHER: CLEAR

OPERATOR:

FILENAME: STA4EB

MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	55		48		56		38		63		52		101		125		69	
12:15	47		51		42		39		48		45		72		105		58	
12:30	35		43		35		31		47		38		80		90		52	
12:45	24	161	36	178	38	171	41	149	33	191	34	169	79	332	68	388	46	225
1:00	36		28		35		38		32		34		80		78		47	
1:15	28		27		41		24		27		29		75		65		41	
1:30	23		19		24		26		28		24		63		76		37	
1:45	19	106	24	98	20	120	23	111	22	109	22	109	51	269	69	288	33	158
2:00	35		25		22		31		20		27		42		66		34	
2:15	19		20		18		22		33		22		59		51		32	
2:30	19		14		21		15		23		18		32		38		23	
2:45	15	88	23	82	17	78	15	83	9	85	16	83	39	172	49	204	24	113
3:00	21		18		15		25		17		19		30		32		23	
3:15	22		10		11		11		11		13		27		46		20	
3:30	10		14		17		10		16		13		32		38		20	
3:45	9	62	27	69	20	63	13	59	18	62	17	62	25	114	36	152	21	84
4:00	15		18		15		25		24		19		49		39		26	
4:15	11		10		15		16		20		14		39		35		21	
4:30	14		9		14		15		12		13		19		21		15	
4:45	22	62	11	48	14	58	19	75	18	74	17	63	18	125	19	108	16	78
5:00	14		17		12		12		7		12		26		20		15	
5:15	23		17		18		18		24		20		18		25		20	
5:30	27		25		26		25		30		27		19		25		25	
5:45	33	97	36	95	37	93	47	102	51	112	41	100	37	100	24	94	38	98
6:00	50		54		48		65		58		55		38		31		49	
6:15	58		61		52		68		67		61		42		23		53	
6:30	108		103		93		107		96		101		41		40		84	
6:45	152	368	147	365	145	338	136	376	147	368	145	362	59	180	65	159	122	308
7:00	226		212		211		217		221		217		86		62		176	
7:15	218		225		209		195		222		214		74		72		174	
7:30	204		198		220		203		193		204		92		98		173	
7:45	243	891	237	872	231	871	233	848	217	853	232	867	133	385	87	319	197	720
8:00	227		188		215		209		238		215		116		91		183	
8:15	220		227		214		206		192		212		132		120		187	
8:30	202		181		197		179		192		190		139		142		176	
8:45	205	854	195	791	234	860	205	799	232	854	214	831	165	552	153	506	198	744
9:00	196	[illegible]	193	[illegible]	205	[illegible]	202	[illegible]	197	[illegible]	199		173		144	[illegible]	187	
9:15	198		212		178		197		222		201		181		166		193	
9:30	206		220		201		208		193		206		186		175		198	
9:45	230	830	214	839	212	796	197	804	237	849	218	824	189	729	184	669	209	787
10:00	214		231		199		233		232		222		223		191		218	
10:15	217		197		244		234		237		226		217		186		219	
10:30	233		251		213		257		237		238		228		211		233	
10:45	239	903	241	920	243	899	253	977	261	967	247	933	217	885	200	788	236	906
11:00	251		246		236		247		262		248		267		229		248	
11:15	241		242		246		228		250		241		262		217		241	
11:30	267		276		273		277		265		272		258		201		260	
11:45	282	1041	278	1042	307	1062	286	1038	279	1056	286	1047	254	1041	231	878	274	1023
AM TOTALS	5463		5399		5409		5421		5580		5450		4884		4553		5244	
PEAK HOUR BEGINS	11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00		11:00	
VOLUME	1041	1.65	1042	1.20	1062	1.96	1038	1.36	1056	1.36	1047		1041	4.13	878	1.28	1023	
PHF	0.92		0.94		0.86		0.91		0.95		0.92		0.97		0.95		0.93	
	630		512		[illegible]		[illegible]		[illegible]				252		[illegible]			

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 626 CORRECTION FACTOR: 1.00
LOCATION: N ROOSEVELT BTWN KENNEDY/14 ST EASTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA4EB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	305		319		290		334		342		318		293		219		300	
12:15	340		298		294		298		351		316		258		262		300	
12:30	309		306		327		296		262		300		268		276		292	
12:45	302	1256	300	1223	339	1250	292	1220	335	1290	314	1248	243	1062	230	987	292	1184
1:00	267		326		271		273		323		292		245		222		275	
1:15	300		295		314		271		295		295		237		223		276	
1:30	285		229		267		281		301		273		259		232		265	
1:45	296	1148	246	1096	262	1114	288	1113	264	1183	271	1131	255	996	219	896	261	1077
2:00	264		268		278		285		310		281		205		219		261	
2:15	263		282		242		258		259		261		257		231		256	
2:30	273		277		288		300		289		285		227		238		270	
2:45	289	1089	308	1135	277	1085	243	1086	293	1151	282	1109	219	908	209	897	263	1050
3:00	284		291		240		252		300		273		219		202		255	
3:15	268		257		252		288		328		279		253		192		263	
3:30	337		290		271		323		311		306		230		200		280	
3:45	337	1226	300	1138	323	1086	331	1194	360	1299	330	1188	259	961	222	816	305	1103
4:00	328		334		320		330		326		328		267		229		305	
4:15	322		355		329		328		335		334		247		238		308	
4:30	327		320		344		309		316		323		230		204		293	
4:45	327	1304	334	1343	330	1323	289	1256	326	1303	321	1306	247	991	232	903	298	1204
5:00	389		361		341		377		341		362		219		237		324	
5:15	386		363		380		381		350		372		225		219		329	
5:30	340		303		329		339		298		322		215		220		292	
5:45	316	1431	291	1318	294	1344	273	1370	279	1268	291	1347	223	882	200	876	268	1213
6:00	241		304		287		248		305		277		208		216		258	
6:15	234		251		270		291		271		263		229		189		248	
6:30	250		275		257		247		269		260		217		195		244	
6:45	220	945	230	1060	221	1035	219	1005	245	1090	227	1027	197	851	189	789	217	967
7:00	215		233		204		192		218		212		217		205		212	
7:15	187		202		192		188		200		194		190		160		188	
7:30	198		162		166		189		190		181		191		142		177	
7:45	192	792	179	776	184	746	197	766	175	783	185	772	175	773	156	663	180	757
8:00	200		195		160		196		176		185		198		146		182	
8:15	225		206		212		222		224		218		247		203		220	
8:30	178		209		198		187		207		196		225		189		199	
8:45	174	777	182	792	191	761	213	818	208	815	194	793	209	879	168	706	192	793
9:00	198		181		217		189		189		195		196		175		192	
9:15	214		218		195		148		217		198		193		146		190	
9:30	160		194		166		149		176		169		169		121		162	
9:45	134	706	192	785	186	764	175	661	201	783	178	740	143	701	138	580	167	711
10:00	165		134		183		166		188		167		157		132		161	
10:15	118		135		140		150		169		142		143		100		136	
10:30	135		135		130		121		164		137		191		95		139	
10:45	112	530	139	543	113	566	102	539	166	687	126	572	157	648	101	428	127	563
11:00	119		125		108		112		137		120		155		116		125	
11:15	113		81		123		107		164		118		162		87		120	
11:30	79		82		78		83		131		91		151		65		96	
11:45	63	374	77	365	77	386	69	371	111	543	79	408	105	573	62	330	81	422
PM TOTALS	11578		11574		11460		11399		12195		11641		10225		8871		11044	
PEAK HOUR BEGINS	4:45	1.90	4:30	1.24	4:30	1.21	4:45	1.16	3:45	1.12	4:30		12:00	1.34	12:15	1.14	4:30	
VOLUME	1442		1378		1395		1386		1337		1378		1062		990		1244	
PHF	0.93		0.95		0.92		0.91		0.93		0.93		0.91		0.90		0.95	

Transport Analysis Professionals, Inc
HOURLY, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 2602 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN KENNEDY/14 ST WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA4WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30	TUESDAY 1	WEDNESDAY 2	THURSDAY 3	FRIDAY 4	WEEKDAY AVERAGE	SATURDAY 5	SUNDAY 6	7 DAY AVERAGE
AM									
12	126	124	125	117	107	120	210	211	146
1	73	50	82	69	83	71	143	149	93
2	54	36	59	57	56	52	117	99	68
3	45	38	36	47	50	43	97	78	56
4	40	52	56	54	67	54	63	91	60
5	108	85	104	87	98	96	77	70	90
6	431	396	406	396	424	411	214	136	343
7	977	949	948	929	1003	961	386	314	787
8	1017	979	1009	1012	963	996	565	436	854
9	885	854	895	837	901	874	741	664	825
10	972	883	950	877	892	915	882	798	892
11	1038	1023	1074	1042	1044	1044	1010	798	1004
PM									
12	1141	1102	1024	1082	1088	1087	1062	784	1040
1	959	1029	989	971	1040	998	931	798	960
2	1030	1012	933	988	1086	1010	965	747	966
3	1078	1050	1094	1069	1100	1078	911	727	1004
4	1214	1172	1131	1169	1090	1155	913	823	1073
5	1002	1020	1022	1002	1030	1015	932	744	965
6	890	920	912	865	950	907	911	750	885
7	845	854	843	839	871	850	852	795	843
8	655	612	588	631	745	646	772	540	649
9	482	527	474	510	570	513	515	441	503
10	299	290	320	321	454	337	434	297	345
11	238	197	228	223	343	246	331	243	258
TOTALS	15599	15254	15302	15194	16055	15479	14034	11523	14709
% AVG WKDAY	101	99	99	98	104				
% AVG DAY	106	104	104	103	109		95	78	
AM PEAK HR	11	11	11	11	11		11	11	
PEAK FLOW	1038	1023	1074	1042	1044		1010	798	
PM PEAK HR	4	4	4	4	3		12	4	
PEAK FLOW	1214	1172	1131	1169	1100		1062	823	

Transport Analysis Professionals, Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 2602 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN KENNEDY/14 ST WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA4WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 AM	40		40		45		41		35		40		66		64		47	
12:15	28		38		34		33		31		33		57		51		39	
12:30	27		19		29		22		21		24		40		55		30	
12:45	31	126	27	124	17	125	21	117	20	107	23	120	47	210	41	211	29	145
1:00	21		14		17		18		25		19		45		45		26	
1:15	18		13		23		17		18		18		34		41		23	
1:30	11		12		25		17		21		17		32		32		21	
1:45	23	73	11	50	17	82	17	69	19	83	17	71	32	143	31	149	21	91
2:00	10		9		12		22		14		13		28		21		17	
2:15	16		14		17		11		18		15		31		32		20	
2:30	7		8		19		13		15		12		34		26		17	
2:45	21	54	5	36	11	59	11	57	9	56	11	51	24	117	20	99	14	68
3:00	6		13		8		13		12		10		31		18		14	
3:15	11		9		13		13		7		11		20		16		13	
3:30	15		10		9		13		15		12		28		24		16	
3:45	13	45	6	38	6	36	8	47	16	50	10	43	18	97	20	78	12	55
4:00	10		19		11		15		27		16		17		27		18	
4:15	8		11		14		11		10		11		18		20		13	
4:30	10		11		11		18		12		12		13		20		14	
4:45	12	40	11	52	20	56	10	54	18	67	14	53	15	63	24	91	16	61
5:00	16		14		15		8		12		13		21		17		15	
5:15	32		23		28		11		24		24		15		14		21	
5:30	25		19		25		34		26		26		18		22		24	
5:45	35	108	29	85	36	104	34	87	36	98	34	97	23	77	17	70	30	90
6:00	55		51		39		46		51		48		44		25		44	
6:15	77		66		60		69		72		69		29		20		56	
6:30	113		108		102		97		109		106		62		39		90	
6:45	186	431	171	396	205	406	184	396	192	424	188	411	79	214	52	136	153	343
7:00	172		174		170		175		180		174		68		49		141	
7:15	225		199		205		191		215		207		69		78		169	
7:30	263		252		280		244		278		263		115		85		217	
7:45	317	977	324	949	293	948	319	929	330	1003	317	961	134	386	102	314	260	787
8:00	277		275		280		251		247		266		108		107		221	
8:15	266		221		264		232		248		256		144		100		218	
8:30	228		235		218		224		224		226		152		103		198	
8:45	246	1017	248	979	247	1009	255	1012	244	963	248	996	161	565	126	436	218	855
9:00	211		216		216		201		208		210		173		154		197	
9:15	237		192		215		220		241		221		168		153		204	
9:30	197		203		223		213		240		215		193		174		206	
9:45	240	885	243	854	241	895	203	837	212	901	228	874	207	741	183	664	218	825
10:00	261		237		218		201		214		226		204		184		217	
10:15	256		197		218		204		221		219		199		189		212	
10:30	227		234		238		239		228		233		255		222		235	
10:45	228	972	215	883	276	950	233	877	229	892	236	914	224	882	193	788	228	892
11:00	234		218		263		247		241		241		240		189		233	
11:15	265		258		259		255		270		261		242		206		251	
11:30	263		265		258		274		260		264		259		201		255	
11:45	274	1038	282	1023	294	1074	266	1042	273	1044	278	1044	269	1010	202	798	266	1005
AM TOTALS	5766		5469		5744		5524		5688		5635		4505		3834		5217	
PEAK HOUR BEGINS	7:30		7:30		7:30		7:30		7:30		7:30		11:00		10:30		11:00	
VOLUME	1123	1.17	1072	1.37	1117	1.30	1096	1.33	1103	1.37	1102		1010	4.57	810	1.34	1005	
PHF	0.89		0.83		0.95		0.86		0.84		0.87		0.94		0.91		0.94	

Transport Analysis Professionals. Inc
15 MINUTE, 1 CHANNEL VEHICLE COUNT

REFERENCE: 0100 GK 2602 CORRECTION FACTOR: 1.00
LOCATION: ROOSEVELT BTWN KENNEDY/14 ST WESTBOUND
WEATHER: CLEAR
OPERATOR:

FILENAME: STA4WB
MONDAY 4 / 30 / 90

HOUR BEGINS	MONDAY 30		TUESDAY 1		WEDNESDAY 2		THURSDAY 3		FRIDAY 4		WEEKDAY AVERAGE		SATURDAY 5		SUNDAY 6		7 DAY AVERAGE	
12:00 PM	304		325		262		285		274		290		277		202		276	
12:15	276		252		236		262		280		261		263		192		252	
12:30	293		274		252		261		246		265		253		205		255	
12:45	268	1141	251	1102	274	1024	274	1082	288	1088	271	1087	269	1062	185	784	258	1041
1:00	234		270		259		274		282		264		237		208		252	
1:15	234		279		249		252		255		254		216		188		239	
1:30	263		248		247		230		272		252		230		223		245	
1:45	228	959	232	1029	234	989	215	971	231	1040	228	998	248	931	179	798	224	960
2:00	251		251		234		229		272		247		262		196		242	
2:15	240		253		222		245		257		243		236		199		236	
2:30	257		248		246		252		273		255		217		168		237	
2:45	282	1030	260	1012	231	933	262	988	284	1086	264	1009	250	965	184	747	250	965
3:00	275		249		247		262		284		263		257		192		252	
3:15	278		261		275		265		277		271		209		171		248	
3:30	273		285		270		277		279		277		222		169		254	
3:45	252	1078	255	1050	302	1094	265	1069	260	1100	267	1078	223	911	195	727	250	1004
4:00	315		295		300		309		258		295		237		212		275	
4:15	332		299		297		293		287		302		231		192		276	
4:30	280		300		257		293		288		284		212		210		263	
4:45	287	1214	278	1172	277	1131	274	1169	257	1090	275	1156	233	913	209	823	259	1073
5:00	294		290		298		282		269		287		217		201		264	
5:15	239		243		256		237		263		248		229		186		236	
5:30	233		260		241		234		266		247		244		178		237	
5:45	236	1002	227	1020	227	1022	249	1002	232	1030	234	1016	242	932	179	744	227	964
6:00	228		237		226		232		250		235		234		193		229	
6:15	209		222		231		205		224		218		225		183		214	
6:30	215		214		226		205		242		220		212		202		217	
6:45	238	890	247	920	229	912	223	865	234	950	234	907	240	911	172	750	226	886
7:00	243		226		202		233		231		227		223		251		230	
7:15	193		226		227		214		211		214		201		209		212	
7:30	214		208		203		195		219		208		239		164		206	
7:45	195	845	194	854	211	843	197	839	210	871	201	850	189	852	171	795	195	843
8:00	186		174		155		175		208		180		215		134		178	
8:15	174		157		158		144		164		159		208		143		164	
8:30	153		154		145		159		195		161		186		107		157	
8:45	142	655	127	612	130	588	153	631	178	745	146	646	163	772	156	540	150	649
9:00	159		161		159		167		161		161		141		127		154	
9:15	115		113		113		138		151		126		126		97		122	
9:30	101		139		90		121		149		120		148		113		123	
9:45	107	482	114	527	112	474	84	510	109	570	105	512	100	515	104	441	104	503
10:00	93		89		99		90		155		105		105		88		103	
10:15	78		61		78		87		105		82		121		73		86	
10:30	66		68		80		79		95		78		102		68		80	
10:45	62	299	72	290	63	320	65	321	99	454	72	337	106	434	68	297	76	345
11:00	68		71		73		59		99		74		103		78		79	
11:15	67		54		70		72		87		70		86		56		70	
11:30	56		45		43		46		75		53		70		68		58	
11:45	47	238	27	197	42	228	46	223	82	343	49	246	72	331	41	243	51	258
PM TOTALS	9833		9785		9558		9670		10367		9842		9529		7689		9491	
PEAK HOUR BEGINS	4:00		4:00		3:30		4:00		2:45		4:00		12:00		6:30		4:00	
VOLUME	1214	1.31	1172	1.12	1169	1.24	1169	0.74	1124	0.91	1156		1062	2.16	834	0.77	1073	
PHF	0.91		0.98		0.97		0.95		0.99		0.96		0.96		*		0.97	

INTERSECTION TURNING MOVEMENTS

TRANSPORT ANALYSIS PROFESSIONALS

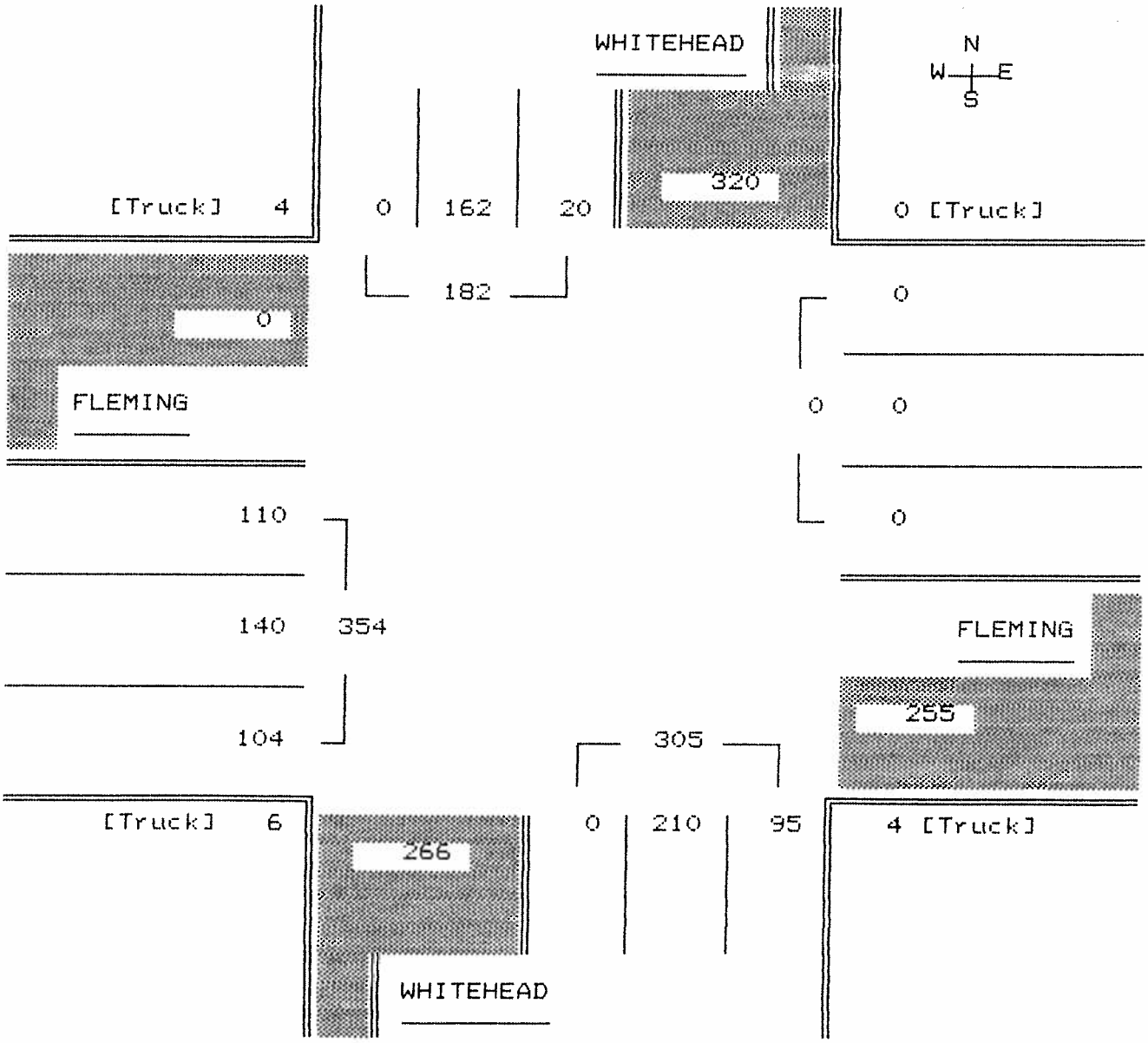
Site Code : INT 1 SEG 1
N-S Street: WHITEHEAD
E-W Street: FLEMING
Client : CITY OF KEY WEST

Primary Movements: Vehicles

FILE: WHITFLEM
DATE: 5/01/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Truck	Right	Thru	Left	Total	PERCENTS Truck	Right	Thru	Left
North	4:30 PM	0.83	4	0	179	17	196	-	0	91	9
East	4:30 PM	0.00	0	0	0	0	0	-	0	0	0
South	4:15 PM	0.94	4	95	210	0	305	-	31	69	0
West	4:15 PM	0.74	6	104	140	110	354	-	29	40	31
Entire Intersection											
North	4:15 PM	0.86	4	0	162	20	182	-	0	89	11
East		0.00	0	0	0	0	0	-	0	0	0
South		0.94	4	95	210	0	305	-	31	69	0
West		0.74	6	104	140	110	354	-	29	40	31



TRANSPORT ANALYSIS PROFESSIONALS

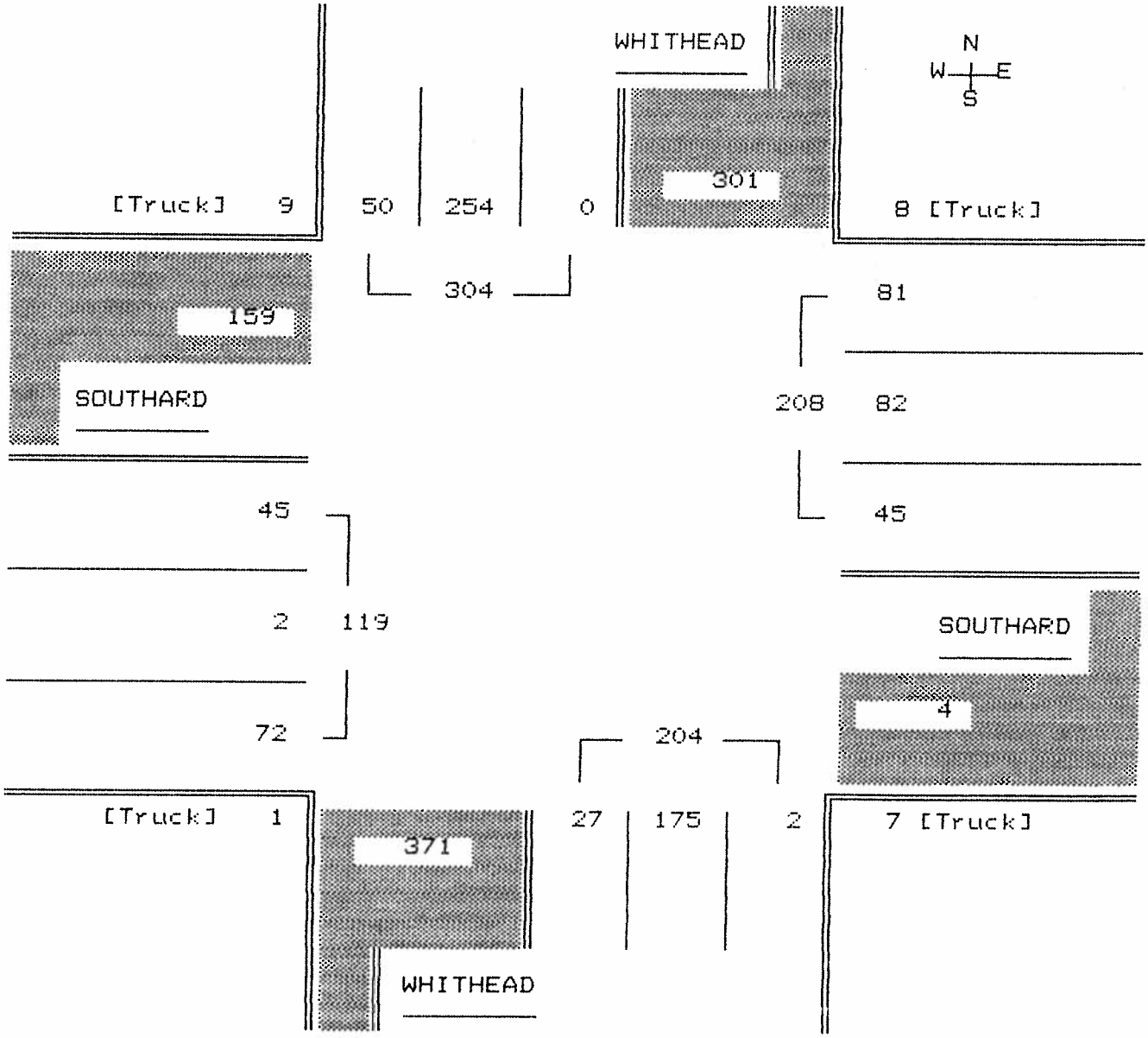
Site Code : INT 2 SEG 1
N-S Street: WHITHEAD
E-W Street: SOUTHARD
Client : CITY OF KEY WEST

Primary Movements: Vehicles

FILE: WHITSOUT
DATE: 5/01/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Truck	Right	Thru	Left	Total	PERCENTS Truck	Right	Thru	Left
North	4:30 PM	0.76	7	47	258	0	305	-	15	85	0
East	4:00 PM	0.91	10	89	87	42	218	-	41	40	19
South	4:15 PM	0.85	7	2	175	27	204	-	1	86	13
West	4:45 PM	0.64	2	75	1	46	122	-	61	1	38
Entire Intersection											
North	4:15 PM	0.76	9	50	254	0	304	-	16	84	0
East		0.87	8	81	82	45	208	-	39	39	22
South		0.85	7	2	175	27	204	-	1	86	13
West		0.62	1	72	2	45	119	-	61	2	38



TRANSPORT ANALYSIS PROFESSIONALS

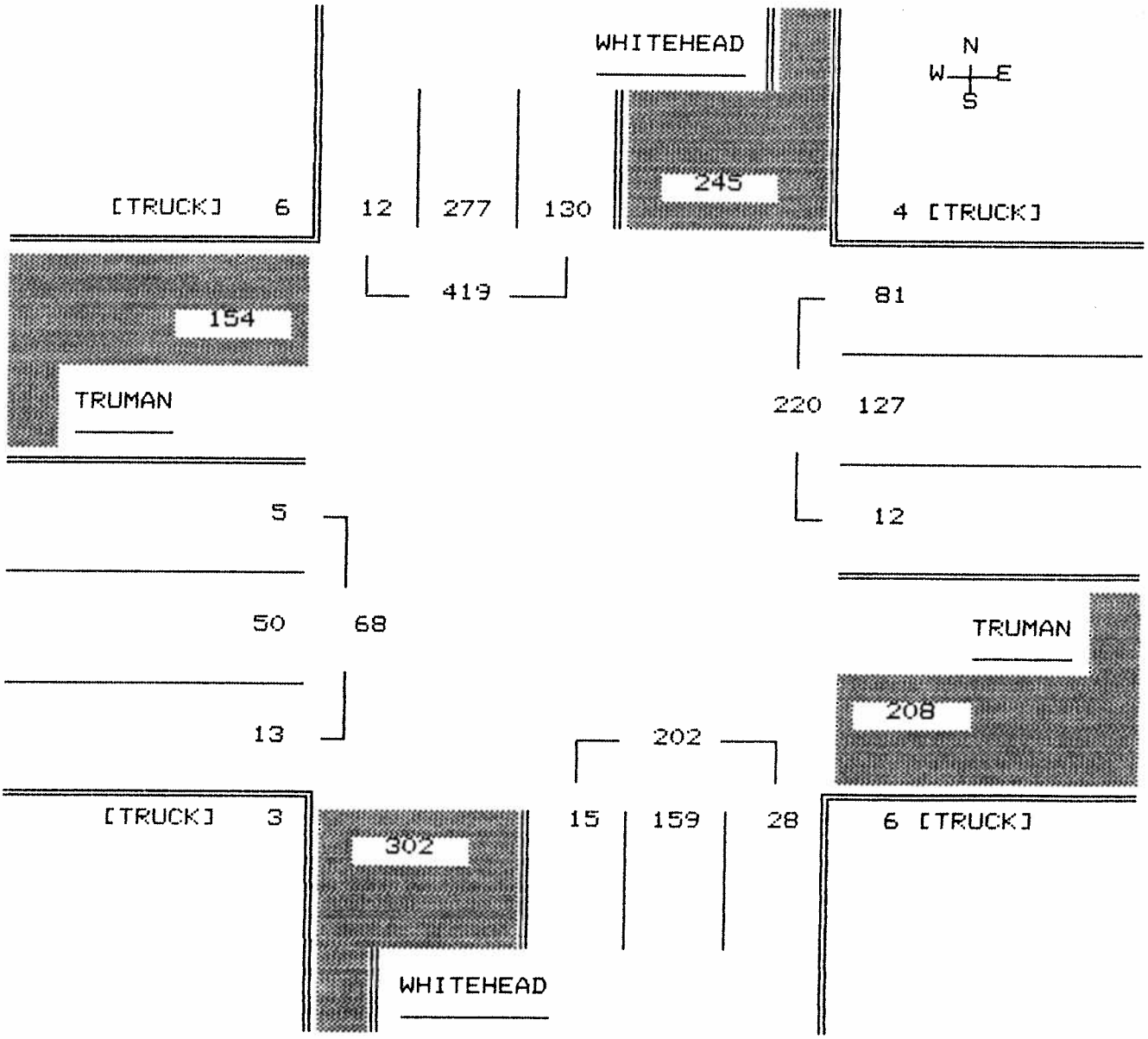
Site Code : INT 3 SEG 1 & 2
N-S Street: WHITEHEAD
E-W Street: TRUMAN
Client : CITY OF KEY WEST

Movements by: Primary

FILE: WHTHDTRU
DATE: 5/02/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES TRUCK	Right	Thru	Left	Total	PERCENTS TRUCK	Right	Thru	Left
North	4:15 PM	0.66	6	12	277	130	419	-	3	66	31
East	5:00 PM	0.73	2	67	152	16	235	-	29	65	7
South	4:00 PM	0.82	5	30	161	12	203	-	15	79	6
West	4:30 PM	0.72	3	16	50	3	69	-	23	72	4
Entire Intersection											
North	4:15 PM	0.66	6	12	277	130	419	-	3	66	31
East		0.68	4	81	127	12	220	-	37	58	5
South		0.81	6	28	159	15	202	-	14	79	7
West		0.71	3	13	50	5	68	-	19	74	7



TRANSPORT ANALYSIS PROFESSIONALS

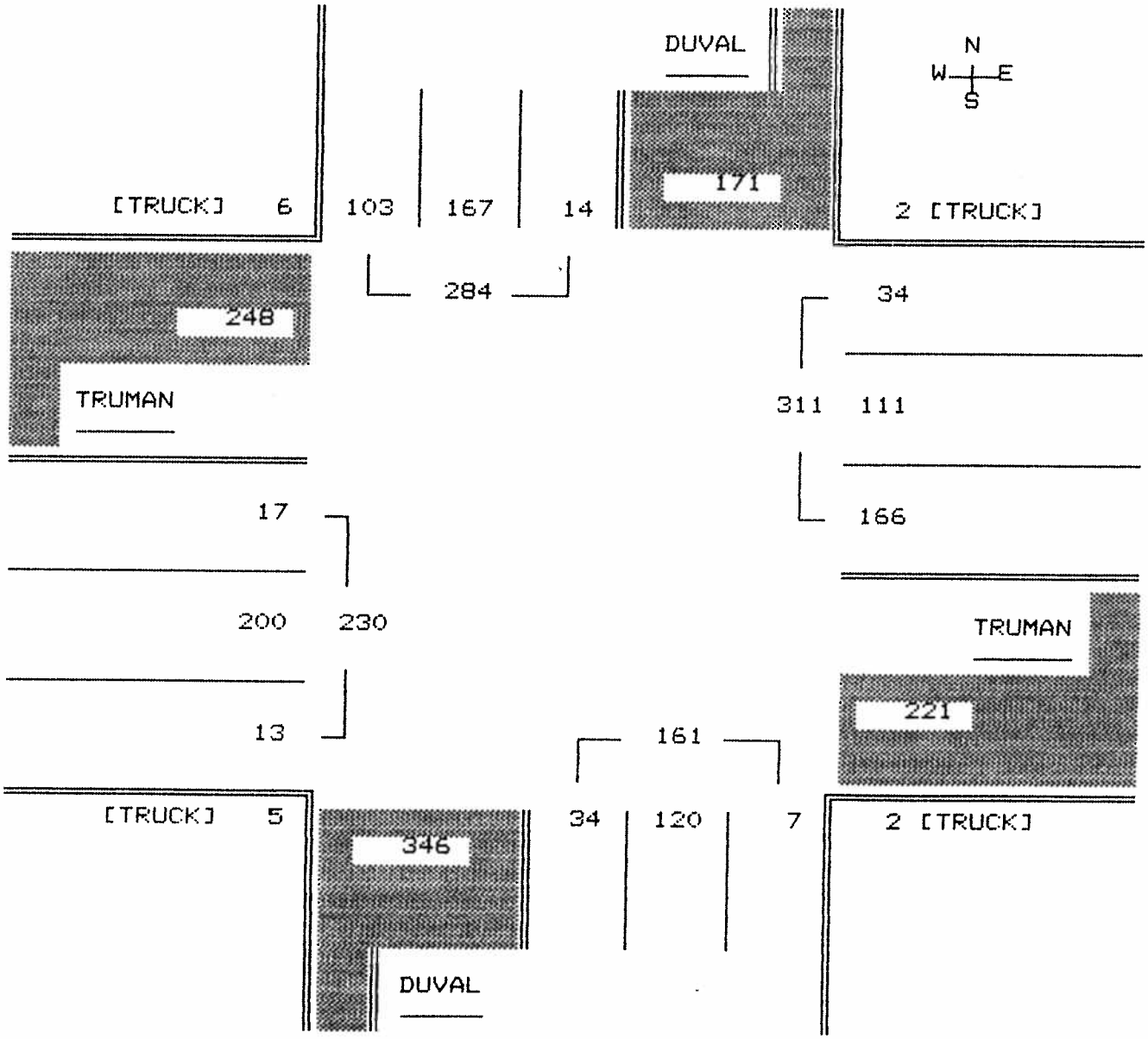
Site Code : INT 4 SEG 2
N-S Street: DUVAL
E-W Street: TRUMAN
Client : CITY OF KEY WEST

Primary Movements: Vehicles

FILE: DUVATRUM
DATE: 5/02/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES TRUCK	Right	Thru	Left	Total	PERCENTS TRUCK	Right	Thru	Left
North	5:00 PM	0.76	8	110	170	14	294	-	37	58	5
East	4:30 PM	0.81	3	31	117	164	312	-	10	38	53
South	4:00 PM	0.92	5	10	126	33	169	-	6	75	20
West	4:00 PM	0.77	7	14	199	18	231	-	6	86	8
Entire Intersection											
North	4:45 PM	0.73	6	103	167	14	284	-	36	59	5
East		0.81	2	34	111	166	311	-	11	36	53
South		0.88	2	7	120	34	161	-	4	75	21
West		0.80	5	13	200	17	230	-	6	87	7



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 5 SEG 2
N-S Street: SIMONTON
E-W Street: TRUMAN
Client : CITY OF KEY WEST

Primary Movements: Vehicles

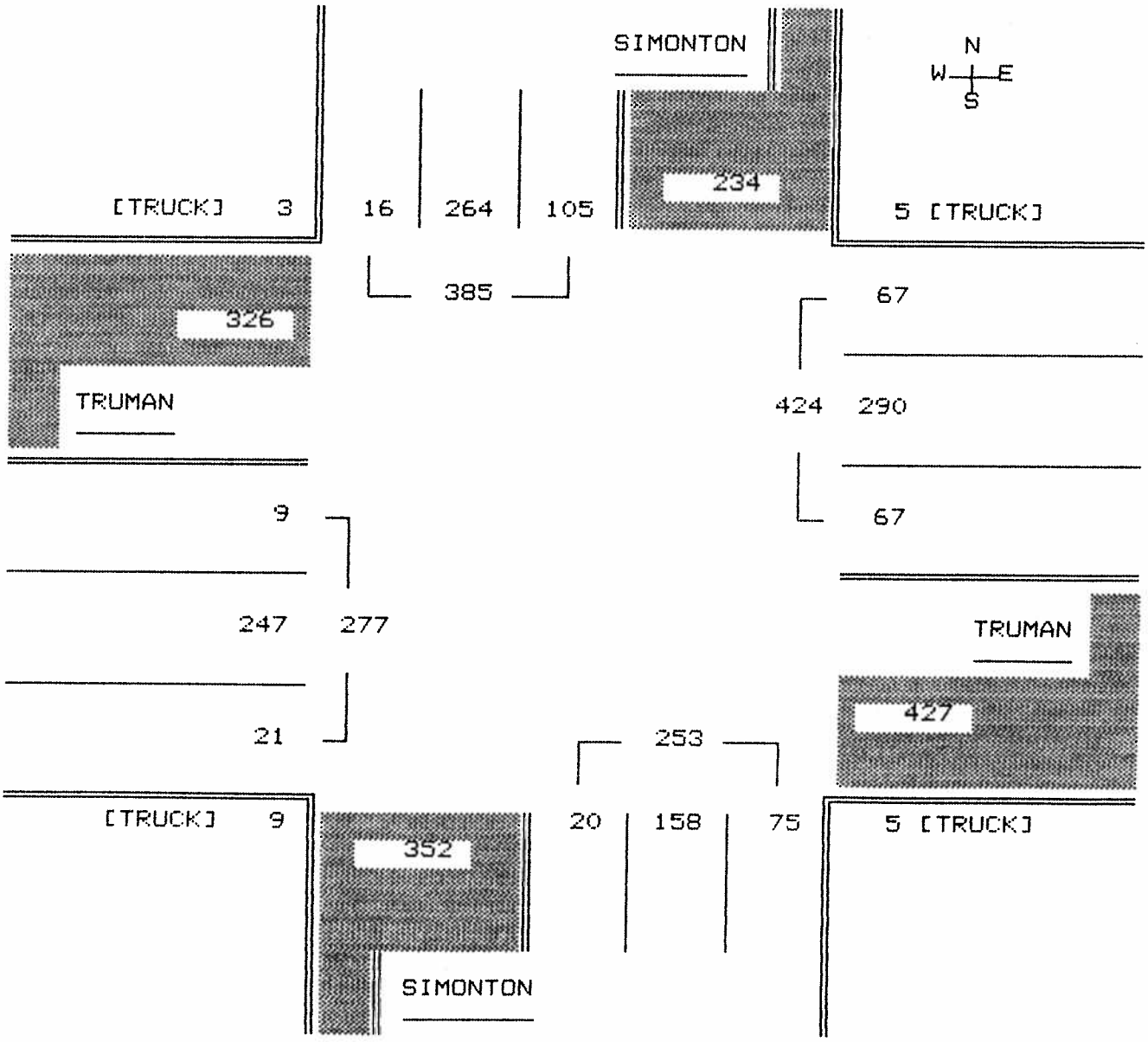
FILE: SIMOTRUM
DATE: 5/03/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES TRUCK	Right	Thru	Left	Total	PERCENTS TRUCK	Right	Thru	Left
North	4:30 PM	0.86	3	16	264	105	385	-	4	69	27
East	4:00 PM	0.93	9	71	311	72	454	-	16	69	16
South	4:30 PM	0.94	5	75	158	20	253	-	30	62	8
West	4:15 PM	0.89	8	23	244	15	282	-	8	87	5

Entire Intersection

North	4:30 PM	0.86	3	16	264	105	385	-	4	69	27
East		0.87	5	67	290	67	424	-	16	68	16
South		0.94	5	75	158	20	253	-	30	62	8
West		0.94	9	21	247	9	277	-	8	89	3



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 6 SEG 2
N-S Street: WINDSOR
E-W Street: TRUMAN
Client : CITY OF KEY WEST

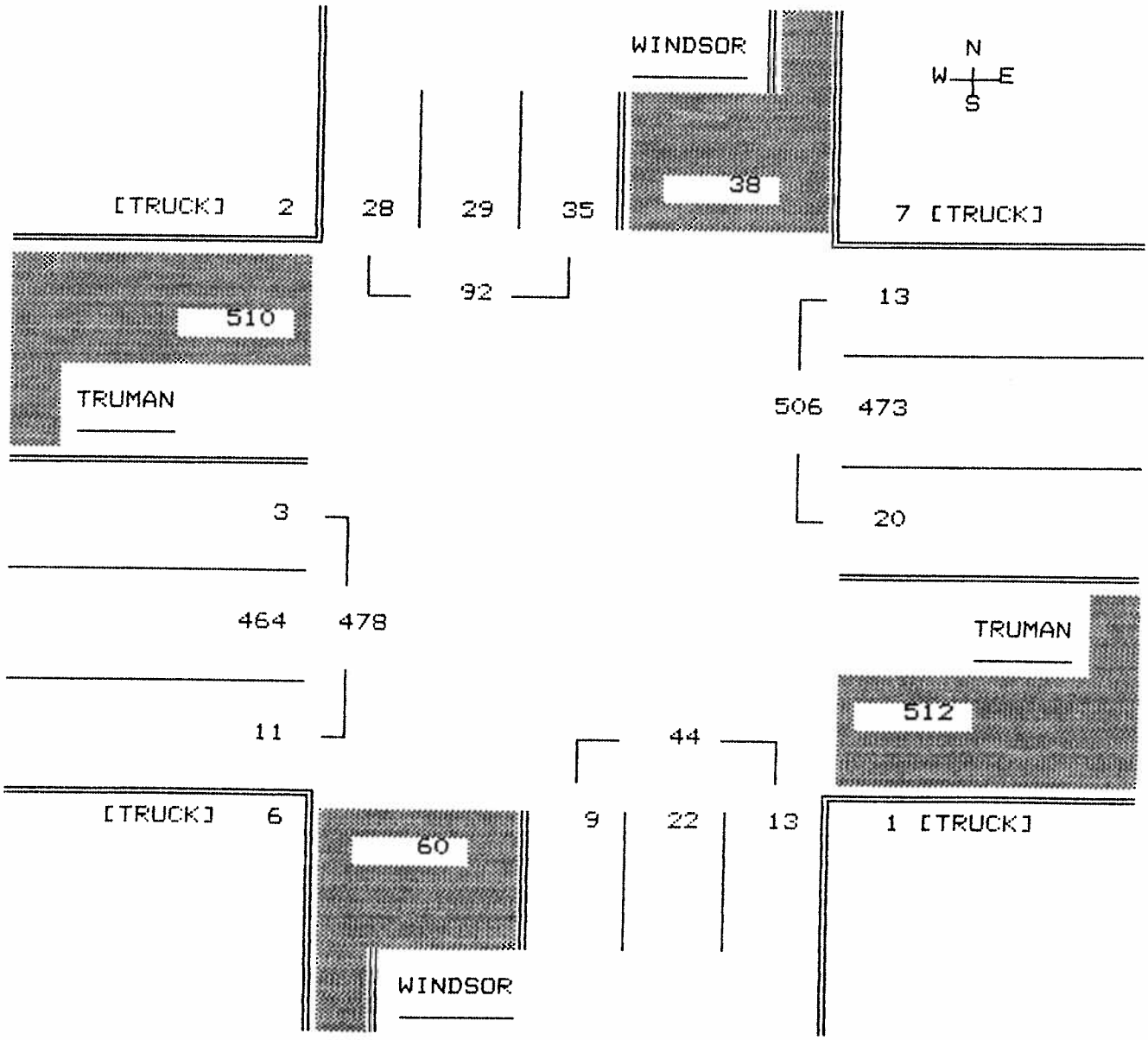
PAGE: 1
FILE: WINDTRUM

Primary Movements: Vehicles

DATE: 4/30/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES TRUCK	Right	Thru	Left	Total	PERCENTS TRUCK	Right	Thru	Left
North	4:45 PM	0.91	1	29	33	47	109	-	27	30	43
East	4:45 PM	0.97	5	23	484	19	526	-	4	92	4
South	4:30 PM	0.84	1	12	21	14	47	-	26	45	30
West	4:00 PM	0.90	6	10	479	3	492	-	2	97	1
Entire Intersection											
North	4:15 PM	0.88	2	28	29	35	92	-	30	32	38
East		0.93	7	13	473	20	506	-	3	93	4
South		0.79	1	13	22	9	44	-	30	50	20
West		0.89	6	11	464	3	478	-	2	97	1



TRANSPORT ANALYSIS PROFESSIONALS

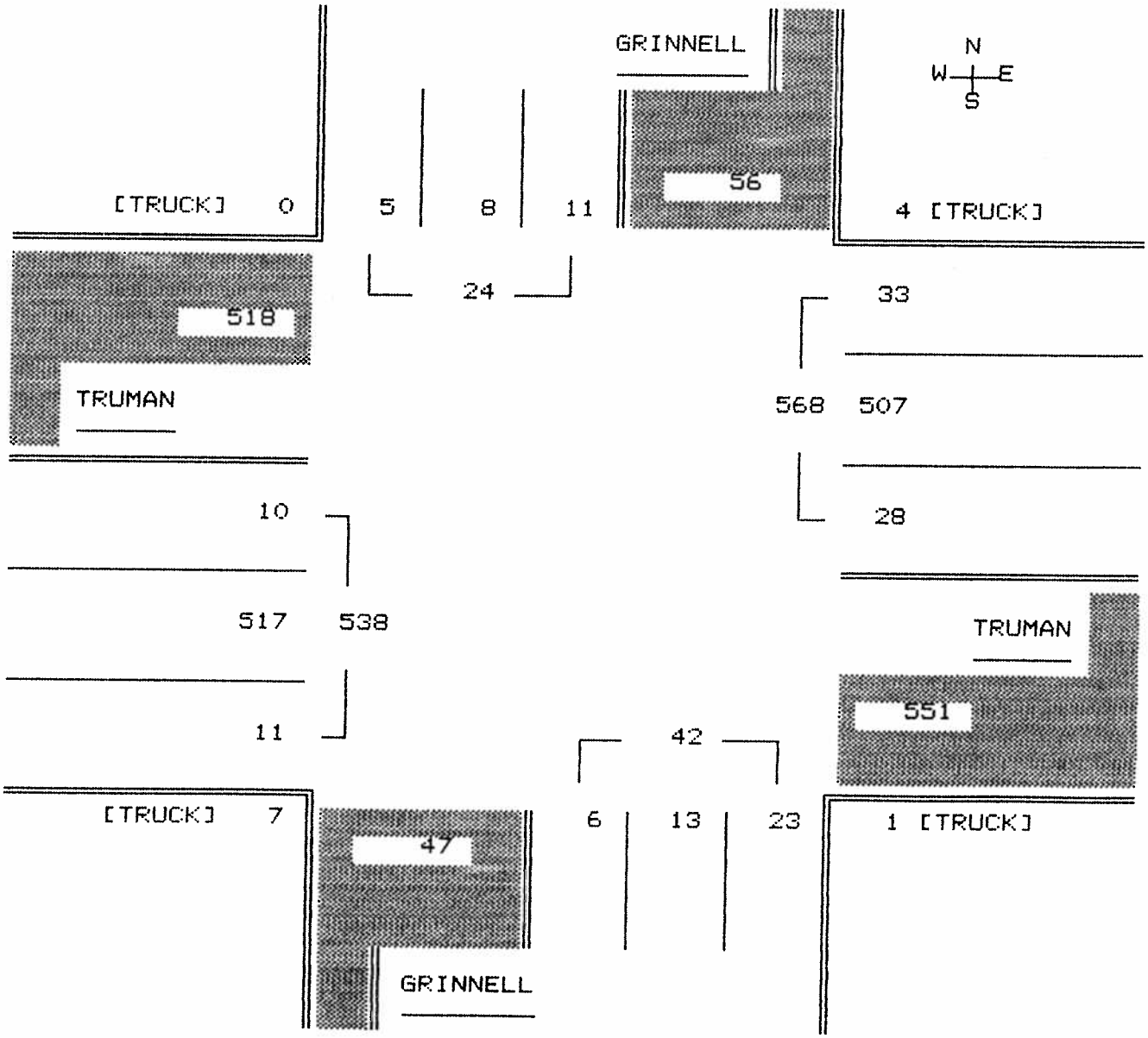
Site Code : INT 7 SEG 2
N-S Street: GRINNELL
E-W Street: TRUMAN
Client : CITY OF KEY WEST

Primary Movements: Vehicles

FILE: GRINTRUM
DATE: 5/04/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES TRUCK	Right	Thru	Left	Total	PERCENTS TRUCK	Right	Thru	Left
North	4:00 PM	0.75	0	5	9	13	27	-	19	33	48
East	4:15 PM	0.90	4	33	507	28	568	-	6	89	5
South	4:15 PM	0.75	1	23	13	6	42	-	55	31	14
West	4:15 PM	0.86	7	11	517	10	538	-	2	96	2
Entire Intersection											
North	4:15 PM	0.67	0	5	8	11	24	-	21	33	46
East		0.90	4	33	507	28	568	-	6	89	5
South		0.75	1	23	13	6	42	-	55	31	14
West		0.86	7	11	517	10	538	-	2	96	2



TRANSPORT ANALYSIS PROFESSIONALS

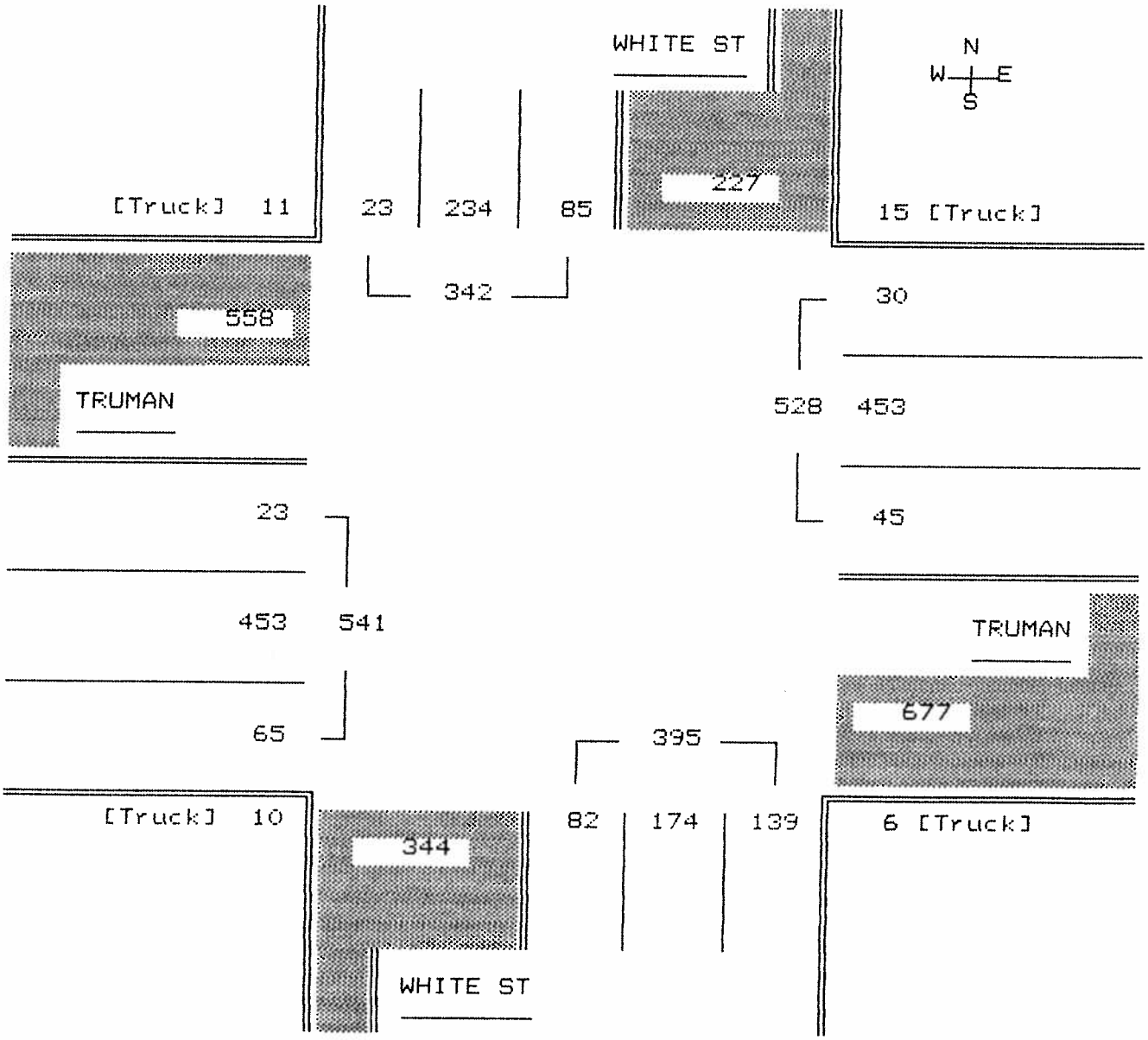
Site Code : INT 8 SEG 2
N-S Street: WHITE ST
E-W Street: TRUMAN
Client : CITY OF KEY WEST

Primary Movements: Vehicles

FILE: WHTSTTRU
DATE: 5/03/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Truck	Right	Thru	Left	Total	PERCENTS Truck	Right	Thru	Left
North	4:45 PM	0.72	9	29	254	93	376	-	8	68	25
East	4:00 PM	0.89	17	32	478	50	560	-	6	85	9
South	4:15 PM	0.97	6	139	174	82	395	-	35	44	21
West	4:15 PM	0.95	10	65	453	23	541	-	12	84	4
Entire Intersection											
North	4:15 PM	0.65	11	23	234	85	342	-	7	68	25
East		0.90	15	30	453	45	528	-	6	86	9
South		0.97	6	139	174	82	395	-	35	44	21
West		0.95	10	65	453	23	541	-	12	84	4



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 9 SEG 2&3
N-S Street: EISENHOWER DR
E-W Street: TRUMAN AVE
Client : CITY OF KEY WEST

Primary Movements: Vehicles

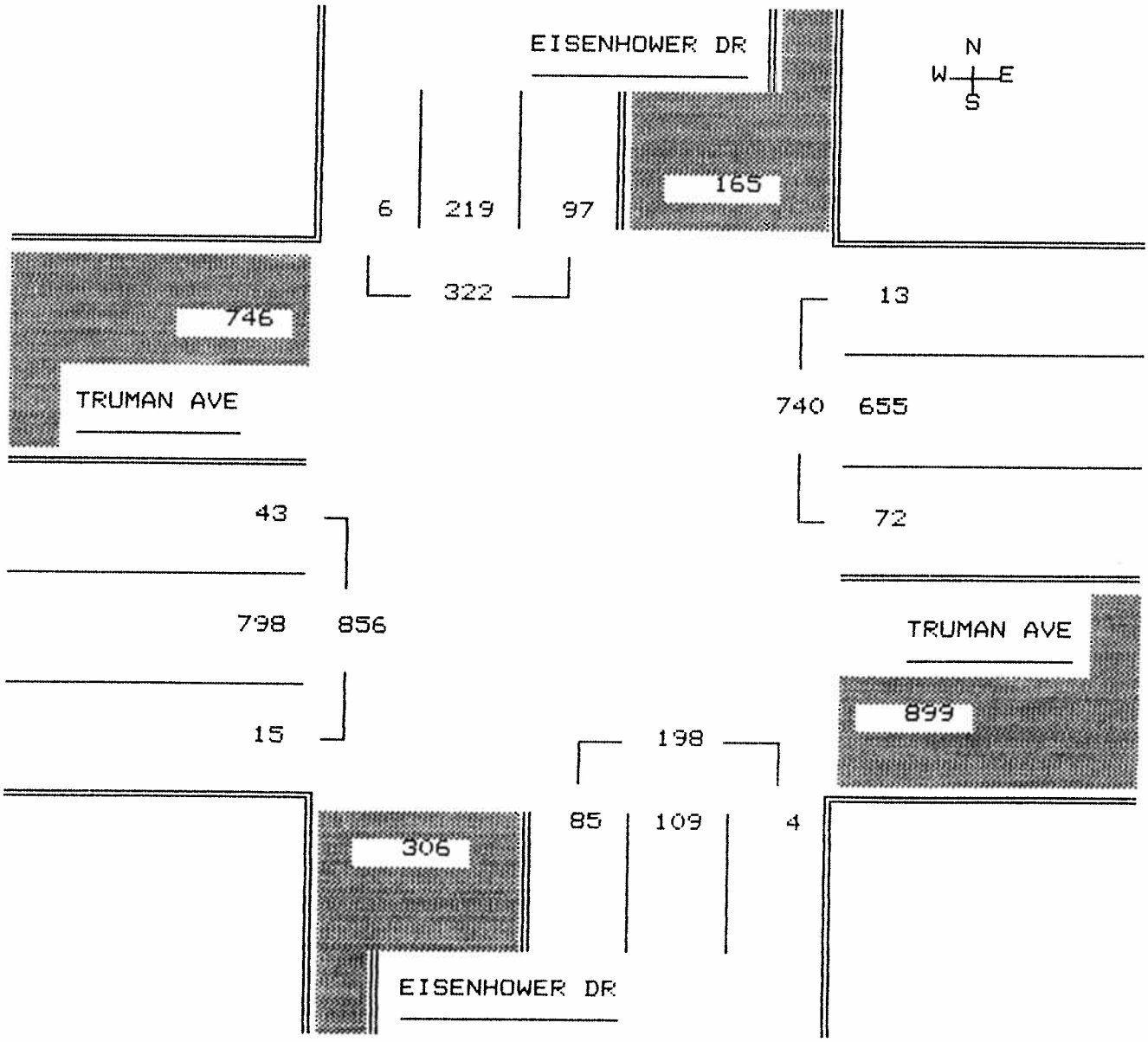
FILE: EISETRUM
DATE: 1/17/89

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	4:30 PM	1.00	6	219	97	322	2	68	30
East	4:30 PM	1.00	13	655	72	740	2	89	10
South	4:30 PM	1.00	4	109	85	198	2	55	43
West	4:30 PM	1.00	15	798	43	856	2	93	5

Entire Intersection

North	4:30 PM	1.00	6	219	97	322	2	68	30
East		1.00	13	655	72	740	2	89	10
South		1.00	4	109	85	198	2	55	43
West		1.00	15	798	43	856	2	93	5



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 10 SEG 3
N-S Street: PALM
E-W Street: N. ROOSEVELT
Client : CITY OF KEY WEST

Primary Movements: Vehicles

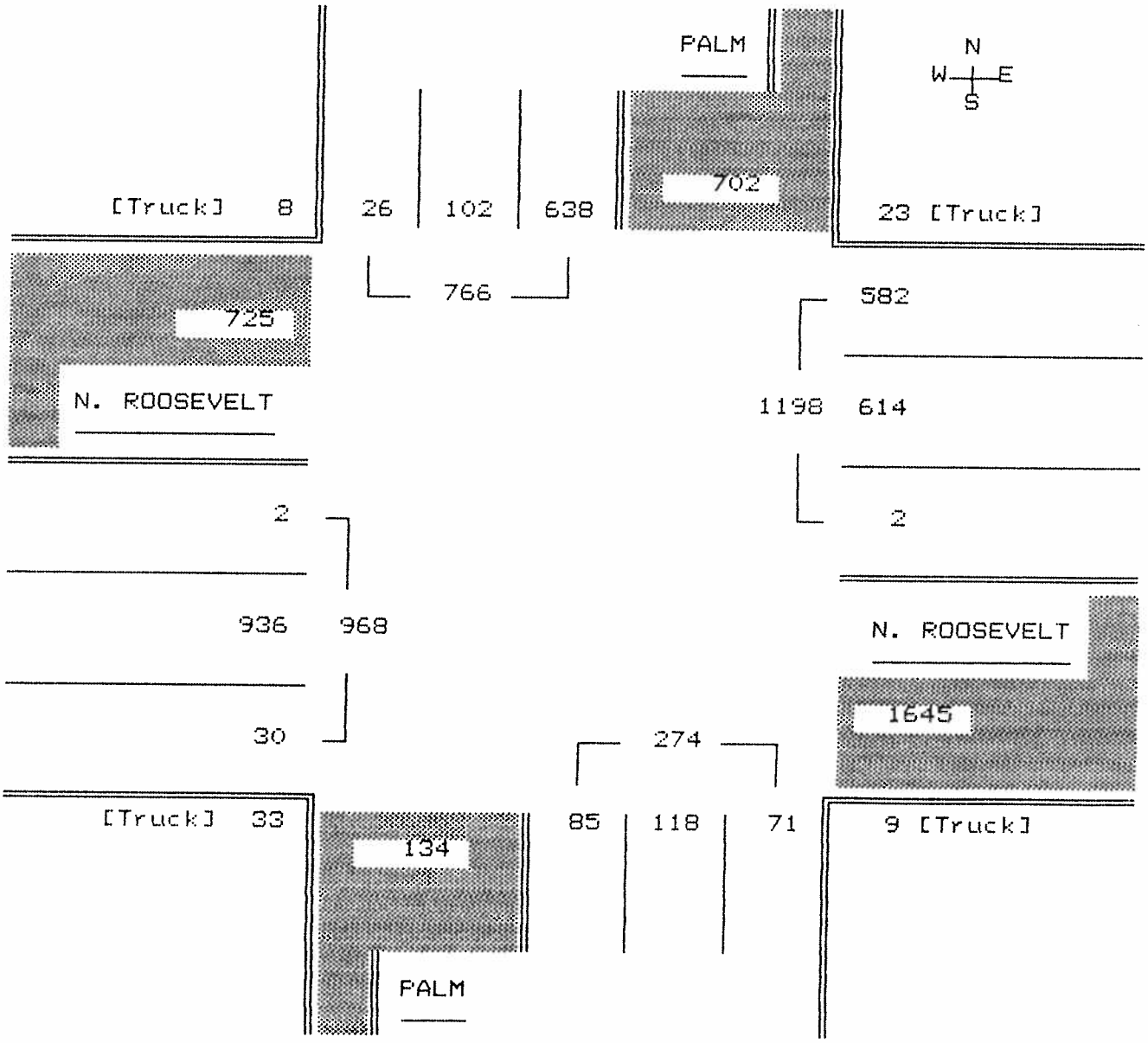
FILE: PALMROOS
DATE: 4/30/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Truck	Right	Thru	Left	Total	PERCENTS Truck	Right	Thru	Left
North	4:30 PM	0.93	8	26	102	638	766	-	3	13	83
East	4:00 PM	0.92	24	657	670	3	1330	-	49	50	0
South	4:45 PM	0.97	4	69	121	92	282	-	24	43	33
West	4:30 PM	0.91	33	30	936	2	968	-	3	97	0

Entire Intersection

North	4:30 PM	0.93	8	26	102	638	766	-	3	13	83
East		0.90	23	582	614	2	1198	-	49	51	0
South		0.95	9	71	118	85	274	-	26	43	31
West		0.91	33	30	936	2	968	-	3	97	0



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 11 SEG 3
N-S Street: 5TH STREET
E-W Street: ROOSEVELT
Client : CITY OF KEY WEST

Primary Movements: Vehicles

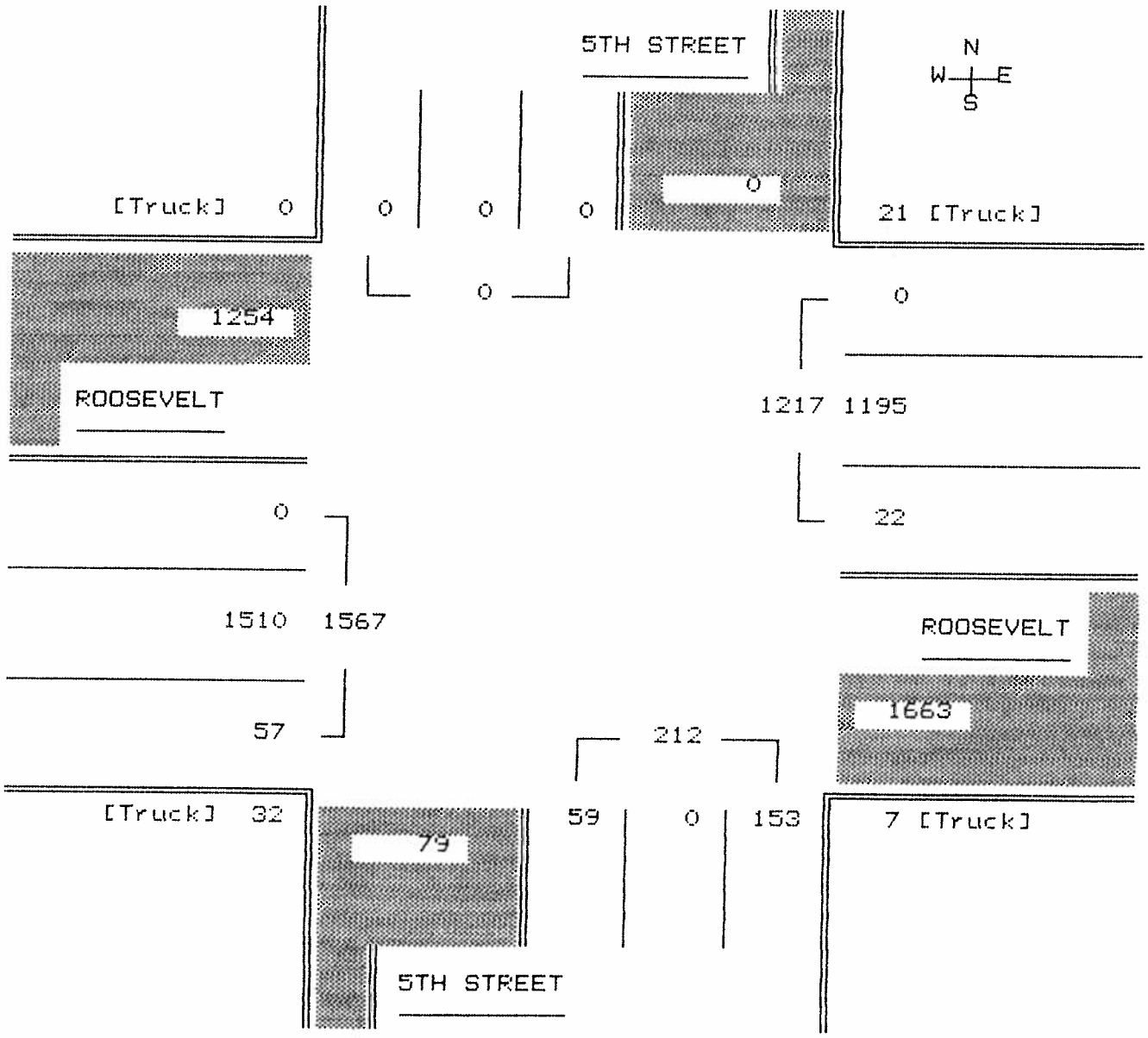
FILE: 5STROOSE
DATE: 5/04/90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Truck	Right	Thru	Left	Total	PERCENTS Truck	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	-	0	0	0
East	4:45 PM	0.93	23	0	1205	29	1234	-	0	98	2
South	4:30 PM	0.80	7	153	0	59	212	-	72	0	28
West	4:30 PM	0.90	32	57	1510	0	1567	-	4	96	0

Entire Intersection

North	4:30 PM	0.00	0	0	0	0	0	-	0	0	0
East		0.97	21	0	1195	22	1217	-	0	98	2
South		0.80	7	153	0	59	212	-	72	0	28
West		0.90	32	57	1510	0	1567	-	4	96	0



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 12 SEG 3&4
N-S Street: KENNEDY
E-W Street: ROOSEVELT
Client : CITY OF KEY WEST

Primary Movements: Vehicles

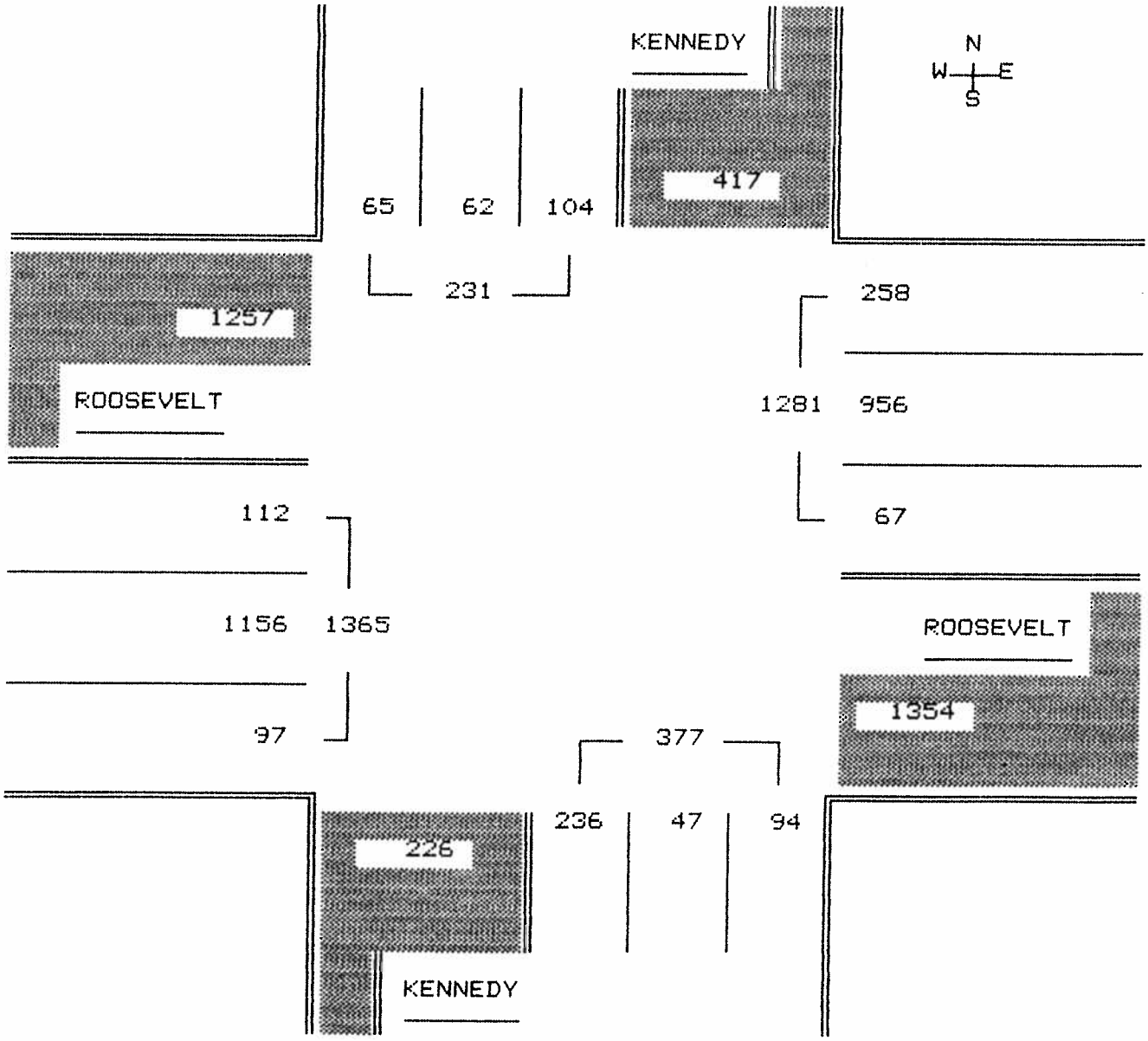
FILE: KENNROOS
DATE: 1/18/89

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	4:30 PM	1.00	65	62	104	231	28	27	45
East	4:30 PM	1.00	258	956	67	1281	20	75	5
South	4:30 PM	1.00	94	47	236	377	25	12	63
West	4:30 PM	1.00	97	1156	112	1365	7	85	8

Entire Intersection

North	4:30 PM	1.00	65	62	104	231	28	27	45
East		1.00	258	956	67	1281	20	75	5
South		1.00	94	47	236	377	25	12	63
West		1.00	97	1156	112	1365	7	85	8



TRANSPORT ANALYSIS PROFESSIONALS

Site Code : INT 13 SEG 4
N-S Street: US1
E-W Street: ROOSEVELT
Client : CITY OF KEY WEST

Primary Movements: Vehicles

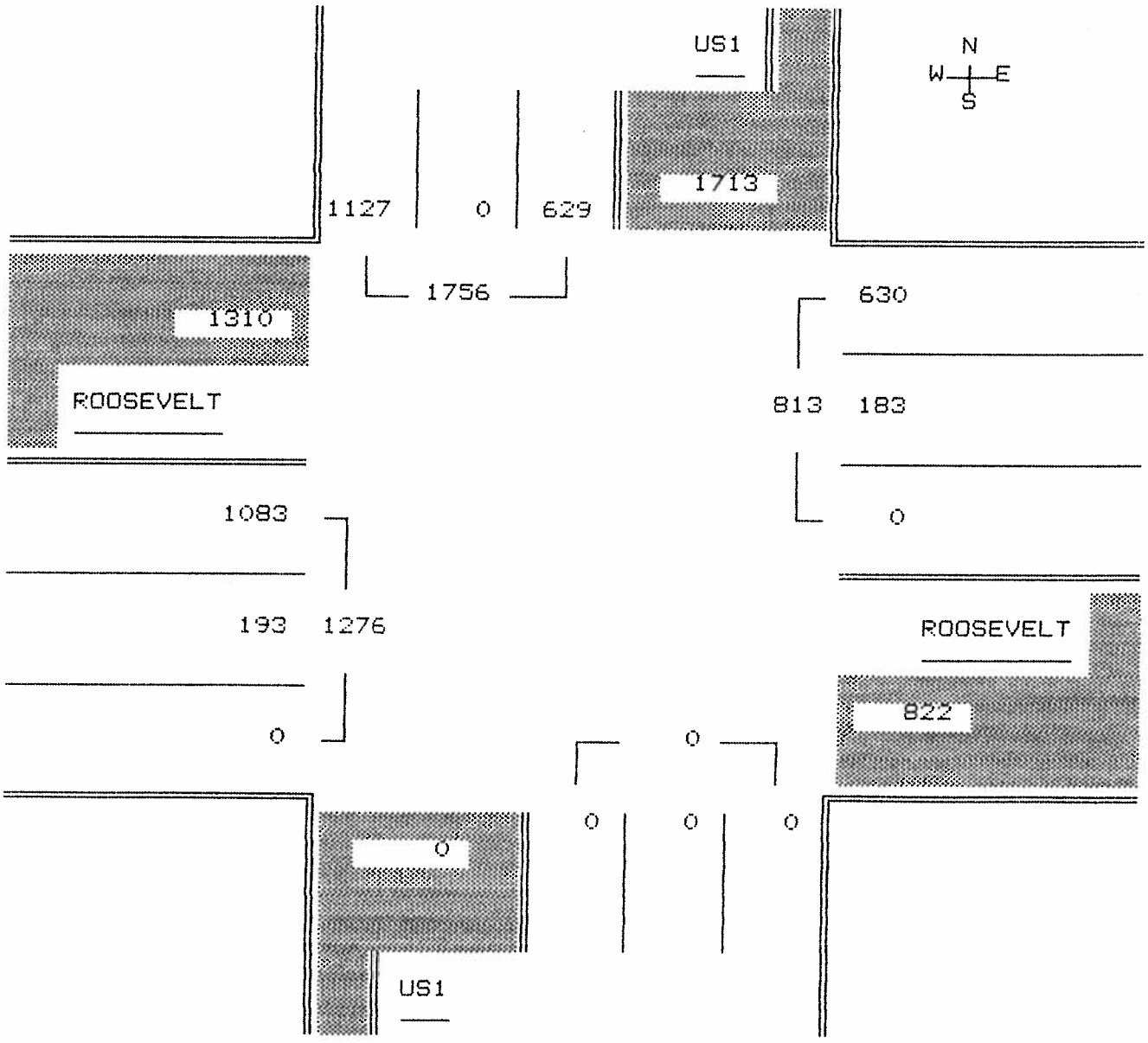
FILE: US1ROOSE
DATE: 1/18/89

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	4:30 PM	1.00	1127	0	629	1756	64	0	36
East	4:30 PM	1.00	630	183	0	813	77	23	0
South	4:30 PM	0.00	0	0	0	0	0	0	0
West	4:30 PM	0.99	0	193	1083	1276	0	15	85

Entire Intersection

North	4:30 PM	1.00	1127	0	629	1756	64	0	36
East		1.00	630	183	0	813	77	23	0
South		0.00	0	0	0	0	0	0	0
West		0.99	0	193	1083	1276	0	15	85



PEDESTRIAN VOLUMES

TAP
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Miami, Florida 33156 • Tel. 305/274-7000

PEDESTRIAN CROSSING VOLUME COUNT

LOCATION WHITEHEAD + FLEMING
COUNTY MONROE CITY KEY WEST TYPE OF CONTROL ____
STUDY DATE 5-1-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CU
REMARKS ____

	:00	:15	:30	:45
4:00	4	2	1	3
5:00	3		1	2

TIME PERIODS 18.

10. TOTALS

3	2	2	1
2	1	1	

4:00	9	3	2	5
5:00	7	4		4

46
37

TOTALS

10	7	6	5
		1	

47
10

N

WHITEHEAD

FLEMING

4:00	5	5	7	10
5:00	9	7	2	4

TOTALS

	2	13	4
		2	7

4:00	2	1		1
5:00	3			

8
7
TOTALS

2	1	1	
2		2	

TAP
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Miami, Florida 33156 • tel 305/274-7000

PEDESTRIAN CROSSING VOLUME COUNT

LOCATION Southard + WHITEHEAD
COUNTY Monroe CITY Key West TYPE OF CONTROL ____
STUDY DATE 5-1-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CC
REMARKS ____

TIME PERIODS

	:00	:15	:30	:45
4:00		2	2	2
5:00	3		1	3

15
9
TOTALS

2	1	1	5
2			

4:00	6	7	5	5
5:00	5	5	2	

46
27

TOTALS

10	11	6	4
8	3	3	

49
30

N

WHITEHEAD

SOUTHARD

4:00	3	12	4	4
5:00	9	4		2

TOTALS

1	6	7	4
5	3	7	1

4:00	1			3
5:00	4			

7
8
TOTALS

		2	1
4			

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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION WHITEHEAD + TRUMAN
COUNTY Monroe CITY Key West TYPE OF CONTROL ____
STUDY DATE 5-2-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CC
REMARKS ____

TIME PERIODS :00 :15 :30 :45

	:00	:15	:30	:45
4:00			1	5
5:00	2	1	2	

8
6
TOTALS

	:00	:15	:30	:45
		2		
	1			

	:00	:15	:30	:45
4:00	1	2	4	3
5:00	4	6	2	

TOTALS

	:00	:15	:30	:45
	2		6	5
	5	1	5	

14
16

N

WHITEHEAD

TRUMAN

25
23

	:00	:15	:30	:45
4:00	2		1	1
5:00	1	2	1	2

TOTALS

	:00	:15	:30	:45
	1	6	7	
	4	3	2	3

	:00	:15	:30	:45
4:00			4	2
5:00	3	1		2

12
12
TOTALS

	:00	:15	:30	:45
	2		3	1
	1	3	2	

TAP
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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION DUVAL + TRUMAN
COUNTY Monroe CITY Key West TYPE OF CONTROL ____
STUDY DATE 5-2-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CU.
REMARKS ____

TIME PERIODS

	:00	:15	:30	:45
4:00	1	2		2
5:00	3	2	1	2

24

6	2	9	2
1	2		4

15

TOTALS

4:00	13	17	14	11
5:00	13	14	13	13

101

TOTALS

2	3	4	2
3	5	2	4

27

43

N

DUVAL

TRUMAN

100

4:00	6	13	11	16
5:00	4	10	16	17

TOTALS

4	1	2	4
5	12	9	3

4:00	3	1	3	5
5:00		5		5

17

18

TOTALS

	2	1	2
5		2	1

TAP
TRANSPORT ANALYSIS PROFESSIONALS
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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION TRUMAN & SIMONTON
COUNTY Monroe CITY Key West TYPE OF CONTROL ____
STUDY DATE 5-3-90 TIME: FROM 4 ~~AM~~ PM TO 6 ~~AM~~ PM OBSERVER CG
REMARKS ____

TIME PERIODS :00 :15 :30 :45

	:00	:15	:30	:45
4:00	3	1	2	3
5:00	1	8	4	

21
26
TOTALS

2	3	2	5
3	2	3	5

4:00	2	8	2	2
5:00	2	5		3

25
14
TOTALS

1	8	3	8
2	1		2

32
20

N

TRUMAN

Simonton

4:00	2	5	2	2
5:00		3		1

TOTALS

3	4	4	1
2	4	3	6

4:00	1		2	1
5:00				

9
3
TOTALS

1			4
	1		2

TFP
TRANSPORT ANALYSIS PROFESSIONALS
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Miami, Florida 33156 • tel 305/274-7000

PEDESTRIAN CROSSING VOLUME COUNT

LOCATION TRUMAN + WINDSOR
COUNTY MONROE CITY Key West TYPE OF CONTROL ____
STUDY DATE 4-30-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CC
REMARKS ____

TIME PERIODS

	:00	:15	:30	:45
4:00	3	3	6	2
5:00	1	2		

23
9
TOTALS

7	1	1	
4		2	

	1	2	5
1	4	1	

TOTALS

	4	2	

11
9

0
7

N

WINDSOR

TRUMAN

	1		2
3			

TOTALS

		1	

		5	6
6	4	5	

15
19
TOTALS

1	1	2	
2		2	

TAP
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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION GRINNELL + TRUMAN

COUNTY Monroe CITY Key West TYPE OF CONTROL ____

STUDY DATE 5-4-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER C.W.

REMARKS ____

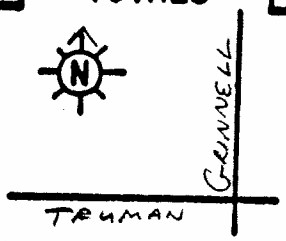
TIME PERIODS :00 :15 :30 :45

	:00	:15	:30	:45
4:00	1	3	1	1
5:00	2	3	4	2
TOTALS	12.			

	:00	:15	:30	:45
	1		2	3
		2	2	2
TOTALS	17.			

	:00	:15	:30	:45
4:00		2	4	1
5:00		1		1
TOTALS	10			

	:00	:15	:30	:45
		1	1	1
	1	2	2	1
TOTALS	5			



	:00	:15	:30	:45
4:00		1		2
5:00		2	2	1
TOTALS	7			

	:00	:15	:30	:45
		2		
	1		1	
TOTALS	8			

	:00	:15	:30	:45
4:00				
5:00			5	1
TOTALS	0			

	:00	:15	:30	:45
	1	2		2
TOTALS	11			

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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION WHITE + TRUMAN
COUNTY Monroe CITY Key West TYPE OF CONTROL
STUDY DATE 5-3-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CC
REMARKS

TIME PERIODS :00 :15 :30 :45

	:00	:15	:30	:45
4:00	3	3		5
5:00	4			

15
7
TOTALS

3		1	
1			2

4		3	1
3	1	3	

TOTALS

	2		1
2	3	2	

17
12

N

TRUMAN

WHITE

9
13

	1	5	3
1	1	3	

TOTALS

4		2	
		2	4

	1		2
	3	5	

7
16
TOTALS

	2	2	
2	2		4

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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION N. Roosevelt & Palm Dr.
COUNTY Monroe CITY Key West TYPE OF CONTROL ____
STUDY DATE 4-30-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CU
REMARKS ____

TIME PERIODS

	:00	:15	:30	:45
4:00	1	2	1	4
5:00			2	1

TOTALS: 16 / 12

	1	7	
2		4	3

4:00			
5:00	4		2

TOTALS: 0 / 8

4:00			
5:00	1		1

TOTALS: 1 / 2

N

Roosevelt

Palm

4:00			
5:00			2

TOTALS

			1

4:00			
5:00			

TOTALS: 4 / 2

4			
		2	

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PEDESTRIAN CROSSING VOLUME COUNT

LOCATION Roosevelt + Mcmillan / 5th
COUNTY Monroe CITY Key West TYPE OF CONTROL
STUDY DATE 5-4-90 TIME: FROM 4 AM/PM TO 6 AM/PM OBSERVER CC.
REMARKS

:00 :15 :30 :45

TIME PERIODS

	:00	:15	:30	:45	TOTALS
4:00		1	1		4
5:00	4		1		9

	:00	:15	:30	:45	TOTALS
			1	1	
	1			3	

TOTALS

TOTALS

N

Mcmillan

Roosevelt

TOTALS

TOTALS

TRUCK PERCENTAGES

US-1 LEVEL OF SERVICE ANALYSIS

CITY OF KEY WEST

TRUCK PERCENTAGES

INTERSECTION	APPROACH NB	SB	EB	WB
Whitehead/Fleming	1%	2%	2%	-
Whitehead/Southard	3%	3%	1%	4%
Whitehead/Truman	3%	1%	4%	2%
Duval/Truman	1%	2%	2%	1%
Simonton/Truman	2%	1%	3%	1%
Windsor/Truman	2%	2%	1%	1%
Grinnell/Truman	2%	0%	1%	1%
White/Truman	2%	5%	2%	3%
Eisenhower/Truman	2%	2%	2%	2%
Palm/N. Roosevelt	3%	1%	3%	2%
5th Street/N.Roosevelt	3%	-	2%	2%
Kennedy/N. Roosevelt	2%	2%	2%	2%
US1/N. Roosevelt	-	2%	2%	2%

INTERSECTION DELAY MEASUREMENT

INTERSECTION DELAY STUDY
FIELD SHEET

Location WHITEHEAD + FLEMING Approach WHITEHEAD Movement N + S

Date 5-1-90 Weather Clear Study No. _____ Observer C.L.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	6:02 -	0	0	1	0		
		0	0	1	1		
		0	0	0	0		
		0	0	0	0		
		0	0	0	5		
SB	6:07	6	0	0	0		
		0	0	1	1		
		0	0	1	0		
		3	0	0	0		
		1	2	0	0		
	NB	0	0	2	6		
Subtotal	SB	10	2	2	1		
Total		NB = 8 SB = 15					

Total Delay = Total Number Stopped x Sampling Interval

$$\frac{NB}{SB} = \frac{8}{15} \times 15 = \frac{120}{225} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\frac{NB}{SB} = \frac{120 / (305/12)}{225 / (196/12)} = \frac{4.7}{13.8} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY
FIELD SHEET

Location WHITEHEAD + FLEMING Approach FLEMING Movement EBND

Date 5-1-90 Weather Clear Study No. _____ Observer C. U.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	6:11	3	0	0	0		
		0	3	0	0		
		1	1	2	2		
		0	0	1	1		
		2	0	0	2		
Subtotal	EB	6	4	3	5		
Total		18					

Total Delay = Total Number Stopped x Sampling Interval

EB = 18 x 15 = 270 veh-sec

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

= 270 / (354/12) = 9.2 sec

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

INTERSECTION DELAY STUDY
FIELD SHEET

Location Southard + WHITEHEAD Approach WHITEHEAD Movement N+S

Date 5-1-90 Weather Clear Study No. _____ Observer C.C.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	5:46	1	2	3	1		
		0	1	2	1		
		1	2	2	3		
		0	1	4	1		
		2	3	2	0		
SB	5:37	1	1	2	0		
		0	0	4	2		
		4	2	0	0		
		2	2	0	2		
		0	1	2	4		
	NB	4	9	13	6		
Subtotal	SB	7	6	8	8		
Total		NB=32 SB=29					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{32}{29} \times 15 = \frac{480}{435} \text{ veh-sec}$$

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{480/(204/12)}{435/(305/12)} = \frac{28.2}{17.1} \text{ sec}$$

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location Southard + WHITEHEAD Approach Southard Movement E+W

Date 5-1-90 Weather Clear Study No. _____ Observer CC.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	5:30	2	2	0	0		
		2	3	0	1		
		1	2	3	0		
		0	0	1	0		
		0	0	0	0		
WB	5:23	2	0	0	0		
		1	3	0	2		
		0	1	3	2		
		0	0	1	3		
		2	2	2	1		
	EB	5	7	4	1		
Subtotal	WB	5	6	6	8		
Total		EB-17 WB-25					

Total Delay = Total Number Stopped x Sampling Interval

EB/WB = 17/25 x 15 = 255/375 veh-sec

Average Delay per Stopped Vehicle = Total Delay / Number of Stopped Vehicles

= _____ = _____ sec

Average Delay per Approach Vehicle = Total Delay / Approach Volume

EB/WB = 255/(122/12) / 375/(218/12) = 25.1 / 20.6 sec

Percent of Vehicles Stopped = Number of Stopped Vehicles / Approach Volume = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location WHITEHEAD + TRUMAN Approach Whitehead Movement N+S

Date 5-2-90 Weather Clear Study No. _____ Observer CC.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	3:45	4	0	0	0		
		1	0	0	2		
		0	3	0	0		
		2	2	1	3		
		6	1	2	3		
SB	3:50	2	0	0	1		
		1	0	1	0		
		0	0	1	0		
		0	1	1	2		
		1	2	0	2		
	NB	13	6	3	8		
Subtotal	SB	4	3	3	5		
Total		NB = 30		SB = 15			

Total Delay = Total Number Stopped x Sampling Interval

NB = 30 / SB 15 x 15 = 450 / 225 veh-sec

Average Delay per Stopped Vehicle = Total Delay / Number of Stopped Vehicles

= _____ = _____ sec

Average Delay per Approach Vehicle = Total Delay / Approach Volume

NB / SB = 450/(203/12) / 225/(419/12) = 26.6 / 6.4 sec

Percent of Vehicles Stopped = Number of Stopped Vehicles / Approach Volume = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location Whitehead + Truman Approach Truman Movement E + W

Date 5-2-90 Weather Clear Study No. _____ Observer C.C.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	4:00	0	0	0	1		
		1	0	1	0		
		1	0	0	0		
		0	0	0	1		
		1	1	2	0		
WB	4:05	0	1	0	0		
		0	0	0	1		
		3	4	6	2		
		2	2	0	0		
		0	0	2	1		
	EB	3	1	3	2		
Subtotal	WB	5	7	8	4		
Total		EB = 9 WB = 24					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{9}{24} \times 15 = \frac{135}{360} \text{ veh-sec}$$

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{135/(69/12)}{360/(235/12)} = \frac{23.5}{18.4} \text{ sec}$$

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location Duval + Truman Approach Duval Movement N+S

Date 5-2-90 Weather Clear Study No. _____ Observer CU.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	4:30	0	1	0	0		
		0	1	0	0		
		0	2	0	0		
		2	0	0	0		
		1	0	0	1		
SB		0	1	2	0		
		0	0	2	0		
		0	5	4	0		
		0	4	2	0		
		0	3	0	0		
	NB	3	4	0	1		
Subtotal	SB	0	13	10	0		
Total		NB = 8 SB = 23					

Total Delay = Total Number Stopped x Sampling Interval

$$\frac{NB}{SB} = \frac{8}{23} \times 15 = \frac{120}{345} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\frac{NB}{SB} = \frac{120/(169/12)}{345/(294/12)} = \frac{8.5}{14.1} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY
FIELD SHEET

Location Duval + Truman Approach Truman Movement E+W

Date 5-2-90 Weather Clear Study No. _____ Observer C.U.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	3:45	1	1	0	0		
		0	0	1	1		
		6	6	0	0		
		0	1	1	2		
		3	0	0	2		
WB	3:51	2	3	0	0		
		0	0	3	0		
		0	0	2	2		
		0	0	0	0		
		0	0	0	0		
	EB	10	8	2	8		
Subtotal	WB	2	3	5	2		
Total		EB=28 WB=12					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{28}{12} \times 15 = \frac{420}{180} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{420/(231/12)}{180/(312/12)} = \frac{21.8}{6.9} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY
FIELD SHEET

Location TRUMAN + Simonton Approach Simonton Movement N+S

Date 5-3-90 Weather Clear Study No. _____ Observer C.U.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
		8	8	0	0		
NB	3:45	2	3	4	0		
		0	0	1	3		
		7	0	1	2		
		3	5	0	0		
SB	4:00	7	0	0	3		
		1	4	8	0		
		0	2	6	0		
		0	3	0	0		
		0	2	3	0		
	NB	20	16	6	5		
Subtotal	SB	8	11	17	3		
Total		NB = 47 SB = 39					

Total Delay = Total Number Stopped x Sampling Interval

NB = 47 x 15 = 705 veh-sec
SB 39 585

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

NB = 705/(253/12) = 33.4 sec
SB 585/(385/12) 18.2

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location TRUMAN + SIMONTON Approach TRUMAN Movement E+W

Date 5-3-90 Weather Clear Study No. _____ Observer CU.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
		2	0	0	0		
EB	6:01	0	0	1	2		
		0	0	0	0		
		0	2	2	0		
		0	0	2	3		
WB	3:45	0	7	5	8		
		8	0	0	2		
		7	10	0	0		
		0	4	6	0		
		6	7	8	0		
	EB	2	2	5	5		
Subtotal	WB	21	28	19	10		
Total		EB=14 WB=78					

Total Delay = Total Number Stopped x Sampling Interval

EB = 14 x 15 = 210 veh-sec
WB 78 1170

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

EB = 210/(282/12) = 8.9 sec
WB 1170/(454/12) 30.9

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

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INTERSECTION DELAY STUDY

FIELD SHEET

Location TRUMAN & GRINNELL Approach GRINNELL Movement N + S

Date 5-4-90 Weather Clear Study No. _____ Observer CU.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	3:40	1	1	0	0		
		0	0	0			
		0	0	0	0		
		0	0	0	0		
		0	0	0	0		
	5:23	0	0	0	0		
SB		0	0	0	0		
		0	0	0	1		
		1	2	0	0		
		0	0	0	0		
	NB	1	1	0	0		
Subtotal	SB	1	2	0	1		
Total		NB = 2 SB = 4					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{2}{4} \times 15 = \frac{30}{60} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{30/(42/12)}{60/(27/12)} = \frac{8.6}{26.7} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY
FIELD SHEET

Location TRUMAN + GRINNELL Approach TRUMAN Movement E+W

Date 5-4-90 Weather Clear Study No. _____ Observer _____

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	3:45	0	0	3	4		
		0	0	0	9		
		3	0	0	2		
		6	0	0	0		
		1	0	0	0		
WB	3:51	0	0	0	0		
		0	0	1	0		
		0	0	3	0		
		0	0	2	3		
		0	0	0	3		
	Subtotal EB	10	0	3	15		
	Subtotal WB	0	0	6	6		
	Total	EB=28 WB=12					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{28}{12} \times 15 = \frac{420}{180} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\begin{matrix} EB \\ WB \end{matrix} = \frac{420/(538/12)}{180/(568/12)} = \frac{9.4}{3.8} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY
FIELD SHEET

Location WHITE + TRUMAN Approach WHITE Movement N+S

Date 5-3-90 Weather Clear Study No. _____ Observer CC

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	3:50	4	6	3	5		
		6	2	0	3		
		3	1	1	1		
		3	5	0	2		
		3	1	2	3		
SB	3:55	4	0	2	3		
		4	1	0	1		
		5	6	2	1		
		0	2	3	0		
		1	2	2	4		
	NB	19	15	6	14		
Subtotal	SB	14	11	9	9		
Total		NB = 54 SB = 43					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{54}{43} \times 15 = \frac{810}{645} \text{ veh-sec}$$

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Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{810/(395/12)}{645/(376/12)} = \frac{24.6}{20.6} \text{ sec}$$

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

INTERSECTION DELAY STUDY
FIELD SHEET

Location WHITE + TRUMAN Approach TRUMAN Movement E+W

Date 5-3-90 Weather Clear Study No. _____ Observer CC

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	4:00	6	7	5	2		
		2	1	3	0		
		1	1	3	6		
		4	0	3	5		
		7	7	4	0		
WB	4:05	3	4	4	2		
		4	2	5	9		
		6	2	0	8		
		11	6	4	3		
		3	3	3	0		
	EB	20	16	18	13		
Subtotal	WB	27	17	16	22		
Total		EB = 67 WB = 82					

Total Delay = Total Number Stopped x Sampling Interval

EB/WB = 67/82 x 15 = 1005/1230 veh-sec

Average Delay per Stopped Vehicle = Total Delay / Number of Stopped Vehicles

= _____ = _____ sec

Average Delay per Approach Vehicle = Total Delay / Approach Volume

EB/WB = 1005/(541/12) / 1230/(560/12) = 22.3 / 26.4 sec

Percent of Vehicles Stopped = Number of Stopped Vehicles / Approach Volume = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location N. Roosevelt + Palm Approach PALM Movement N + S

Date 4/30/90 Weather Clear Study No. _____ Observer CU.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
	6:00 - 6:05	3	3	0	0		
NB		2	1	2	0		
		0	0	1	1		
		0	1	0	0		
		1	0	1	1		
	6:10 - 6:15	14	11	7	7		
SB		11	14	7	7		
		5	6	7	9		
		5	3	0	1		
		4	3	3	1		
	NB	6	5	4	2		
	SB	39	37	24	25		
Subtotal							
Total		NB = 17 SB = 125					

Total Delay = Total Number Stopped x Sampling Interval

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{17}{125} \times 15 = \frac{255}{1875} \text{ veh-sec}$$

$$\text{Average Delay per Stopped Vehicle} = \frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$$

$$= _____ = _____ \text{ sec}$$

$$\text{Average Delay per Approach Vehicle} = \frac{\text{Total Delay}}{\text{Approach Volume}}$$

$$\begin{matrix} NB \\ SB \end{matrix} = \frac{255/(282/12)}{1875/(766/12)} = \frac{10.9}{29.4} \text{ sec}$$

$$\text{Percent of Vehicles Stopped} = \frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}} = _____ = _____ \text{ percent}$$

INTERSECTION DELAY STUDY

FIELD SHEET

Location N. Roosevelt + Palm Approach N. Roosevelt Movement E+W

Date 4-30-90 Weather Clear Study No. _____ Observer CU.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	6:21 - 6:26	4	13	14	6		
		0	3	7	9		
		11	0	0	4		
		9	10	0	0		
		0	6	7	12		
WB	6:16 - 6:20	10	0	3	5		
		7	15	0	0		
		1	2	4	9		
		0	0	3	3		
		8	6	0	0		
	EB	24	32	28	31		
Subtotal	WB	26	23	10	17		
Total		EB = 115 WB = 76					

Total Delay = Total Number Stopped x Sampling Interval

EB / WB = 115 / 76 x 15 = 1725 / 1140 veh-sec

Average Delay per Stopped Vehicle = Total Delay / Number of Stopped Vehicles

= _____ = _____ sec

Average Delay per Approach Vehicle = Total Delay / Approach Volume

EB / WB = 1725/(968/12) / 1140/(1330/12) = 21.4 / 10.3 sec

Percent of Vehicles Stopped = Number of Stopped Vehicles / Approach Volume = _____ = _____ percent

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INTERSECTION DELAY STUDY

FIELD SHEET

Location Roosevelt + McMillan (5th) Approach McMillan Movement NB

Date 5-4-90 Weather Clear Study No. _____ Observer CC.

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
NB	3:43	0	2	1	1		
		2	1	2	3		
		4	0	1	0		
		2	0	0	1		
		5	1	1	2		
Subtotal		13	4	5	7		
Total		29					

Total Delay = Total Number Stopped x Sampling Interval

NB = 29 x 15 = 435 veh-sec

Average Delay per Stopped Vehicle = $\frac{\text{Total Delay}}{\text{Number of Stopped Vehicles}}$

= _____ = _____ sec

Average Delay per Approach Vehicle = $\frac{\text{Total Delay}}{\text{Approach Volume}}$

NB = 435/(212/12) = 24.6 sec

Percent of Vehicles Stopped = $\frac{\text{Number of Stopped Vehicles}}{\text{Approach Volume}}$ = _____ = _____ percent

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INTERSECTION DELAY STUDY
FIELD SHEET

Location Roosevelt + McMillan (5th) Approach Roosevelt Movement E + W

Date 5-4-90 Weather Clear Study No. _____ Observer CC,

	Time (minute starting at)	Total Number of Vehicles Stopped in the Approach at Time:				Approach Volume	
		+0 sec	+15 sec	+30 sec	+45 sec	Number Stopped	Number Not Stopping
EB	3:50	7	5	0	0		
		8	1	0	2		
		9	2	0	0		
		4	0	0	0		
		0	0	5	7		
WB	3:55	12	11	10	2		
		1	7	4	0		
		7	14	2	1		
		5	8	0	1		
		2	5	1	1		
Subtotal	EB	28	8	5	9		
	WB	27	45	17	5		
Total		EB=50 WB=94					

Total Delay = Total Number Stopped x Sampling Interval

EB = 50 x 15 = 750 veh-sec
WB = 94 x 15 = 1410 veh-sec

Average Delay per Stopped Vehicle = Total Delay / Number of Stopped Vehicles

= _____ = _____ sec

Average Delay per Approach Vehicle = Total Delay / Approach Volume

EB = 750/(1567 112) = 5.7 sec
WB = 1410/(1234 112) = 13.7 sec

Percent of Vehicles Stopped = Number of Stopped Vehicles / Approach Volume = _____ = _____ percent

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TRAVEL TIME & DELAY DATA
SEGMENT LENGTH DATA

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-5-90 D.O.W: SAT RUN: 1 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 12:40 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	3 : 8	188	62	22.8	34.0	22.8	34.0
3	N ROOSEVELT & 5TH	4120	4 :49	101	10	27.7	30.8	25.0 MPH	28.6 MPH
	N ROOSEVELT & PALM	1650	5 :27	38	0	29.5	29.5		
	TRUMAN & EISENHOWER	1630	6 :29	62	15	17.9	23.6		
	TRUMAN & WHITE	1250	7 :18	49	8	17.4	20.7		
	TRUMAN & GRINNELL	880	7 :50	32	0	18.7	18.7		
2	TRUMAN & WINDSOR	815	8 :16	26	0	21.3	21.3		
	TRUMAN & SIMONTON	1020	9 :50	94	60	7.4	20.4	13.1 MPH	19.0 MPH
	TRUMAN & DUVALL	530	10 :20	30	5	12.0	14.4		
	WHITEHEAD & TRUMAN	445	10 :45	25	6	12.1	15.9		
	WHITEHEAD & SOUTHARD	1640	12 : 3	78	17	14.3	18.3	15.2 MPH	18.5 MPH
1	WHITEHEAD & FLEMMING	505	12 :21	18	0	19.1	19.1		

AVERAGE:	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
MPH 4-3	24.0	30.9
MPH 4-2	19.7	26.5
MPH 4-1	19.1	25.3

TRANSPORT ANALYSIS INC.. KEY WEST SPEED ANALYSIS

DATE: 5-5-90 D.O.W: SAT RUN: 2 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 12:57 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :20	20	0	17.2	17.2	13.8 MPH	17.2 MPH
1									
	WHITEHEAD & TRUMAN	1640	1 :46	86	21	13.0	17.2		
	TRUMAN & DUVAL	445	2 :46	60	40	5.0	15.0		
	TRUMAN & SIMONTON	530	3 :30	44	20	8.2	15.0		
	TRUMAN & WINDSOR	1020	3 :56	26	0	26.7	26.7		
2	TRUMAN & GRINNELL	815	4 :50	54	0	10.3	10.3		
	TRUMAN & WHITE	880	5 :41	51	15	11.7	16.6	11.9 MPH	17.0 MPH
	TRUMAN & EISENHOWER	1250	6 :29	48	10	17.7	22.4		
	N. ROOSEVELT & PALM	1630	7 :36	67	25	16.5	26.4		
3	N. ROOSEVELT & 5TH	1650	8 :33	57	20	19.7	30.3	23.5 MPH	30.9 MPH
	N. ROOSEVELT & KENNEDY	4120	10 : 3	90	0	31.1	31.1		
4	N. ROOSEVELT & US 1	6300	12 :45	162	35	26.5	33.7	26.5 MPH	33.7 MPH

AVERAGE:	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
MPH 1-2	12.4	17.0
MPH 1-3	16.3	21.8
MPH 1-4	18.5	24.4

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-5-90 D.O.W: SAT RUN: 3 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 1:10 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4									
	N ROOSEVELT & KENNEDY	6300	3 : 8	188	60	22.8	33.5	22.8	33.5
3	N ROOSEVELT & 5TH	4120	4 :25	77	0	36.4	36.4	26.9 MPH	30.1 MPH
	N ROOSEVELT & PALM	1650	5 :38	73	20	15.4	21.2		
	TRUMAN & EISENHOWER	1630	6 :15	37	0	30.0	30.0		
	TRUMAN & WHITE	1250	6 :51	36	0	23.6	23.6		
	TRUMAN & GRINNELL	880	7 :22	31	0	19.3	19.3		
2	TRUMAN & WINDSOR	815	8 : 9	47	12	11.8	15.8		
	TRUMAN & SIMONTON	1020	9 :44	95	59	7.3	19.3	14.1 MPH	20.0 MPH
	TRUMAN & DUVALL	530	10 : 5	21	0	17.2	17.2		
	WHITEHEAD & TRUMAN	445	10 :14	9	0	33.6	33.6		
	WHITEHEAD & SOUTHARD	1640	11 :27	73	15	15.3	19.2	12.9 MPH	16.6 MPH
1	WHITEHEAD & FLEMMING	505	12 : 7	40	10	8.6	11.5		

AVERAGE:		
MPH 4-3	24.9	31.6
MPH 4-2	20.7	27.4
MPH 4-1	19.4	25.7

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-5-90 D.O.W: SAT RUN: 4 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 1:30 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :35	35	0	9.8	9.8	12.6 MPH	15.5 MPH
1	WHITEHEAD & TRUMAN	1640	1 :56	81	22	13.8	18.9		
	TRUMAN & DUVAL	445	2 :27	31	12	9.8	15.9		
	TRUMAN & SIMONTON	530	3 : 5	38	16	9.5	16.4		
	TRUMAN & WINDSOR	1020	3 :34	29	0	23.9	23.9		
2	TRUMAN & GRINNELL	815	4 :13	39	15	14.2	23.1		
	TRUMAN & WHITE	880	4 :47	34	0	17.6	17.6	12.2 MPH	21.0 MPH
	TRUMAN & EISENHOWER	1250	6 :31	104	72	8.2	26.6		
	N. ROOSEVELT & PALM	1630	7 :13	42	0	26.4	26.4		
3	N. ROOSEVELT & 5TH	1650	7 :57	44	0	25.5	25.5	27.1 MPH	27.7 MPH
	N. ROOSEVELT & KENNEDY	4120	9 :38	101	5	27.7	29.2		
4	N. ROOSEVELT & US 1	6300	12 :10	152	24	28.2	33.5	28.2 MPH	33.5 MPH

AVERAGE:		
MPH 1-2	12.3	19.0
MPH 1-3	17.0	22.6
MPH 1-4	19.4	25.1

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-9-90 D.O.W: WED RUN: 5 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 2:22 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :29	29	0	11.8	11.8	15.7 MPH	15.7 MPH
1	WHITEHEAD & TRUMAN	1640	1 :33	64	0	17.4	17.4		
	TRUMAN & DUVAL	445	1 :55	22	0	13.8	13.8		
	TRUMAN & SIMONTON	530	2 :48	53	20	6.8	10.9		
	TRUMAN & WINDSOR	1020	3 :31	43	0	16.1	16.1		
2	TRUMAN & GRINNELL	815	4 : 5	34	0	16.3	16.3	13.9 MPH	15.9 MPH
	TRUMAN & WHITE	880	4 :38	33	0	18.1	18.1		
	TRUMAN & EISENHOWER	1250	5 :34	56	10	15.2	18.5		
	N. ROOSEVELT & PALM	1630	6 :50	76	25	14.6	21.7		
3	N. ROOSEVELT & 5TH	1650	7 :45	55	13	20.4	26.7	24.1 MPH	29.4 MPH
	N. ROOSEVELT & KENNEDY	4120	9 : 3	78	0	35.9	35.9		
4	N. ROOSEVELT & US 1	6300	11 :12	129	0	33.2	33.2	33.2 MPH	33.2 MPH

AVERAGE:		
MPH 1-2	14.4	15.9
MPH 1-3	18.1	20.7
MPH 1-4	21.0	23.4

TRANSPORT ANALYSIS INC.. KEY WEST SPEED ANALYSIS

DATE: 5-9-90 D.O.W: WED RUN: 6 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 2:36 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	2 : 0	120	0	35.7	35.7	35.7	35.7
3	N ROOSEVELT & 5TH	4120	3 :18	78	0	35.9	35.9	24.6 MPH	30.5 MPH
	N ROOSEVELT & PALM	1650	4 :44	86	40	13.1	24.4		
	TRUMAN & EISENHOWER	1630	5 :25	41	0	27.0	27.0		
	TRUMAN & WHITE	1250	6 : 0	35	0	24.3	24.3		
	TRUMAN & GRINNELL	880	6 :58	58	13	10.3	13.3		
2	TRUMAN & WINDSOR	815	7 :28	30	0	18.5	18.5		
	TRUMAN & SIMONTON	1020	8 : 5	37	0	18.8	18.8	14.7 MPH	16.6 MPH
	TRUMAN & DUVALL	530	8 :42	37	9	9.7	12.9		
	WHITEHEAD & TRUMAN	445	9 :14	32	5	9.5	11.2		
	WHITEHEAD & SOUTHARD	1640	10 :23	69	0	16.2	16.2	15.2 MPH	15.2 MPH
1	WHITEHEAD & FLEMMING	505	10 :50	27	0	12.7	12.7		

AVERAGE:		
MPH 4-3	28.7	32.7
MPH 4-2	22.9	26.0
MPH 4-1	21.8	24.3

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-10-90 D.O.W: THURS RUN: 7 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 9:44 AM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :38	38	10	9.0	12.3	16.4 MPH	18.5 MPH
1	WHITEHEAD & TRUMAN	1640	1 :29	51	0	21.9	21.9		
	TRUMAN & DUVAL	445	2 :27	58	34	5.2	12.6		
	TRUMAN & SIMONTON	530	3 :10	43	14	8.4	12.4		
	TRUMAN & WINDSOR	1020	3 :40	30	0	23.1	23.1		
2	TRUMAN & GRINNELL	815	4 :25	45	13	12.3	17.3		
	TRUMAN & WHITE	880	4 :52	27	0	22.2	22.2	14.0 MPH	18.8 MPH
	TRUMAN & EISENHOWER	1250	5 :29	37	0	23.0	23.0		
	N. ROOSEVELT & PALM	1630	6 : 3	34	0	32.6	32.6		
3	N. ROOSEVELT & 5TH	1650	6 :36	33	0	34.0	34.0	32.1 MPH	32.1 MPH
	N. ROOSEVELT & KENNEDY	4120	8 : 6	90	0	31.1	31.1		
4	N. ROOSEVELT & US 1	6300	10 :17	131	0	32.7	32.7	32.7 MPH	32.7 MPH

AVERAGE:		
MPH 1-2	14.6	18.7
MPH 1-3	20.3	23.7
MPH 1-4	22.9	25.9

TRANSPORT ANALYSIS INC.. KEY WEST SPEED ANALYSIS

DATE: 5-10-90 D.O.W: THURS RUN: 8 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 9:57 AM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	2 : 7	127	0	33.7	33.7	33.7	33.7
3	N ROOSEVELT & 5TH	4120	3 :24	77	0	36.4	36.4	26.6 MPH	30.7 MPH
	N ROOSEVELT & PALM	1650	4 :33	69	25	16.3	25.5		
	TRUMAN & EISENHOWER	1630	5 :16	43	0	25.8	25.8		
	TRUMAN & WHITE	1250	5 :46	30	0	28.3	28.3		
	TRUMAN & GRINNELL	880	6 :29	43	13	13.9	20.0		
2	TRUMAN & WINDSOR	815	6 :57	28	0	19.8	19.8		
	TRUMAN & SIMONTON	1020	7 :37	40	0	17.3	17.3	16.6 MPH	20.1 MPH
	TRUMAN & DUVALL	530	7 :57	20	0	18.0	18.0		
	WHITEHEAD & TRUMAN	445	8 :38	41	22	7.4	15.9		
	WHITEHEAD & SOUTHARD	1640	10 :10	92	39	12.1	21.0	12.8 MPH	19.5 MPH
1	WHITEHEAD & FLEMMING	505	10 :32	22	0	15.6	15.6		

AVERAGE:		
MPH 4-3	29.5	32.0
MPH 4-2	24.5	27.7
MPH 4-1	22.4	26.5

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-11-90 D.O.W: FRI RUN: 9 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 3:28 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	2 : 1	121	0	35.4	35.4	35.4	35.4
3	N ROOSEVELT & 5TH	4120	3 :22	81	0	34.6	34.6	23.5 MPH	32.1 MPH
	N ROOSEVELT & PALM	1650	4 :57	95	57	11.8	29.5		
	TRUMAN & EISENHOWER	1630	5 :35	38	0	29.2	29.2		
	TRUMAN & WHITE	1250	6 :15	40	5	21.3	24.3		
	TRUMAN & GRINNELL	880	7 : 4	49	12	12.2	16.2		
2	TRUMAN & WINDSOR	815	7 :35	31	0	17.9	17.9		
	TRUMAN & SIMONTON	1020	9 :24	109	65	6.4	15.8	11.9 MPH	17.4 MPH
	TRUMAN & DUVALL	530	9 :45	21	0	17.2	17.2		
	WHITEHEAD & TRUMAN	445	10 :18	33	8	9.2	12.1		
	WHITEHEAD & SOUTHARD	1640	11 :34	76	20	14.7	19.9	13.0 MPH	16.6 MPH
1	WHITEHEAD & FLEMMING	505	12 :10	36	4	9.5	10.7		

AVERAGE:		
MPH 4-3	27.8	33.5
MPH 4-2	20.5	26.9
MPH 4-1	19.4	25.3

TRANSPORT ANALYSIS INC.. KEY WEST SPEED ANALYSIS

DATE: 5-18-90 D.O.W: FRI RUN:10 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 5:44 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :48	48	26	7.2	15.6	14.6 MPH	19.7 MPH
1									
	WHITEHEAD & TRUMAN	1640	1 :40	52	0	21.5	21.5		
	TRUMAN & DUVAL	445	2 :25	45	21	6.7	12.6		
	TRUMAN & SIMONTON	530	3 :25	60	30	6.0	12.0		
	TRUMAN & WINDSOR	1020	4 :16	51	18	13.6	21.0		
2	TRUMAN & GRINNELL	815	4 :43	27	0	20.5	20.5		
	TRUMAN & WHITE	880	5 :37	54	20	11.1	17.6	12.2 MPH	18.1 MPH
	TRUMAN & EISENHOWER	1250	6 :15	38	0	22.4	22.4		
	N. ROOSEVELT & PALM	1630	7 :28	73	29	15.2	25.2		
3	N. ROOSEVELT & 5TH	1650	8 :33	65	0	17.3	17.3	19.0 MPH	24.7 MPH
	N. ROOSEVELT & KENNEDY	4120	10 :40	127	32	22.1	29.5		
4	N. ROOSEVELT & US 1	6300	12 :51	131	15	32.7	36.9	32.7 MPH	36.9 MPH

AVERAGE:	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
MPH 1-2	12.9	18.5
MPH 1-3	15.4	21.2
MPH 1-4	18.3	24.4

TRANSPORT ANALYSIS INC.. KEY WEST SPEED ANALYSIS

DATE: 5-18-90 D.O.W: FRI RUN:11 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 6:03 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	1 :55	115	0	37.3	37.3	37.3	37.3
3	N ROOSEVELT & 5TH	4120	3 :22	87	4	32.2	33.8	22.9 MPH	28.6 MPH
	N ROOSEVELT & PALM	1650	4 :38	76	30	14.8	24.4		
	TRUMAN & EISENHOWER	1630	5 :35	57	10	19.5	23.6		
	TRUMAN & WHITE	1250	6 :32	57	5	14.9	16.4		
	TRUMAN & GRINNELL	880	7 :28	56	21	10.7	17.1		
2	TRUMAN & WINDSOR	815	8 : 5	37	5	15.0	17.3		
	TRUMAN & SIMONTON	1020	9 :11	66	26	10.5	17.3	11.4 MPH	16.4 MPH
	TRUMAN & DUVALL	530	9 :46	35	10	10.3	14.4		
	WHITEHEAD & TRUMAN	445	10 :30	44	23	6.9	14.4		
	WHITEHEAD & SOUTHARD	1640	11 :23	53	0	21.0	21.0	21.5 MPH	21.5 MPH
1	WHITEHEAD & FLEMMING	505	11 :38	15	0	22.9	22.9		

AVERAGE:		
MPH 4-3	27.8	32.0
MPH 4-2	20.1	25.6
MPH 4-1	20.3	25.1

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-20-90 D.O.W: SUN RUN:12 WEATHER: CLEAR

STARTING LOCATION: N ROOSEVELT & US 1 DIRECTION: WESTBOUND

EXACT START TIME: 2:08 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
4	N ROOSEVELT & KENNEDY	6300	1 :55	115	0	37.3	37.3	37.3	37.3
3	N ROOSEVELT & 5TH	4120	3 :16	81	0	34.6	34.6	32.3 MPH	32.3 MPH
	N ROOSEVELT & PALM	1650	3 :52	36	0	31.2	31.2		
	TRUMAN & EISENHOWER	1630	4 :31	39	0	28.4	28.4		
	TRUMAN & WHITE	1250	5 :33	62	20	13.7	20.2		
	TRUMAN & GRINNELL	880	6 : 2	29	0	20.6	20.6		
2	TRUMAN & WINDSOR	815	6 :25	23	0	24.1	24.1		
	TRUMAN & SIMONTON	1020	7 :19	54	8	12.8	15.1	14.5 MPH	17.2 MPH
	TRUMAN & DUVALL	530	7 :47	28	0	12.9	12.9		
	WHITEHEAD & TRUMAN	445	8 :23	36	9	8.4	11.2		
	WHITEHEAD & SOUTHARD	1640	9 :42	79	24	14.1	20.3	14.7 MPH	19.5 MPH
1	WHITEHEAD & FLEMMING	505	10 : 2	20	0	17.2	17.2		

AVERAGE:		
MPH 4-3	34.4	34.4
MPH 4-2	25.2	27.2
MPH 4-1	23.5	26.1

TRANSPORT ANALYSIS INC., KEY WEST SPEED ANALYSIS

DATE: 5-20-90 D.O.W: SUN RUN:13 WEATHER: CLEAR

STARTING LOCATION: WHITEHEAD & FLEMMING DIRECTION: EASTBOUND

EXACT START TIME: 2:20 PM

SEGMENT	LOCATION	DISTANCE	ELAPSED TIME MIN:SEC	NET SECONDS TIME	SECONDS DELAY TIME	TRAVEL SPEED	RUNNING SPEED	AVERAGE SEGMENT TRAVEL SPEED	AVERAGE SEGMENT RUNNING SPEED
	WHITEHEAD & SOUTHARD	505	0 :19	19	0	18.1	18.1	14.9 MPH	17.6 MPH
1	WHITEHEAD & TRUMAN	1640	1 :38	79	15	14.1	17.4		
	TRUMAN & DUVAL	445	2 :30	52	28	5.8	12.6		
	TRUMAN & SIMONTON	530	2 :50	20	0	18.0	18.0		
	TRUMAN & WINDSOR	1020	3 :17	27	0	25.7	25.7		
2	TRUMAN & GRINNELL	815	3 :53	36	9	15.4	20.5		
	TRUMAN & WHITE	880	4 :34	41	7	14.6	17.6	16.1 MPH	20.4 MPH
	TRUMAN & EISENHOWER	1250	5 : 7	33	0	25.8	25.8		
	N. ROOSEVELT & PALM	1630	6 :20	73	28	15.2	24.6		
3	N. ROOSEVELT & 5TH	1650	7 :20	60	8	18.7	21.6	20.1 MPH	28.4 MPH
	N. ROOSEVELT & KENNEDY	4120	9 :18	118	38	23.8	35.0		
4	N. ROOSEVELT & US 1	6300	11 :26	128	11	33.5	36.6	33.5 MPH	36.6 MPH

AVERAGE:		
MPH 1-2	15.7	19.4
MPH 1-3	17.7	23.2
MPH 1-4	20.6	26.1

JN 0100
CITY OF KEY WEST
MAY 1990

CITY OF KEY WEST
US 1 LOS & CAPACITY ANALYSES

SEGMENT	INTERSECTION	℄ DISTANCE BETWEEN INT. (FT)	SEGMENT DISTANCE (FEET)
	WHITEHEAD & FLEMING		
1	WHITEHEAD & SOUTHARD	505	2,145
	WHITEHEAD & TRUMAN	1,640	
	TRUMAN & DUVAL	445	
	TRUMAN & SIMONTON	530	
2	TRUMAN & WINDSOR	1,020	4940
	TRUMAN & GRINNELL	815	
	TRUMAN & WHITE	880	
	TRUMAN & EISENHOWER	1,250	
	N. ROUTE & PALM	1,630	
3	N. ROUTE & 5TH	1,650	7,400
	N ROUTE & KENNEDY	4,120	
4	N. ROUTE & US 1	6,300	6,300

FDOT PERMANENT COUNT STATION VOLUMES
FDOT WEEKLY ADJUSTMENT FACTORS

27 R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28 S	98	93	44	27	45	56	144	243	389	546	767	864	820	780	732	583	528	438	340	252	206	170	149	120	8434
29 M	56	47	27	35	44	84	256	441	528	531	712	768	681	730	737	683	760	663	488	345	240	172	141	107	9276
30 T	87	43	30	35	41	86	244	430	522	514	714	731	671	713	667	664	762	677	515	324	263	187	155	130	9205
31 W	76	50	32	29	58	107	258	408	498	535	636	691	618	701	747	769	784	678	535	388	278	184	179	134	9366

INSUFFICIENT DATA AVAILABLE FOR CALCULATION OF MONTHLY AVERAGES NUMBER OF GOOD DAYS 18 TOTAL MONTHLY COUNT = 181636

DATE 03/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1,KEYWEST,N CITY LIMITS CCW KEY
LOCATION: COUNTY 90 SECTION 010 SUBSECTION 000 MILEPOST 4.3 STATE ROAD 00005 US ROAD 00001

DY MN	D Y	1 *****	2 *****	3 *****	4 *****	5 *****	6 *****	7 *****	8 *****	9 *****	10 *****	11 *****	12 *****	13 *****	14 *****	15 *****	16 *****	17 *****	18 *****	19 *****	20 *****	21 *****	22 *****	23 *****	24 *****	DAILY COUNT
1	M	768	716	512	357	252	186	217	366	498	672	777	992	1035	1002	987	1036	1094	1041	1026	728	587	450	385	301	15987
2	T	173	121	81	43	61	113	399	1022	739	928	1108	1235	1415	1347	1431	1423	1726	1862	1466	1137	809	746	483	428	20296
3	W	228	137	103	61	79	105	388	1019	768	851	1002	1202	1319	1330	1323	1470	1703	1935	1392	1010	758	665	487	389	19724
4	R	224	155	101	68	78	142	421	1057	782	868	1009	1206	1334	1251	1297	1420	1717	1832	1311	1025	776	638	477	375	19564
5	F	240	126	110	75	81	138	447	1040	792	876	1025	1170	1296	1307	1332	1389	1739	1758	1441	1038	773	753	567	461	19974
6	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	M	312	255	188	134	122	154	392	839	741	859	959	1092	1213	1193	1200	1352	1494	1482	1148	846	677	539	406	308	17905E
9	T	198	100	52	61	54	123	463	1110	895	861	911	1143	1327	1262	1259	1501	1618	1866	1200	957	683	568	449	282	18943
10	W	178	108	81	55	70	128	434	1135	849	865	1002	1161	1337	1260	1272	1466	1679	1797	1325	976	752	663	477	331	19401E
11	R	173	115	106	79	64	144	439	1083	826	828	917	1095	1279	1262	1177	1443	1710	1701	1219	1019	673	638	490	344	18824
12	F	150	125	101	50	63	127	435	1167	872	986	977	1091	1382	1318	1331	1544	1712	1721	1422	1005	862	718	575	495	20227
13	A	308	245	166	136	128	138	251	507	620	873	1103	1204	1293	1259	1261	1329	1372	1214	1145	944	789	658	540	485	17968
14	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	M	184	113	87	54	75	141	294	599	687	927	1058	1128	1237	1251	1255	1450	1530	1445	1114	881	722	558	456	306	17552
16	T	176	113	67	48	76	143	496	1191	938	945	1054	1142	1408	1345	1355	1540	1724	1851	1279	987	727	570	481	334	19990
17	W	151	95	69	60	62	139	453	1213	873	901	1014	1162	1386	1228	1283	1518	1713	1738	1307	972	742	637	465	312	19493
18	R	185	106	77	56	58	139	445	1082	945	903	1003	1089	1268	1262	1308	1522	1684	1695	1289	999	745	714	531	355	19360
19	F	198	119	101	58	58	127	473	1191	875	930	1051	1144	1404	1329	1279	1583	1731	1757	1383	1008	802	750	609	515	20475
20	A	385	252	161	130	141	155	250	566	719	874	1048	1149	1203	1234	1214	1281	1196	1068	1118	898	748	738	605	509	17642
21	S	341	242	178	142	121	99	196	390	541	779	870	1045	1215	1185	1052	1097	1096	975	1011	750	557	542	390	285	15099
22	M	161	92	67	57	81	154	503	1166	865	935	1013	1148	1334	1322	1270	1483	1701	1764	1207	844	670	549	379	298	19063
23	T	146	94	81	52	67	127	467	1178	900	876	921	1139	1299	1265	1223	1478	1640	1760	1307	919	705	659	527	385	19214
24	W	178	108	81	55	70	128	434	1135	849	865	1002	1161	1337	1260	1272	1466	1679	1797	1326	976	752	663	477	331	19401E
25	R	243	114	84	54	77	131	440	1161	865	926	995	1109	1296	1235	1240	1409	1562	1511	1164	935	813	738	635	488	19225
26	F	295	170	103	72	82	140	483	1142	901	941	1055	1190	1379	1434	1432	1493	1746	1696	1335	1053	772	739	530	454	20647
27	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	S	333	189	174	140	106	86	200	359	483	718	799	999	1095	1086	1137	1117	1165	870	718	585	534	564	390	258	14105
29	M	136	100	84	67	79	134	553	1221	912	903	986	1098	1244	1196	1286	1439	1650	1678	1243	929	727	600	403	327	18995
30	T	158	79	63	41	58	135	426	1248	877	891	928	1101	1344	1227	1267	1392	1620	1653	1338	921	702	614	425	304	18812
31	W	155	92	70	43	68	141	461	1173	906	843	989	1120	1306	1221	1211	1411	1621	1717	1277	946	756	686	479	292	18984

WEEKDAY AVERAGE = 19267 SATURDAY AVERAGE = 17805 SUNDAY AVERAGE = 14602 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 450163
MONTHLY AVERAGE = 18756

"E"=====> COUNT IS AN ESTIMATE

DATE 0 1/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 5 LANE: 0
DESCRIPTION: US-1,KEYWEST,N CITY LIMITS COW KEY
LOCATION: COUNTY 90 SECTION 010 SUBSECTION 000 MILEPOST 4.3 STATE ROAD-00005-US ROAD-00001

DY OF MO	DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	M	293	245	161	139	110	119	219	345	509	659	748	945	1015	942	865	1026	1053	974	881	603	466	347	320	186	13170
2	T	133	54	45	47	51	132	501	1210	1409	1269	1366	1563	1728	1645	1361	1529	1801	1476	1134	617	508	407	365	251	20772
3	W	119	66	48	57	54	119	542	1277	1329	1194	1265	1438	1568	1474	1322	1387	1650	1377	1041	688	548	462	368	234	19627
4	R	122	92	43	43	51	128	518	1260	1337	1149	1209	1403	1458	1387	1306	1407	1591	1297	1015	729	493	413	322	302	19080
5	F	161	74	46	58	70	142	545	1267	1373	1182	1241	1240	1456	1266	1295	1427	1618	1423	1029	828	663	544	505	381	19834
6	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	M	154	114	83	72	67	137	446	1118	1131	1036	1076	1246	1256	1191	1145	1299	1423	1192	988	638	486	368	338	197	17201E
9	T	119	57	37	29	49	143	568	1581	1421	1119	1210	1313	1408	1358	1262	1420	1640	1173	938	718	470	417	400	211	19066
10	W	123	65	45	42	50	134	555	1486	1417	1184	1243	1388	1445	1319	1272	1446	1642	1311	1062	720	521	419	373	208	19450E
11	R	119	56	50	37	58	132	579	1583	1375	1089	1191	1306	1290	1186	1256	1401	1668	1288	1034	702	520	409	368	231	18928
12	F	96	76	51	45	56	127	566	1622	1424	1205	1178	1449	1385	1352	1396	1546	1762	1463	1112	874	695	634	593	322	21029
13	A	204	105	86	104	87	126	281	574	866	1032	1211	1400	1493	1540	1556	1479	1354	1279	1062	796	609	467	461	336	18508
14	S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	M	121	57	53	41	52	125	468	974	1111	1126	1199	1346	1386	1296	1261	1263	1296	1192	1092	676	479	387	376	179	17566
16	T	121	61	55	45	61	130	566	1648	1521	1282	1260	1396	1380	1330	1334	1463	1793	1241	1083	731	455	401	415	221	19993
17	W	105	66	43	29	50	140	565	1581	1477	1190	1295	1418	1405	1267	1285	1553	1637	1276	1052	728	493	377	379	188	19599
18	R	112	76	53	33	44	146	608	1575	1489	1110	1227	1296	1274	1189	1280	1477	1683	1273	1034	792	514	420	429	227	19361
19	F	116	65	43	48	59	160	615	1622	1463	1195	1180	1328	1348	1348	1352	1501	1825	1464	1166	903	650	577	555	347	20930
20	A	216	115	86	67	72	133	282	593	830	1044	1212	1391	1431	1282	1268	1326	1222	1259	1081	973	609	519	523	294	17828
21	S	194	107	84	83	68	116	199	445	699	884	942	977	1173	1015	1013	1109	1064	1025	939	654	487	372	285	193	14127
22	M	120	63	68	53	52	151	568	1591	1442	1247	1169	1341	1350	1298	1207	1478	1702	1318	981	615	470	355	299	248	19186
23	T	98	62	47	45	59	141	566	1671	1396	1142	1197	1338	1360	1213	1274	1451	1626	1257	1149	774	472	415	336	262	19351
24	W	103	65	45	42	50	134	555	1486	1417	1184	1243	1388	1445	1319	1272	1446	1642	1311	1062	720	521	419	373	208	19450E
25	R	129	78	48	43	54	144	538	1563	1407	1156	1238	1366	1295	1233	1199	1308	1454	1189	1056	774	555	413	396	223	18859
26	F	190	101	50	60	65	134	504	1286	1375	1167	1362	1476	1540	1470	1430	1499	1805	1370	1096	765	668	549	507	339	20808
27	A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	S	179	139	73	60	85	106	181	422	676	912	986	962	1113	1046	971	1035	1027	822	646	470	396	473	272	167	13189
29	M	82	80	49	56	52	154	529	1562	1462	1113	1187	1350	1273	1229	1247	1427	1640	1285	996	656	527	382	356	176	18870
30	T	84	59	36	31	48	146	590	1688	1379	1138	1283	1309	1401	1220	1174	1361	1554	1231	986	717	463	411	359	207	18875
31	W	86	64	45	40	47	142	557	1600	1446	1167	1168	1307	1362	1216	1208	1397	1640	1279	1093	743	521	419	373	203	19123

WEEKDAY AVERAGE = 19201 SATURDAY AVERAGE = 18168 SUNDAY AVERAGE = 13658 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 447679
MONTHLY AVERAGE = 18653

"E"=====> COUNT IS AN ESTIMATE

DATE 0 1/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 1990

COUNTY NAME: DADE STATION: 0178 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1, SOUTH OF GRANADA BLVD.,MIAMI
LOCATION: COUNTY 87 SECTION 030 SUBSECTION 000 MILEPOST 3.98 STATE ROAD-00005-US ROAD-00001

DY OF MO	DAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	M	1054	1397	1162	805	640	473	[illegible]																		

26 M	78	47	29	47	49	103	250	446	543	579	852	1010	871	809	868	792	861	761	555	377	258	199	168	135	10687
27 T	61	46	29	38	56	91	234	461	540	684	777	910	756	805	761	770	868	758	577	365	265	219	159	114	10344
28 W	58	54	34	30	60	79	260	453	555	587	788	738	709	776	801	763	807	740	554	388	297	219	198	143	10091

WEEKDAY AVERAGE = 11212 SATURDAY AVERAGE = 14195 SUNDAY AVERAGE = 11852 NUMBER OF GOOD DAYS 25 TOTAL MONTHLY COUNT = 294801
MONTHLY AVERAGE = 11792

"E"=====> COUNT IS AN ESTIMATE

DATE 03/28/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1,KEYWEST,200' E OF COW KEY BRG.#00000170
LOCATION: COUNTY 90 SECTION 010 SUBSECTION 000 MILEPOST 4.184 STATE ROAD 00005 US ROAD 00001

DY MN	D Y	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	R	182	106	76	66	71	135	456	1134	839	988	966	1112	1243	1207	1253	1498	1566	1764	1321	1018	714	623	509	352	19199
2	F	179	109	101	60	72	142	406	1160	849	907	1023	1154	1364	1349	1326	1637	1690	1822	1414	1085	843	737	556	487	20472
3	A	346	209	211	116	133	148	220	494	622	923	1071	1072	1210	1188	1218	1237	1200	1120	1083	990	741	627	584	480	17243
4	S	348	255	169	155	113	99	193	390	503	696	903	1052	1160	1135	1096	1131	1161	1006	979	845	611	505	342	295	15142
5	M	160	95	91	66	63	149	456	1145	855	926	999	1221	1364	1316	1320	1559	1727	1866	1312	957	762	608	364	299	19680
6	T	144	96	78	53	73	153	440	1159	871	887	996	1123	1323	1283	1351	1563	1795	1886	1351	1031	686	666	457	301	19766
7	W	155	111	66	53	59	152	444	1192	893	872	984	1034	1288	1246	1242	1423	1676	1735	1357	990	799	665	447	299	19182
8	R	176	116	84	72	59	144	455	1225	918	915	979	1104	1337	1201	1244	1526	1670	1738	1307	1071	784	849	484	386	19844
9	F	190	115	82	65	64	141	477	1151	911	938	994	1146	1405	1320	1360	1521	1702	1807	1388	1122	803	813	640	505	20660
10	A	329	255	198	120	147	155	248	528	667	931	1044	1098	1248	1168	1157	1178	1324	1132	1122	1083	788	677	537	493	17627
11	S	358	224	192	138	129	102	191	361	509	773	945	1155	1247	1251	1268	1256	1532	975	1001	748	514	484	320	250	15923
12	M	141	74	51	46	61	121	448	1169	907	963	1042	1164	1303	1356	1412	1587	1769	1944	1452	1053	860	673	445	312	20353
13	T	179	113	85	58	79	140	476	1185	889	931	1033	1190	1498	1373	1361	1651	1786	1901	1365	1082	803	714	505	321	20718E
14	W	168	96	82	66	58	121	434	1221	912	926	1068	1285	1469	1353	1384	1582	1788	1850	1431	1107	935	802	516	424	21078
15	R	176	116	87	71	74	142	470	1196	891	932	999	1164	1306	1250	1313	1577	1699	1779	1337	1100	789	750	502	372	20092E
16	F	179	133	98	72	81	116	464	1159	941	982	1112	1220	1470	1381	1417	1607	1829	1827	1499	1164	902	825	612	552	21642
17	A	372	251	211	157	139	141	272	557	583	940	1055	1138	1342	1141	1177	1292	1277	1215	1105	1055	869	779	691	535	18294
18	S	378	266	188	163	127	104	196	394	840	762	919	1090	1155	1178	1125	1233	1274	1188	1021	922	728	596	420	391	16658
19	M	224	137	85	81	80	161	325	663	745	970	1078	1171	1396	1303	1375	1453	1591	1587	1196	1048	837	664	459	343	18972
20	T	202	133	85	59	91	124	523	1236	910	989	1089	1250	1407	1466	1370	1687	1753	1937	1400	1091	872	741	543	354	21312
21	W	168	110	80	52	65	142	461	1206	920	926	1030	1168	1364	1311	1311	1536	1726	1813	1345	1072	877	712	482	346	20223E
22	R	171	127	102	76	91	147	500	1230	915	893	1053	1276	1339	1342	1442	1706	1860	1836	1384	1210	870	777	513	377	21237
23	F	186	134	101	91	86	137	527	1202	998	953	1087	1284	1351	1404	1453	1887	1762	1776	1430	1071	814	648	507	487	21376
24	A	324	195	182	144	144	149	259	557	670	938	1063	1165	1307	1356	1271	1420	1410	1268	1295	1280	963	765	595	480	19200
25	S	341	248	173	163	143	134	208	404	539	751	874	1108	1204	1206	1164	1291	1356	1201	996	925	637	553	401	291	16311
26	M	183	85	93	56	84	116	488	1114	912	882	1064	1185	1354	1325	1369	1533	1696	1799	1320	1019	820	648	423	318	19886E
27	T	192	110	91	61	72	142	466	1161	886	916	1013	1196	1365	1370	1362	1703	1809	1880	1343	1125	851	734	515	308	20671
28	W	181	122	93	38	79	154	506	1204	956	979	1037	1186	1334	1334	1306	1604	1713	1854	1246	1120	897	670	483	315	20411

WEEKDAY AVERAGE = 20365 SATURDAY AVERAGE = 18091 SUNDAY AVERAGE = 16008 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 462253
MONTHLY AVERAGE = 19260

"E"=====> COUNT IS AN ESTIMATE

DATE 03/28/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 5 LANE: 0
DESCRIPTION: US-1,KEYWEST,200' E OF CON KEY BRG.#00000170
LOCATION: COUNTY-90-SECTION-010-SUBSECTION-000-MILEPOST-4.184-STATE ROAD-00005-US ROAD-00001

DY MN	D Y	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	R	105	59	57	40	48	143	569	1642	1420	1121	1155	1370	1356	1246	1227	1439	1668	1286	1086	783	517	433	403	191	19364
2	F	110	82	53	50	52	160	575	1649	1480	1217	1238	1466	1395	1382	1443	1455	1682	1426	1142	868	652	579	493	350	20999
3	A	211	129	92	55	82	133	320	597	889	1068	1113	1251	1302	1414	1279	1266	1305	1228	1122	814	606	509	439	392	17616
4	S	204	126	69	83	82	94	223	476	663	937	1017	1047	1119	1028	1055	1082	1003	1007	967	660	434	410	285	180	14251
5	M	106	64	59	55	48	134	547	1633	1469	1251	1287	1447	1480	1419	1304	1539	1689	1272	1029	672	509	358	350	194	19915
6	T	120	68	45	43	53	131	546	1630	1410	1154	1364	1507	1541	1383	1420	1478	1718	1286	1049	703	454	369	324	250	20046
7	W	93	58	45	34	43	151	545	1604	1443	1147	1225	1365	1328	1238	1221	1447	1642	1308	1091	708	516	401	380	225	19258
8	R	101	69	53	47	40	148	594	1696	1393	1203	1228	1370	1369	1252	1302	1432	1648	1366	1130	818	559	441	420	230	19909
9	F	116	67	42	45	61	144	601	1615	1437	1163	1253	1501	1455	1377	1432	1520	1714	1463	1166	948	673	583	525	347	21248
10	A	192	126	109	61	83	141	298	637	858	1094	1268	1354	1492	1380	1300	1317	1301	1216	1046	812	653	493	448	363	18042
11	S	210	110	90	70	90	104	224	451	665	968	1080	1195	1246	1218	1104	1080	972	834	826	558	424	371	273	178	14343
12	M	115	52	47	33	48	135	552	1633	1423	1220	1348	1547	1600	1417	1466	1586	1811	1348	1126	740	513	441	364	195	20760
13	T	126	73	47	42	57	147	591	1670	1454	1234	1388	1577	1572	1439	1422	1515	1737	1330	1076	763	506	402	370	255	20793E
14	W	100	53	29	46	40	146	571	1617	1379	1319	1347	1652	1537	1465	1494	1583	1679	1413	1234	885	558	460	376	247	21230
15	R	113	71	55	48	45	155	585	1651	1435	1184	1266	1436	1436	1311	1308	1475	1671	1340	1115	812	544	441	414	221	20132E
16	F	128	76	60	56	61	156	589	1637	1455	1236	1392	1548	1545	1494	1504	1645	1617	1446	1246	973	731	588	484	457	22124
17	A	256	141	95	69	111	137	327	602	898	1194	1215	1373	1504	1428	1322	1425	1238	1291	1127	897	724	571	479	392	18816
18	S	184	116	96	89	77	116	226	509	675	995	1034	1252	1310	1267	1134	1155	1153	1174	921	696	565	447	352	248	15791
19	M	145	83	63	52	69	149	494	936	1157	1174	1286	1540	1553	1472	1323	1417	1400	1230	1149	807	563	404	330	281	19077
20	T	137	83	52	40	67	153	621	1730	1497	1346	1464	1596	1589	1477	1434	1576	1815	1401	1071	786	557	444	388	250	21574
21	W	97	62	38	40	44	155	581	1624	1442	1238	1302	1498	1431	1347	1358	1499	1674	1365	1132	795	540	427	381	232	20302E
22	R	133	85	56	56	46	174	593	1614	1493	1227	1414	1569	1584	1434	1394	1553	1698	1368	1130	836	555	449	419	242	21122
23	F	133	73	77	63	60	154	629	1684	1535	1265	1332	1448	1546	1424	1502	1803	1710	1332	1114	805	644	526	428	403	21690
24	A	202	121	88	86	89	142	329	641	948	1094	1325	1401	1511	1518	1545	1586	1471	1390	1065	938	637	558	462	352	19499
25	S	230	110	77	60	77	111	222	479	704	939	1125	1219	1389	1219	1140	1133	1161	1090	912	692	504	365	280	209	15447
26	M	126	64	39	46	66	157	594	1614	1503	1249	1395	1511	1544	1436	1364	1514	1633	1283	1101	740	528	401	348	223	20479E
27	T	121	68	44	43	51	158	607	1651	1455	1201	1335	1627	1586	1456	1412	1492	1679	1302	1107	799	507	392	398	264	20755
28	W	98	76	40	39	48	169	628	1651	1504	1247	1335	1477	1429	1337	1360	1467	1701	1375	1072	791	547	420	388	225	20424

WEEKDAY AVERAGE = 20593 SATURDAY AVERAGE = 18493 SUNDAY AVERAGE = 14958 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 463300
MONTHLY AVERAGE = 19304

"E"=====> COUNT IS AN ESTIMATE

DATE 03/28/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 1990

COUNTY NAME: DADE STATION: 0178 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1, SOUTH OF GRANADA BLVD.,MIAMI
LOCATION: COUNTY-87-SECTION-030-SUBSECTION-000-MILEPOST-3.975-STATE ROAD-00005-US ROAD-00001

DY MN	D Y	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	R	514	230	170	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

26 M	97	50	39	30	15	139	275	524	547	815	897	794	878	752	825	719	776	741	534	371	265	205	183	138	10809
27 T	86	42	34	38	48	103	279	510	544	644	748	823	711	614	714	605	774	706	573	372	262	236	177	118	9761
28 W	102	44	38	36	60	103	274	471	585	611	770	724	757	685	754	692	732	769	538	329	296	216	196	133	9915
29 R	108	66	37	38	59	87	266	488	528	643	689	698	784	725	806	677	850	733	609	417	307	265	220	161	10261
30 F	129	72	53	43	61	107	304	489	498	630	737	879	859	754	877	901	943	1024	839	756	677	481	431	247	12791
31 A	227	161	106	85	97	140	303	553	739	995	1206	1263	1235	1196	1083	954	955	861	795	590	445	364	297	227	14877E

WEEKDAY AVERAGE = 11494 SATURDAY AVERAGE = 14871 SUNDAY AVERAGE = 11874 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 359856

MONTHLY AVERAGE = 11995

"E"=====> COUNT IS AN ESTIMATE

DATE 05/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1,KEYWEST,200' E OF COW KEY BRG.#00000170
LOCATION: COUNTY 90 SECTION 010 SUBSECTION 000 MILEPOST 4.184 STATE ROAD 00005 US ROAD 00001

DY MN	D Y	1 *****	2 *****	3 *****	4 *****	5 *****	6 *****	7 *****	8 *****	9 *****	10 *****	11 *****	12 *****	13 *****	14 *****	15 *****	16 *****	17 *****	18 *****	19 *****	20 *****	21 *****	22 *****	23 *****	24 *****	DAILY COUNT
1	R	199	111	100	61	71	155	495	1203	887	912	1020	1125	1371	1320	1333	1544	1722	1842	1326	1104	840	702	481	350	20274
2	F	186	131	123	79	96	145	490	1142	848	949	1054	1123	1381	1289	1371	1643	1750	1798	1361	1129	909	777	594	479	20847
3	A	401	273	211	175	153	146	286	553	709	936	1096	1133	1231	1244	1227	1236	1263	1194	1025	1072	846	753	638	538	18339E
4	S	388	276	216	194	139	106	212	437	529	788	881	1036	1198	1195	1180	1224	1253	1173	1004	910	691	605	420	354	16409E
5	M	195	143	115	89	78	136	518	1137	854	907	1015	1211	1324	1288	1278	1558	1841	1927	1366	1031	839	695	494	365	20404
6	T	229	142	127	85	79	136	481	1162	824	940	1033	1201	1297	1278	1304	1633	1781	1841	1333	1123	894	808	517	361	20609
7	W	233	155	115	97	80	133	485	1137	912	923	1015	1192	1343	1448	1352	1548	1765	1966	1331	1141	955	829	550	393	21098
8	R	222	164	128	119	106	155	467	1161	856	982	1097	1235	1382	1440	1415	1618	1817	1913	1357	1116	834	767	514	401	21266
9	F	237	160	127	117	105	128	490	1161	950	965	1017	1187	1377	1352	1389	1684	1902	1914	1349	1240	900	785	648	601	21785
10	A	429	276	214	186	155	139	281	548	748	910	1129	934	1096	1262	1220	1296	1331	1222	1101	1081	857	784	621	542	18362
11	S	399	297	221	184	156	117	219	476	510	762	931	1116	1177	1229	1174	1244	1263	1144	1034	932	705	602	434	333	16659
12	M	218	144	140	105	93	153	522	1205	900	920	1065	1169	1370	1333	1385	1589	1783	1900	1369	1107	866	765	576	414	21091
13	T	226	162	160	100	96	147	477	1122	892	987	1049	1246	1399	1295	1392	1669	1819	1976	1255	1260	937	786	601	411	21464
14	W	257	195	140	95	99	143	522	1191	931	970	1049	1094	1334	1383	1399	1660	1751	1966	1362	1224	920	866	566	450	21567
15	R	272	172	144	119	119	159	532	1190	911	1004	1059	1279	1422	1404	1475	1632	1741	1898	1319	1197	953	822	579	450	21852
16	F	266	203	124	111	138	152	513	1233	947	967	1086	1272	1416	1424	1476	1627	1754	1840	1356	1224	878	926	692	589	22214
17	A	418	267	227	179	145	141	289	552	720	993	1142	1188	1260	1241	1267	1272	1328	1284	1035	1093	877	743	660	557	18878
18	S	426	320	224	217	138	106	191	424	547	789	819	983	1286	1210	1248	1268	1329	1298	1038	921	711	611	447	393	16944
19	M	232	172	141	122	98	127	533	1198	892	927	963	1184	1286	1274	1323	1595	1681	1901	1326	1080	913	760	517	425	20670
20	T	236	191	172	111	120	129	526	1161	858	875	1014	1244	1374	1377	1347	1653	1893	2095	1525	1253	920	776	549	384	21783
21	W	257	194	152	119	113	129	503	1136	867	921	955	1200	1357	1305	1398	1667	1914	1923	1415	1250	985	815	574	445	21594
22	R	262	196	201	150	121	151	486	1161	873	909	1034	1084	1366	1339	1351	1605	1857	1951	1324	1199	871	790	610	413	21304
23	F	273	196	144	131	138	150	473	1210	902	877	1020	1254	1401	1370	1418	1670	1830	1865	1360	1203	969	909	737	556	22056
24	A	390	291	230	201	164	131	282	572	701	895	1087	1281	1284	1270	1280	1193	1243	1190	1010	1182	810	749	639	531	18606
25	S	340	212	202	181	124	95	227	410	531	812	893	1008	1131	1147	1119	1160	1167	1076	941	877	658	602	378	336	15627
26	M	172	121	86	75	67	141	513	1198	869	850	1016	1134	1333	1290	1325	1504	1694	1872	1225	1024	798	705	480	356	19848
27	T	191	108	76	69	88	124	509	1193	790	874	926	1072	1276	1244	1256	1535	1625	1737	1263	1046	836	707	525	355	19425
28	W	191	120	85	56	65	132	523	1153	882	899	941	1087	1283	1260	1340	1655	1724	1779	1225	946	826	687	493	324	19676
29	R	172	121	95	84	81	117	516	1243	824	850	944	1094	1330	1284	1316	1515	1618	1794	1196	1080	848	746	594	377	19839
30	F	214	135	106	79	85	106	522	1080	843	952	1076	1190	1372	1374	1465	1469	1648	1703	1316	1102	845	804	685	545	20716
31	A	367	259	171	135	146	174	292	541	667	946	1027	1127	1282	1202	1139	1183	1149	1078	953	930	841	734	631	520	17494

WEEKDAY AVERAGE = 20971 SATURDAY AVERAGE = 18335 SUNDAY AVERAGE = 16410 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 583952

MONTHLY AVERAGE = 20136

"E"=====> COUNT IS AN ESTIMATE

DATE 05/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 1990

COUNTY NAME: MONROE STATION: 0165 DIRECTION: 5 LANE: 0
DESCRIPTION: US-1,KEYWEST,200' E OF COW KEY BRG.#00000170
LOCATION: COUNTY 90 SECTION 010 SUBSECTION 000 MILEPOST 4.184 STATE ROAD 00005 US ROAD 00001

DY MN	D Y	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	R	105	71	44	50	47	167	605	1620	1422	1157	1254	1420	1474	1406	1365	1578	1758	1270	1109	762	524	418	427	235	20288
2	F	135	75	61	62	65	143	649	1633	1444	1286	1274	1386	1432	1356	1432	1481	1717	1444	1122	987	747	596	547	327	21401
3	A	249	242	100	84	86	145	353	626	929	1138	1231	1409	1410	1300	1270	1314	1292	1283	1156	943	705	595	495	387	18742E
4	S	214	135	93	93	80	120	237	493	691	959	1104	1152	1227	1224	1147	1090	1150	1107	1001	754	570	437	343	252	15673E
5	M	120	74	72	48	60	155	594	1665	1421	1213	1342	1468	1626	1475	1446	1588	1734	1293	1054	817	546	438	400	282	20931
6	T	130	75	52	48	46	162	644	1693	1440	1220	1358	1511	1377	1414	1244	1492	1749	1349	1128	916	589	492	410	270	20809
7	W	122	72	62	52	59	157	615	1707	1370	1277	1365	1525	1464	1381	1417	1584	1690	1443	1227	864	571	490	413	236	21163
8	R	126	82	59	51	60	161	632	1667	1464	1201	1368	1627	1514	1503	1449	1530	1676	1306	1112	769	600	465	430	278	21130
9	F	155	72	72	47	78	160	625	1673	1412	1200	1385	1523	1518	1501	1422	1595	1727	1521	1250	1029	735	607	551	389	22247
10	A	231	160	98	91	89	163	373	663	961	1158	1269	1434	1456	1232	1345	1448	1400	1364	1214	955	748	617	486	401	19356
11	S	224	137	102	104	101	154	237	535	718	984	1137	1133	1235	1199	1174	1142	1172	1132	1011	759	593	438	362	243	16026
12	M	124	104	67	70	56	165	645	1754	1514	1244	1410	1539	1567	1462	1385	1581	1805	1393	1171	828	589	470	442	243	21628
13	T	142	63	71	55	60	184	682	1722	1440	1271	1450	1588	1515	1466	1464	1503	1727	1417	1231	926	576	467	441	307	21768
14	W	147	73	53	53	68	165	622	1636	1502	1213	1433	1613	1651	1421	1389	1489	1732	1427	1200	873	602	498	450	242	21552
15	R	145	73	56	63	69	138	647	1685	1494	1270	1438	1507	1588	1377	1398	1483	1874	1434	1128	912	612	506	397	318	21612
16	F	164	85	64	63	85	175	626	1679	1485	1279	1323	1476	1496	1505	1487	1462	1732	1472	1336	982	746	644	571	403	22340
17	A	253	165	116	101	85	135	367	604	945	1245	1262	1509	1439	1363	1274	1353	1313	1340	1147	1011	720	718	541	393	19400
18	S	239	164	86	102	82	105	243	486	691	963	1103	1278	1320	1343	1192	1128	1172	1158	1021	783	588	466	341	274	16328
19	M	128	94	84	63	74	170	639	1715	1428	1306	1413	1470	1358	1352	1250	1568	1713	1426	1225	897	662	531	470	276	21312
20	T	114	71	55	57	61	171	595	1708	1425	1278	1450	1603	1679	1536	1622	1616	1736	1416	1164	859	601	557	475	232	22081
21	W	113	87	56	51	86	145	617	1632	1409	1256	1426	1634	1569	1432	1460	1569	1707	1453	1238	882	632	522	431	263	21670
22	R	162	86	70	76	82	159	605	1677	1461	1219	1269	1488	1476	1339	1317	1531	1692	1476	1192	854	616	552	444	275	21118
23	F	126	68	66	45	70	178	636	1593	1508	1204	1365	1484	1452	1434	1373	1529	1627	1552	1193	1026	758	606	558	387	21838
24	A	261	141	88	87	88	143	345	605	928	1115	1201	1345	1415	1377	1264	1256	1314	1270	1086	878	662	537	440	404	18250
25	S	178	105	91	74	56	102	231	457	665	931	1072	1044	1126	1130	1074	999	1107	1030	971	721	528	407	325	238	14662
26	M	106	70	48	52	51	168	626	1683	1482	1162	1191	1431	1431	1371	1335	1477	1679	1308	1064	782	580	423	358	215	20093
27	T	122	74	42	53	52	159	673	1687	1443	1148	1152	1364	1241	1231	1191	1378	1695	1252	1150	824	513	442	363	218	19467
28	W	114	72	38	47	46	170	611	1632	1395	1187	1245	1384	1388	1358	1218	1467	1592	1253	1049	670	568	390	360	219	19473
29	R	120	77	43	55	61	155	608	1660	1370	1116	1170	1400	1404	1282	1292	1412	1654	1286	1090	848	609	451	413	252	19828
30	F	122	75	64	55	60	167	629	1409	1442	1259	1228	1431	1595	1456	1370	1433	1547	1362	1165	905	669	610	508	336	20897
31	A	250	502	96	56	80	139	327	630	880	1034	1190	1349	1329	1229	1196	1197	1142	1159	1177	927	689	509	514	351	17952

WEEKDAY AVERAGE = 21120 SATURDAY AVERAGE = 18739 SUNDAY AVERAGE = 15672 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 586620
MONTHLY AVERAGE = 20228

"E"=====> COUNT IS AN ESTIMATE

DATE 05/01/90

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 1990

COUNTY NAME: DADE STATION: 0178 DIRECTION: 1 LANE: 0
DESCRIPTION: US-1, SOUTH OF GRANADA BLVD.,MIAMI
LOCATION: COUNTY 87 SECTION 030 SUBSECTION 000 MILEPOST 3.975 STATE ROAD 00005 US ROAD 00001

DY MN	D Y	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY COUNT
1	R	484	260	154	127	144	496	1608	2885	2973	3347	2750	2535	2645	2497	2715	2774	2546	2476	2294	2139	1563	1610	1409	917	43348
2	F	546	337	219	146	160	472	2610	4394	3208	2725	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TRC0187

FLORIDA DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION SYSTEM STATISTICS
COUNTY/WEEKLY FACTOR REPORT
1990

DATE= 10/09/89 TIME= 17.05.44

DISTRICT: 6 - SIXTH

July 1st/87

WEEK1	WEEK2	WEEK3	WEEK4	WEEK5	WEEK6	WEEK7	WEEK8	WEEK9	WEEK10	WEEK11	WEEK12	WEEK13	WEEK14	WEEK15	WEEK16	WEEK17	WEEK18
WEEK19	WEEK20	WEEK21	WEEK22	WEEK23	WEEK24	WEEK25	WEEK26	WEEK27	WEEK28	WEEK29	WEEK30	WEEK31	WEEK32	WEEK33	WEEK34	WEEK35	WEEK36
WEEK37	WEEK38	WEEK39	WEEK40	WEEK41	WEEK42	WEEK43	WEEK44	WEEK45	WEEK46	WEEK47	WEEK48	WEEK49	WEEK50	WEEK51	WEEK52	WEEK53	WEEK54

June/90

COUNTY: 87 - DADE CATG: 00 - GENERAL COUNTY-WIDE

1.05	1.05	1.04	1.04	1.03	1.02	1.02	1.03	1.03	1.04	1.04	1.03	1.03	1.02	1.01	1.01	1.02	1.02
1.03	1.03	1.03	1.03	1.04	1.04	1.05	1.05	1.06	1.07	1.07	1.07	1.08	1.08	1.08	1.08	1.08	1.09
1.09	1.09	1.09	1.08	1.08	1.08	1.08	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.06	1.06	1.05

COUNTY: 90 - MONROE CATG: 00 - GENERAL COUNTY-WIDE

.91	.90	.91	.91	.92	.93	.91	.89	.88	.86	.84	.85	.86	.87	.88	.89	.90	.90
.91	.92	.94	.96	.98	1.00	1.01	1.02	1.03	1.04	1.06	1.08	1.10	1.12	1.14	1.15	1.16	1.18
1.19	1.15	1.11	1.06	1.02	1.01	1.00	.99	.98	.97	.96	.95	.94	.93	.92	.92	.91	.90

$$AADT = \frac{\text{RAW COUNT}}{\text{Mo/WKY FACTOR.}}$$

WEEK 1 = JUL 1 / 1989

INTERSECTION LOS ANALYSES
EXISTING CONDITIONS

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..FLEMING/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING COUNT

	VOLUMES				:	GEOMETRY					
	EB	WB	NB	SB	:		EB	WB		NB		SB
LT	110	0	0	20	:	L	14.0	12.0	TR	11.0	LT	11.0
TH	140	0	210	162	:	TR	14.0	12.0		12.0		12.0
RT	104	0	95	0	:		12.0	12.0		12.0		12.0
RR	0	0	0	0	:		12.0	12.0		12.0		12.0
					:		12.0	12.0		12.0		12.0
					:		12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	0	0	0.74	8	Y	10.8	3
WB	0.00	0.00	N	0	0	0.90	18	Y	10.8	3
NB	0.00	1.00	N	0	0	0.94	47	Y	12.3	3
SB	0.00	2.00	Y	0	0	0.86	46	Y	12.3	3

SIGNAL SETTINGS CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD	X			
GREEN		15.0	0.0	0.0	0.0	GREEN		35.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.368	0.283	13.3	B	15.1	C
	TR	0.726	0.283	15.9	C		
NB	TR	0.356	0.617	3.7	A	3.7	A
SB	LT	0.226	0.617	3.3	A	3.3	A

INTERSECTION: Delay = 9.0 (sec/veh) V/C = 0.472 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..SOUTHARD/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	45	45	27	0	:	LR	12.0	L	11.0	LT	11.0	TR	11.0
TH	0	82	175	254	:		12.0	TR	11.0		12.0		12.0
RT	104	81	0	50	:		12.0		12.0		12.0		12.0
RR	50	10	0	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.62	7	N	8.1	3
WB	0.00	4.00	Y	0	0	0.87	15	N	8.1	3
NB	0.00	3.00	N	0	0	0.85	49	N	11.1	3
SB	0.00	3.00	Y	0	0	0.76	46	N	11.1	3

SIGNAL SETTINGS CYCLE LENGTH = 59.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X			
	TH						TH	X			
	RT		X				RT				
	PD						PD	X			
WB	LT	X				SB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		7.0	7.0	0.0	0.0	GREEN		30.0	0.0	0.0	0.0
YELLOW		5.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LR	0.723	0.153	21.7	C	21.7	C
WB	L	0.235	0.153	16.8	C	24.8	C
	TR	0.810	0.153	27.1	D		
NB	LT	0.274	0.542	4.7	A	4.7	A
SB	TR	0.545	0.542	6.2	B	6.2	B

INTERSECTION: Delay = 12.4 (sec/veh) V/C = 1.024 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES					GEOMETRY						
	EB	WB	NB	SB	:	EB		WB		NB		SB
LT	5	12	15	130	:	LTR	11.0	LTR	10.0	LTR	15.0	LTR 12.0
TH	50	127	159	277	:		12.0		12.0		12.0	12.0
RT	13	81	28	12	:		12.0		12.0		12.0	12.0
RR	0	0	0	0	:		12.0		12.0		12.0	12.0
					:		12.0		12.0		12.0	12.0
					:		12.0		12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.71	12	Y	9.3	3
WB	0.00	1.00	N	0	0	0.68	8	Y	9.3	3
NB	0.00	3.00	N	0	0	0.81	23	Y	8.0	3
SB	0.00	1.00	N	0	0	0.66	16	Y	8.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 44.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		15.0	0.0	0.0	0.0	GREEN		19.0	0.0	0.0	0.0
YELLOW		6.0	0.0	0.0	0.0	YELLOW		4.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.155	0.409	5.3	B	5.3	B
WB	LTR	0.559	0.409	7.2	B	7.2	B
NB	LTR	0.320	0.455	5.0	B	5.0	B
SB	LTR	0.923	0.455	18.3	C	18.3	C

INTERSECTION: Delay = 12.1 (sec/veh) V/C = 0.751 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/DUVAL
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	17	166	34	14	:	LTR	11.0	LTR	13.0	LT	8.0	LTR	15.0
TH	200	111	120	167	:		12.0		12.0	TR	8.0		12.0
RT	13	34	7	103	:		12.0		12.0		12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.80	18	Y	10.8	3
WB	0.00	1.00	N	0	0	0.81	24	Y	10.8	3
NB	0.00	1.00	N	0	0	0.88	43	Y	8.6	3
SB	0.00	2.00	N	0	0	0.73	99	Y	8.6	3

SIGNAL SETTINGS CYCLE LENGTH = 52.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		25.0	0.0	0.0	0.0	GREEN		18.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		4.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.359	0.519	4.9	A	4.9	A
WB	LTR	0.563	0.519	6.2	B	6.2	B
NB	LTR	0.209	0.365	7.3	B	7.3	B
SB	LTR	0.651	0.365	10.4	B	10.4	B

INTERSECTION: Delay = 7.4 (sec/veh) V/C = 0.600 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/SIMONTON
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES					GEOMETRY						
	EB	WB	NB	SB	:	EB		WB		NB		SB
LT	9	67	20	105	:	LTR	14.0	LTR	10.0	LTR	13.0	LT 9.0
TH	247	290	158	264	:		12.0		12.0		12.0	TR 9.0
RT	21	67	75	16	:		12.0		12.0		12.0	12.0
RR	0	0	0	0	:		12.0		12.0		12.0	12.0
					:		12.0		12.0		12.0	12.0
					:		12.0		12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.94	9	Y	10.6	3
WB	0.00	1.00	N	0	0	0.87	26	Y	10.6	3
NB	0.00	2.00	N	0	0	0.94	32	Y	8.8	3
SB	0.00	1.00	N	0	0	0.86	25	Y	8.8	3

SIGNAL SETTINGS CYCLE LENGTH = 93.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X	X		
	TH		X				TH	X	X		
	RT		X				RT	X	X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT		X		
	TH	X	X				TH		X		
	RT	X	X				RT		X		
	PD		X				PD		X		
GREEN		10.0	30.0	0.0	0.0	GREEN		10.0	25.0	0.0	0.0
YELLOW		4.0	5.0	0.0	0.0	YELLOW		4.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.524	0.344	16.4	C	16.4	C
WB	LTR	0.742	0.495	14.8	B	14.8	B
NB	LTR	0.405	0.441	11.6	B	11.6	B
SB	LTR	0.636	0.290	19.7	C	19.7	C

INTERSECTION: Delay = 16.0 (sec/veh) V/C = 0.590 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WINDSOR
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	3	20	9	35	: LT	12.0	LTR	11.0	LTR	10.0	LTR	10.0	
TH	464	473	22	29	: R	11.0		12.0		12.0		12.0	
RT	11	13	13	28	:	12.0		12.0		12.0		12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.89	19	Y	7.8	3
WB	0.00	1.00	N	0	0	0.93	23	Y	7.8	3
NB	0.00	2.00	N	0	0	0.79	7	Y	11.1	3
SB	0.00	2.00	N	0	0	0.88	11	Y	11.1	3

SIGNAL SETTINGS CYCLE LENGTH = 55.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		35.0	0.0	0.0	0.0	GREEN		10.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.403	0.727	2.0	A	2.0	A
	R	0.012	0.727	1.3	A		
WB	LTR	0.480	0.727	2.3	A	2.3	A
NB	LTR	0.143	0.273	9.8	B	9.8	B
SB	LTR	0.270	0.273	10.2	B	10.2	B

INTERSECTION: Delay = 3.1 (sec/veh) V/C = 0.423 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/GRINNELL
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	10	28	6	11	:	LTR	12.0	LTR	11.0	LTR	12.0	LTR	12.0
TH	517	507	13	8	:		12.0		12.0		12.0		12.0
RT	11	33	23	5	:		12.0		12.0		12.0		12.0
RR	0	0	0	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	Y	0	0	0.86	11	N	8.5	3
WB	0.00	1.00	N	0	0	0.90	17	N	8.5	3
NB	0.00	2.00	N	0	0	0.75	10	N	8.4	3
SB	0.00	0.00	N	0	0	0.67	8	N	8.4	3

SIGNAL SETTINGS CYCLE LENGTH = 70.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		44.0	0.0	0.0	0.0	GREEN		16.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.617	0.657	5.2	B	5.2	B
WB	LTR	0.647	0.657	5.5	B	5.5	B
NB	LTR	0.148	0.257	13.0	B	13.0	B
SB	LTR	0.089	0.257	12.8	B	12.8	B

INTERSECTION: Delay = 5.9 (sec/veh) V/C = 0.507 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITE
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	23	45	82	85	:	LTR	14.0	LTR	12.0	L	11.0	L	12.0
TH	453	453	174	234	:		12.0		12.0	TR	11.0	TR	12.0
RT	65	30	139	23	:		12.0		12.0		12.0		12.0
RR	0	0	20	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	16	Y	14.1	3
WB	0.00	3.00	N	0	0	0.90	15	Y	14.1	3
NB	0.00	2.00	N	0	0	0.97	17	Y	9.0	3
SB	0.00	5.00	N	0	0	0.65	13	Y	9.0	3

SIGNAL SETTINGS CYCLE LENGTH = 75.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		35.0	0.0	0.0	0.0	GREEN		30.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.718	0.493	11.5	B	11.5	B
WB	LTR	0.868	0.493	17.8	C	17.8	C
NB	L	0.243	0.427	10.5	B	10.1	B
	TR	0.437	0.427	10.0	B		
SB	L	0.306	0.427	10.9	B	10.9	B
	TR	0.536	0.427	10.8	B		

INTERSECTION: Delay = 12.9 (sec/veh) V/C = 0.714 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/EISENHOWER
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

	VOLUMES					GEOMETRY						
	EB	WB	NB	SB		EB		WB		NB		SB
LT	43	72	85	97	LTR	11.0	L	10.0	LT	12.0	L	11.0
TH	798	655	109	219		12.0	T	10.0	R	12.0	TR	12.0
RT	15	13	4	6		12.0	R	10.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	20	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	20	N	14.3	3
NB	0.00	2.00	N	0	0	0.90	20	N	13.0	3
SB	0.00	2.00	N	0	0	0.90	20	N	13.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT		X			NB	LT	X			
	TH		X				TH	X			
	RT		X				RT	X			
	PD		X				PD	X			
WB	LT	X	X			SB	LT	X			
	TH	X	X				TH	X			
	RT	X	X				RT	X			
	PD		X				PD	X			
GREEN		7.0	75.0	0.0	0.0	GREEN		25.0	0.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	1.062	0.642	51.7	E	51.7	E
WB	L	0.086	0.725	3.7	A	5.5	B
	T	0.606	0.725	5.8	B		
	R	0.015	0.700	3.5	A		
NB	LT	0.966	0.225	61.5	F	60.7	F
	R	0.013	0.225	23.3	C		
SB	L	0.781	0.225	49.3	E	35.1	D
	TR	0.626	0.225	29.0	D		

INTERSECTION: Delay = 33.5 (sec/veh) V/C = 0.954 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/PALM
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING TRAFFIC

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	0	0	85	638	:	T	12.0	T	12.0	L	12.0	L	12.0
TH	936	614	118	102	:	TR	12.0	T	12.0	TR	12.0	TR	12.0
RT	30	582	71	26	:		12.0	R	12.0		12.0		12.0
RR	0	150	25	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.91	4	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	16	N	14.5	3
NB	0.00	3.00	N	0	0	0.95	8	N	17.5	3
SB	0.00	1.00	N	0	0	0.93	12	N	17.5	3

SIGNAL SETTINGS CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X	X		
	TH	X					TH		X		
	RT	X					RT		X		
	PD	X					PD		X		
WB	LT	X				SB	LT	X	X		
	TH	X					TH		X		
	RT	X					RT		X		
	PD	X					PD		X		
GREEN		34.0	0.0	0.0	0.0	GREEN		25.0	18.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.790	0.400	20.2	C	20.2	C
WB	T	0.502	0.400	15.7	C	9.5	B
	R	0.341	0.933	0.3	A		
NB	L	0.019	0.533	7.5	B	18.2	C
	TR	0.459	0.222	23.7	C		
SB	L	0.781	0.533	17.9	C	18.7	C
	TR	0.357	0.222	22.7	C		

INTERSECTION: Delay = 15.9 (sec/veh) V/C = 0.710 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/5TH STREET
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING COUNT

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	0	22	59	0	: T	12.0	L	12.0	L	12.0	L	12.0	
TH	1510	1195	0	0	: TR	12.0	T	12.0	R	12.0	TR	12.0	
RT	57	0	153	0	:	12.0	T	12.0		12.0		12.0	
RR	0	0	50	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	9	N	8.5	3
WB	0.00	2.00	N	0	0	0.97	0	N	8.5	3
NB	0.00	3.00	N	0	0	0.80	0	N	17.5	3
SB	0.00	0.00	N	0	0	0.90	0	N	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 55.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		35.0	0.0	0.0	0.0	GREEN		10.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.767	0.673	4.9	A	4.9	A
WB	L	0.196	0.673	2.7	A	3.1	A
	T	0.540	0.673	3.2	A		
NB	L	0.214	0.218	13.5	B	12.9	B
	R	0.439	0.218	12.6	B		

INTERSECTION: Delay = 4.7 (sec/veh) V/C = 0.686 LOS = A

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/KENNEDY
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......EXISTING COUNT

	VOLUMES				:	GEOMETRY							
	EB	WB	NB	SB	:	EB		WB		NB		SB	
LT	112	67	236	104	:	L	12.0	L	12.0	L	12.0	L	12.0
TH	1156	956	47	62	:	T	12.0	T	12.0	TR	12.0	TR	12.0
RT	97	258	94	65	:	TR	12.0	TR	12.0		12.0		12.0
RR	10	75	0	0	:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0
					:		12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	10	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	10	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	10	N	20.5	3
SB	0.00	2.00	N	0	0	0.90	10	N	20.5	3

SIGNAL SETTINGS CYCLE LENGTH = 87.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X	X			NB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
WB	LT	X	X			SB	LT	X	X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD		X				PD		X		
GREEN		7.0	45.0	0.0	0.0	GREEN		7.0	10.0	0.0	0.0
YELLOW		4.0	5.0	0.0	0.0	YELLOW		4.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.185	0.667	4.2	A	10.0	B
	TR	0.721	0.540	10.5	B		
WB	L	0.053	0.667	3.8	A	10.0	B
	TR	0.708	0.540	10.4	B		
NB	L	0.466	0.264	21.7	C	24.4	C
	TR	0.711	0.138	29.0	D		
SB	L	0.053	0.264	18.1	C	22.4	C
	TR	0.623	0.138	26.0	D		

INTERSECTION: Delay = 12.6 (sec/veh) V/C = 0.612 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/GRINNELL
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.83

VOLUMES

	EB	WB	NB	SB
LT	10	28	6	11
TH	517	507	13	8
RT	11	33	23	5
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
LTR	12.0	LTR	12.0	LTR	12.0	LTR	12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.86	10	N	13.8	3
WB	0.00	1.00	N	0	0	0.90	8	N	13.8	3
NB	0.00	2.00	N	0	0	0.75	11	N	13.8	3
SB	0.00	0.00	N	0	0	0.67	17	N	13.8	3

SIGNAL SETTINGS

CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD				
WB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		103.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD				
SB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		7.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.876	0.875	6.9	B	6.9	B
WB	LTR	1.044	0.875	35.0	D	35.0	D
NB	LTR	0.931	0.075	74.7	F	74.7	F
SB	LTR	0.653	0.075	42.8	E	42.8	E

INTERSECTION: Delay = 23.8 (sec/veh) V/C = 1.035 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITE
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.34

VOLUMES

	EB	WB	NB	SB
LT	23	45	82	85
TH	453	453	174	234
RT	65	30	139	23
RR	0	0	20	0

GEOMETRY

	EB		WB		NB		SB
LTR	14.0	LTR	12.0	L	11.0	L	12.0
	12.0		12.0	TR	11.0	TR	12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	16	Y	14.1	3
WB	0.00	3.00	N	0	0	0.90	15	Y	14.1	3
NB	0.00	2.00	N	0	0	0.97	17	Y	9.0	3
SB	0.00	5.00	N	0	0	0.65	13	Y	9.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		33.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		17.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.826	0.583	10.2	B	10.2	B
WB	LTR	1.019	0.583	33.6	D	33.6	D
NB	L	0.800	0.317	32.0	D	20.2	C
	TR	0.789	0.317	16.8	C		
SB	L	0.754	0.317	22.8	C	29.7	D
	TR	0.967	0.317	32.0	D		

INTERSECTION: Delay = 23.7 (sec/veh) V/C = 1.001 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/EISENHOWER
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; WB LT LANE; F=1.19

VOLUMES

	EB	WB	NB	SB
LT	43	72	85	97
TH	798	655	109	219
RT	15	13	4	6
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
L	10.0	L	10.0	LT	12.0	L	11.0
TR	11.0	T	10.0	R	12.0	TR	12.0
	12.0	R	10.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	20	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	20	N	14.3	3
NB	0.00	2.00	N	0	0	0.90	20	N	13.0	3
SB	0.00	2.00	N	0	0	0.90	20	N	13.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT		X		
	TH		X		
	RT		X		
	PD		X		
WB	LT	X	X		
	TH	X	X		
	RT	X	X		
	PD		X		
GREEN		5.0	70.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		32.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.342	0.600	9.7	B	29.7	D
	TR	0.985	0.600	30.7	D		
WB	L	0.107	0.667	5.5	B	10.6	B
	T	0.784	0.667	11.3	B		
	R	0.019	0.642	5.0	B		
NB	LT	0.923	0.283	47.8	E	47.2	E
	R	0.012	0.283	20.0	C		
SB	L	0.761	0.283	42.0	E	30.2	D
	TR	0.592	0.283	25.1	D		

INTERSECTION: Delay = 24.6 (sec/veh) V/C = 0.905 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/PALM
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.2

VOLUMES

	EB	WB	NB	SB
LT	0	0	85	638
TH	936	614	118	102
RT	30	582	71	26
RR	0	150	25	0

GEOMETRY

	EB		WB		NB		SB
T	12.0	T	12.0	L	12.0	L	12.0
TR	12.0	T	12.0	TR	12.0	TR	12.0
	12.0	R	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.91	4	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	16	N	14.5	3
NB	0.00	3.00	N	0	0	0.95	8	N	17.5	3
SB	0.00	1.00	N	0	0	0.93	12	N	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		29.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
SB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		26.0	12.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.978	0.387	32.8	D	32.8	D
WB	T	0.622	0.387	15.7	C	9.5	B
	R	0.412	0.925	0.4	A		
NB	L	0.016	0.538	6.6	B	21.0	C
	TR	0.699	0.175	28.4	D		
SB	L	0.987	0.538	38.6	D	36.2	D
	TR	0.544	0.175	24.4	C		

INTERSECTION: Delay = 24.5 (sec/veh) V/C = 0.931 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/5TH STREET
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.63

VOLUMES

	EB	WB	NB	SB
LT	0	22	59	0
TH	1510	1195	0	0
RT	57	0	153	0
RR	0	0	50	0

GEOMETRY

	EB		WB		NB		SB
T	12.0	L	12.0	L	12.0	L	12.0
TR	12.0	T	12.0	R	12.0	TR	12.0
	12.0	T	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	9	N	8.5	3
WB	0.00	2.00	N	0	0	0.97	0	N	8.5	3
NB	0.00	3.00	N	0	0	0.80	0	N	17.5	3
SB	0.00	0.00	N	0	0	0.90	0	N	17.5	3

SIGNAL SETTINGS

CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		94.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD				
SB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		16.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.051	0.800	33.0	D	33.0	D
WB	L	0.692	0.800	24.2	C	4.8	A
	T	0.740	0.800	4.4	A		
NB	L	0.509	0.150	37.2	D	68.1	F
	R	1.040	0.150	85.9	F		

INTERSECTION: Delay = 24.0 (sec/veh) V/C = 1.049 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/KENNEDY
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.41

VOLUMES

	EB	WB	NB	SB
LT	112	67	236	104
TH	1156	956	47	62
RT	97	258	94	65
RR	10	75	0	0

GEOMETRY

	EB		WB		NB		SB
L	12.0	L	12.0	L	12.0	L	12.0
T	12.0	T	12.0	TR	12.0	TR	12.0
TR	12.0	TR	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	10	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	10	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	10	N	20.5	3
SB	0.00	2.00	N	0	0	0.90	10	N	20.5	3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
WB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		5.0	69.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
SB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		15.0	15.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.866	0.658	46.3	E	21.4	C
	TR	0.928	0.592	19.3	C		
WB	L	0.448	0.658	9.7	B	17.7	C
	TR	0.911	0.592	18.1	C		
NB	L	0.848	0.292	47.4	E	54.6	E
	TR	0.976	0.142	66.6	F		
SB	L	0.044	0.292	23.2	C	36.5	D
	TR	0.856	0.142	47.4	E		

INTERSECTION: Delay = 24.9 (sec/veh) V/C = 0.946 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/US1
AREA TYPE.....OTHER
ANALYST.......TAP
DATE..........06/04/90
TIME..........PM PEAK
COMMENT.......LOS C; F=1.06

	VOLUMES EB	WB	NB	SB	GEOMETRY EB		WB		NB		SB
LT	1083	0	0	629	L 12.0	T	12.0	L	12.0	L	12.0
TH	193	183	0	0	LT 12.0	R	12.0	TR	12.0	L	12.0
RT	0	630	0	1127	T 12.0		12.0		12.0	R	12.0
RR	0	0	0	0	12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	0	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	14.3	3
NB	0.00	0.00	N	0	0	0.90	0	N	22.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	22.8	3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X	X				TH				
	RT						RT				
	PD						PD				
WB	LT					SB	LT	X			
	TH		X				TH				
	RT	X	X				RT	X			
	PD						PD				
GREEN		53.0	15.0	0.0	0.0	GREEN		38.0	0.0	0.0	0.0
YELLOW		4.0	5.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.967	0.450	37.5	D	33.0	D
	T	0.196	0.617	6.5	B		
WB	T	0.960	0.142	63.6	F	14.6	B
	R	0.516	0.950	0.4	A		
SB	L	0.982	0.333	50.8	E	23.2	C
	R	0.922	0.950	7.0	B		

INTERSECTION: Delay = 24.6 (sec/veh) V/C = 1.565 LOS = C

INTERSECTION ANALYSES
LOS D THRESHOLD

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..FLEMING/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=2.25

	VOLUMES EB	WB	NB	SB		GEOMETRY EB	WB		NB		SB
LT	110	0	0	20	L	14.0	12.0	TR	11.0	LT	11.0
TH	140	0	210	162	TR	14.0	12.0		12.0		12.0
RT	104	0	95	0		12.0	12.0		12.0		12.0
RR	0	0	0	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	0	0	0.74	8	Y	10.8	3
WB	0.00	0.00	N	0	0	0.90	18	Y	10.8	3
NB	0.00	1.00	N	0	0	0.94	47	Y	12.3	3
SB	0.00	2.00	Y	0	0	0.86	46	Y	12.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 73.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT				
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT					SB	LT	X			
	TH						TH	X			
	RT						RT				
	PD						PD	X			
GREEN		30.0	0.0	0.0	0.0	GREEN		33.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.535	0.438	12.1	B	38.2	D
	TR	1.055	0.438	49.9	E		
NB	TR	1.030	0.479	41.5	E	41.5	E
SB	LT	0.993	0.479	37.7	D	37.7	D

INTERSECTION: Delay = 39.1 (sec/veh) V/C = 1.042 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****

INTERSECTION..SOUTHARD/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.70

VOLUMES

	EB	WB	NB	SB
LT	45	45	27	0
TH	0	82	175	254
RT	104	81	0	50
RR	50	10	0	0

GEOMETRY

	EB		WB		NB		SB
LR	12.0	L	11.0	LT	11.0	TR	11.0
	12.0	TR	11.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.62	7	N	8.1	3
WB	0.00	4.00	Y	0	0	0.87	15	N	8.1	3
NB	0.00	3.00	N	0	0	0.85	49	N	11.1	3
SB	0.00	3.00	Y	0	0	0.76	46	N	11.1	3

SIGNAL SETTINGS

CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4
EB	LT		X		
	TH				
	RT		X		
	PD				
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		17.0	13.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT				
	PD	X			
SB	LT				
	TH	X			
	RT	X			
	PD	X			
GREEN		37.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LR	1.000	0.188	56.8	E	56.8	E
WB	L	0.286	0.213	20.2	C	44.4	E
	TR	0.988	0.213	51.5	E		
NB	LT	0.758	0.488	14.4	B	14.4	B
SB	TR	1.031	0.488	43.6	E	43.6	E

INTERSECTION: Delay = 39.1 (sec/veh) V/C = 1.067 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.39

	VOLUMES EB	WB	NB	SB	GEOMETRY EB	WB	NB	SB
LT	5	12	15	130	LTR 11.0	LTR 10.0	LTR 15.0	LTR 12.0
TH	50	127	159	277	12.0	12.0	12.0	12.0
RT	13	81	28	12	12.0	12.0	12.0	12.0
RR	0	0	0	0	12.0	12.0	12.0	12.0
					12.0	12.0	12.0	12.0
					12.0	12.0	12.0	12.0
					12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.71	12	Y	9.3	3
WB	0.00	1.00	N	0	0	0.68	8	Y	9.3	3
NB	0.00	3.00	N	0	0	0.81	23	Y	8.0	3
SB	0.00	1.00	N	0	0	0.66	16	Y	8.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 65.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		18.0	0.0	0.0	0.0	GREEN		37.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.314	0.308	11.3	B	11.3	B
WB	LTR	1.034	0.308	51.1	E	51.1	E
NB	LTR	0.368	0.600	4.4	A	4.4	A
SB	LTR	1.079	0.600	51.3	E	51.3	E

INTERSECTION: Delay = 39.3 (sec/veh) V/C = 1.063 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****

INTERSECTION..TRUMAN/DUVAL
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.63

VOLUMES

	EB	WB	NB	SB
LT	17	166	34	14
TH	200	111	120	167
RT	13	34	7	103
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
LTR	11.0	LTR	13.0	LT	8.0	LTR	15.0
	12.0		12.0	TR	8.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.80	18	Y	10.8	3
WB	0.00	1.00	N	0	0	0.81	24	Y	10.8	3
NB	0.00	1.00	N	0	0	0.88	43	Y	8.6	3
SB	0.00	2.00	N	0	0	0.73	99	Y	8.6	3

SIGNAL SETTINGS

CYCLE LENGTH = 56.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		28.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		18.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.560	0.536	6.1	B	6.1	B
WB	LTR	1.087	0.536	58.4	E	58.4	E
NB	LTR	0.454	0.357	9.2	B	9.2	B
SB	LTR	1.086	0.357	60.6	F	60.6	F

INTERSECTION: Delay = 39.7 (sec/veh) V/C = 1.087 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/SIMONTON
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; DROP LEADS; F=1.61

	VOLUMES EB	WB	NB	SB	GEOMETRY EB		WB		NB		SB
LT	9	67	20	16	LTR	14.0	LTR	10.0	LTR	13.0	LT 9.0
TH	247	290	158	264		12.0		12.0		12.0	TR 9.0
RT	21	67	75	105		12.0		12.0		12.0	12.0
RR	0	0	0	0		12.0		12.0		12.0	12.0
						12.0		12.0		12.0	12.0
						12.0		12.0		12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.94	9	Y	10.6	3
WB	0.00	1.00	N	0	0	0.87	26	Y	10.6	3
NB	0.00	2.00	N	0	0	0.94	32	Y	8.8	3
SB	0.00	1.00	N	0	0	0.86	25	Y	8.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		73.0	0.0	0.0	0.0	GREEN		37.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.484	0.625	8.1	B	8.1	B
WB	LTR	1.036	0.625	45.3	E	45.3	E
NB	LTR	1.051	0.325	69.0	F	69.0	F
SB	LTR	0.908	0.325	33.4	D	33.4	D

INTERSECTION: Delay = 38.6 (sec/veh) V/C = 1.041 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WINDSOR
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=2.19

	VOLUMES EB	WB	NB	SB	GEOMETRY EB		WB		NB		SB
LT	3	20	9	35	LT 12.0	LTR	11.0	LTR	10.0	LTR	10.0
TH	464	473	22	29	R 11.0		12.0		12.0		12.0
RT	11	13	13	28	12.0		12.0		12.0		12.0
RR	0	0	0	0	12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0
					12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.89	19	Y	7.8	3
WB	0.00	1.00	N	0	0	0.93	23	Y	7.8	3
NB	0.00	2.00	N	0	0	0.79	7	Y	11.1	3
SB	0.00	2.00	N	0	0	0.88	11	Y	11.1	3

SIGNAL SETTINGS — CYCLE LENGTH = 83.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		66.0	0.0	0.0	0.0	GREEN		7.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.757	0.855	2.9	A	2.9	A
	R	0.022	0.855	0.6	A		
WB	LTR	1.109	0.855	61.4	F	61.4	F
NB	LTR	0.605	0.145	24.6	C	24.6	C
SB	LTR	1.140	0.145	114.0	F	114.0	F

INTERSECTION: Delay = 38.8 (sec/veh) V/C = 1.114 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/GRINNELL
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.88

	VOLUMES EB	WB	NB	SB	GEOMETRY EB		WB		NB		SB	
LT	10	28	6	11	LTR	12.0	LTR	12.0	LTR	12.0	LTR	12.0
TH	517	507	13	8		12.0		12.0		12.0		12.0
RT	11	33	23	5		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.86	10	N	13.8	3
WB	0.00	1.00	N	0	0	0.90	8	N	13.8	3
NB	0.00	2.00	N	0	0	0.75	11	N	13.8	3
SB	0.00	0.00	N	0	0	0.67	17	N	13.8	3

SIGNAL SETTINGS CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
GREEN		103.0	0.0	0.0	0.0	GREEN		7.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.910	0.875	9.0	B	9.0	B
WB	LTR	1.105	0.875	66.5	F	66.5	F
NB	LTR	0.957	0.075	80.5	F	80.5	F
SB	LTR	0.682	0.075	44.6	E	44.6	E

INTERSECTION: Delay = 39.8 (sec/veh) V/C = 1.093 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITE
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.42

VOLUMES

	EB	WB	NB	SB
LT	23	45	82	85
TH	453	453	174	234
RT	65	30	139	23
RR	0	0	20	0

GEOMETRY

	EB		WB		NB		SB
LTR	14.0	LTR	12.0	L	11.0	L	12.0
	12.0		12.0	TR	11.0	TR	12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	16	Y	14.1	3
WB	0.00	3.00	N	0	0	0.90	15	Y	14.1	3
NB	0.00	2.00	N	0	0	0.97	17	Y	9.0	3
SB	0.00	5.00	N	0	0	0.65	13	Y	9.0	3

SIGNAL SETTINGS

CYCLE LENGTH = 60.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		33.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		17.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.891	0.583	13.7	B	13.7	B
WB	LTR	1.118	0.583	67.0	F	67.0	F
NB	L	0.994	0.317	76.5	F	31.7	D
	TR	0.836	0.317	19.1	C		
SB	L	0.864	0.317	34.3	D	41.7	E
	TR	1.025	0.317	44.2	E		

INTERSECTION: Delay = 39.3 (sec/veh) V/C = 1.085 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/EISENHOWER
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; WB LT LANE; F=1.29

VOLUMES

	EB	WB	NB	SB
LT	43	72	85	97
TH	798	655	109	219
RT	15	13	4	6
RR	0	0	0	0

GEOMETRY

EB		WB		NB		SB
L	10.0	L	10.0	LT	12.0	L	11.0
TR	11.0	T	10.0	R	12.0	TR	12.0
	12.0	R	10.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	20	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	20	N	14.3	3
NB	0.00	2.00	N	0	0	0.90	20	N	13.0	3
SB	0.00	2.00	N	0	0	0.90	20	N	13.0	3

SIGNAL SETTINGS

CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT		X		
	TH		X		
	RT		X		
	PD		X		
WB	LT	X	X		
	TH	X	X		
	RT	X	X		
	PD		X		
GREEN		5.0	70.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		32.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.510	0.600	13.6	B	50.9	E
	TR	1.068	0.600	52.9	E		
WB	L	0.107	0.667	5.5	B	12.8	B
	T	0.850	0.667	13.8	B		
	R	0.021	0.642	5.0	B		
NB	LT	1.089	0.283	92.3	F	90.8	F
	R	0.014	0.283	20.0	C		
SB	L	0.945	0.283	73.6	F	40.3	E
	TR	0.641	0.283	26.0	D		

INTERSECTION: Delay = 39.5 (sec/veh) V/C = 1.006 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/PALM
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.30

VOLUMES

	EB	WB	NB	SB
LT	0	0	85	638
TH	936	614	118	102
RT	30	582	71	26
RR	0	150	25	0

GEOMETRY

	EB		WB		NB		SB
T	12.0	T	12.0	L	12.0	L	12.0
TR	12.0	T	12.0	TR	12.0	TR	12.0
	12.0	R	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.91	4	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	16	N	14.5	3
NB	0.00	3.00	N	0	0	0.95	8	N	17.5	3
SB	0.00	1.00	N	0	0	0.93	12	N	17.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		48.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
SB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		44.0	15.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	0.985	0.417	41.4	E	41.4	E
WB	T	0.627	0.417	21.6	C	13.1	B
	R	0.435	0.950	0.3	A		
NB	L	0.015	0.533	10.0	B	48.2	E
	TR	0.936	0.142	68.0	F		
SB	L	1.077	0.533	74.7	F	69.7	F
	TR	0.728	0.142	44.5	E		

INTERSECTION: Delay = 38.8 (sec/veh) V/C = 1.019 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/5TH STREET
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.72

VOLUMES

	EB	WB	NB	SB
LT	0	22	59	0
TH	1510	1195	0	0
RT	57	0	153	0
RR	0	0	50	0

GEOMETRY

	EB		WB		NB		SB
T	12.0	L	12.0	L	12.0	L	12.0
TR	12.0	T	12.0	R	12.0	TR	12.0
	12.0	T	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.90	9	N	8.5	3
WB	0.00	2.00	N	0	0	0.97	0	N	8.5	3
NB	0.00	3.00	N	0	0	0.80	0	N	17.5	3
SB	0.00	0.00	N	0	0	0.90	0	N	17.5	3

SIGNAL SETTINGS

CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		94.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD				
SB	LT	X			
	TH	X			
	RT	X			
	PD				
GREEN		16.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	TR	1.109	0.800	57.9	E	57.9	E
WB	L	0.731	0.800	29.4	D	5.4	B
	T	0.780	0.800	5.0	A		
NB	L	0.537	0.150	37.7	D	81.1	F
	R	1.098	0.150	106.0	F		

INTERSECTION: Delay = 38.6 (sec/veh) V/C = 1.107 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/KENNEDY
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.54

VOLUMES

	EB	WB	NB	SB
LT	112	67	236	104
TH	1156	956	47	62
RT	97	258	94	65
RR	10	75	0	0

GEOMETRY

	EB		WB		NB		SB
L	12.0	L	12.0	L	12.0	L	12.0
T	12.0	T	12.0	TR	12.0	TR	12.0
TR	12.0	TR	12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	10	N	14.5	3
WB	0.00	2.00	N	0	0	0.90	10	N	14.5	3
NB	0.00	2.00	N	0	0	0.90	10	N	20.5	3
SB	0.00	2.00	N	0	0	0.90	10	N	20.5	3

SIGNAL SETTINGS — CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
WB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		5.0	68.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
SB	LT	X	X		
	TH		X		
	RT		X		
	PD		X		
GREEN		15.0	16.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.030	0.650	97.0	F	40.7	E
	TR	1.028	0.583	35.8	D		
WB	L	0.545	0.650	13.1	B	30.3	D
	TR	1.010	0.583	31.3	D		
NB	L	0.952	0.300	65.3	F	68.0	F
	TR	1.006	0.150	72.6	F		
SB	L	0.044	0.300	22.6	C	37.4	D
	TR	0.883	0.150	49.4	E		

INTERSECTION: Delay = 39.6 (sec/veh) V/C = 1.027 LOS = D

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/US1
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS D; F=1.15

VOLUMES

	EB	WB	NB	SB
LT	1083	0	0	629
TH	193	183	0	0
RT	0	630	0	1127
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
L	12.0	T	12.0	L	12.0	L	12.0
LT	12.0	R	12.0	TR	12.0	L	12.0
T	12.0		12.0		12.0	R	12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	BUSES Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	0	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	14.3	3
NB	0.00	0.00	N	0	0	0.90	0	N	22.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	22.8	3

SIGNAL SETTINGS

CYCLE LENGTH = 120.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X	X		
	RT				
	PD				
WB	LT				
	TH		X		
	RT	X	X		
	PD				
GREEN		53.0	15.0	0.0	0.0
YELLOW		4.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT				
	TH				
	RT				
	PD				
SB	LT	X			
	TH				
	RT	X			
	PD				
GREEN		38.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	1.050	0.450	59.1	E	51.5	E
	T	0.213	0.617	6.6	B		
WB	T	1.042	0.142	84.3	F	19.4	C
	R	0.559	0.950	0.5	A		
SB	L	1.066	0.333	75.9	F	39.1	D
	R	1.001	0.950	17.6	C		

INTERSECTION: Delay = 39.0 (sec/veh) V/C = 1.698 LOS = D

RESERVE CAPACITY AND OTHER COMMENTS

APPENDIX M

COMMENTS ON CONSERVATIVE ANALYSIS AND CONCEPT OF RESERVE CAPACITY

The AADT threshold volumes for overall LOS C (or D) operating conditions for each segment are conservative in the following respects:

1) PHF held constant -- Peak hour factors determined from the existing conditions analysis were held constant. Generally, as more volume and a higher v/c ratio is reached, there is normally less variation in traffic demand from one 15-minute interval to the next -- resulting in higher PHFs. Higher LOS threshold volumes would result with higher PHFs.

2) Uniform volume increases -- All intersection approach volumes were increased proportionately at each intersection to determine the volume threshold. These synthetic demand volumes might have little in common with actual volume growth that might be experienced in the future. Increases in arterial traffic within currently developed areas are not usually associated with the same rate of increase in side street traffic. Thus, somewhat higher g/c ratios typically can be allocated to the arterial and less to the side street over time. Not only can greater through volumes be accommodated, but turning movements from the arterial become a lower percentage of the total approach traffic on the arterial legs. Of particular significance in capacity analyses are the treatment of left turn volumes from any approach. With high probability of less side street volume increase, left turn movements for all approaches would also be less than was used in this analysis.

3) Weighted toward critical intersections -- Minor intersections The theoretical volume threshold conditions were calculated for all intersections, but certain of the minor intersections were eliminated when the corresponding overall arterial volume was computed. This was done for practical reasons. An example is the relationship between the intersections along Truman at Simonton and Windsor. Theoretically, Windsor could experience more than a doubling of volume before the LOS threshold is reached. It could accept over 1000 eastbound vehicles per hour from Simonton and over 1100 westbound vehicles could be discharged from Windsor toward Simonton. Although there are some intervening minor intersections between these two signalized intersections to dissipate this volume of traffic, it is important to note that Simonton can discharge slightly less than 700 vehicles per hour eastbound and accept about the same number westbound at its LOS D threshold. Thus, the theoretical allowable

increase in volume at Windsor was not integrated into the determination of AADT thresholds volumes and reserve capacity. The procedures specified for this analysis and those suggested (indirectly) in the FDOT LOS Manual would have allowed the Windsor and Truman intersection to have been included in determining threshold conditions.

4) Segment operations -- An analysis of threshold volume for arterials should consider the operating conditions along the segment lengths between these intersections. This is most notable for the fourth segment (North Roosevelt between Kennedy and U.S. 1). There is only one signalized intersection at each end over a length of more than a mile. The only significant constraint in operations is at these intersections, and for westbound traffic that came from Stock Island, the only consideration should be at Kennedy due to the free flow right turn onto North Roosevelt at the U.S. 1 intersection. The procedure established for this study to determine AADT thresholds considered only the signal operations, not operations along the mile length between them that is not influenced by the signals. The AADT threshold(s) and reserve capacity are likely considerably higher than indicated, particularly for this segment.

5) Constant K factor -- The K factor used to establish AADT threshold volumes was not varied from current conditions in the area. Generally, a K factor will be lower on a facility with high volume than one with low volume. A decline in K factor would be anticipated if volumes increase on these segments. A lower K factor would result in higher AADT thresholds and reserve capacity.

CONCEPT OF RESERVE CAPACITY

There is one important aspect in need of explanation to reduce the potential for indiscriminate use of the reserve volumes indicated in this report. This deals with the comparison of volume/capacity ratios with the actual evaluation criteria used to assess level of service.

Many people are prone to make the analogy of level of service to the physical capacity of a pipe, roadway, or glass of water. Many transportation planners continue to foster the use of volume/capacity ratios to describe how "full" a road is and, thus, its percent of capacity use. The corollary is the concept of reserve capacity -- how much more volume can be added until the glass of water (or road) is "full". Many conceive that the less "full" a road is, the greater ease there is for an individual motorist to select his/her speed, that the motorist's freedom to maneuver is less impaired, and that a high level of service is provided under such conditions. Using volume/capacity ratios as a means to derive

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

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INTERSECTION..TRUMAN/WINDSOR
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=2.13

	VOLUMES EB	WB	NB	SB	GEOMETRY	EB		WB		NB		SB
LT	3	20	9	35	LT	12.0	LTR	11.0	LTR	10.0	LTR	10.0
TH	464	473	22	29	R	11.0		12.0		12.0		12.0
RT	11	13	13	28		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.89	19	Y	7.8	3
WB	0.00	1.00	N	0	0	0.93	23	Y	7.8	3
NB	0.00	2.00	N	0	0	0.79	7	Y	11.1	3
SB	0.00	2.00	N	0	0	0.88	11	Y	11.1	3

SIGNAL SETTINGS — CYCLE LENGTH = 77.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		60.0	0.0	0.0	0.0	GREEN		7.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LT	0.741	0.844	2.8	A	2.8	A
	R	0.021	0.844	0.6	A		
WB	LTR	1.061	0.844	38.7	D	38.7	D
NB	LTR	0.535	0.156	21.0	C	21.0	C
SB	LTR	1.007	0.156	62.3	F	62.3	F

INTERSECTION: Delay = 24.3 (sec/veh) V/C = 1.052 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..ROOSEVELT/US1
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....EXISTING COUNT

VOLUMES

	EB	WB	NB	SB
LT	1083	0	0	629
TH	193	183	0	0
RT	0	630	0	1127
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
L	12.0	T	12.0	L	12.0	L	12.0
LT	12.0	R	12.0	TR	12.0	L	12.0
T	12.0		12.0		12.0	R	12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.95	0	N	14.3	3
WB	0.00	2.00	N	0	0	0.90	0	N	14.3	3
NB	0.00	0.00	N	0	0	0.90	0	N	22.8	3
SB	0.00	2.00	N	0	0	0.90	0	N	22.8	3

SIGNAL SETTINGS

CYCLE LENGTH = 105.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X	X		
	RT				
	PD				
WB	LT				
	TH		X		
	RT	X	X		
	PD				
GREEN		45.0	13.0	0.0	0.0
YELLOW		4.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT				
	TH				
	RT				
	PD				
SB	LT	X			
	TH				
	RT	X			
	PD				
GREEN		33.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.937	0.438	30.9	D	27.3	D
	T	0.187	0.610	5.8	B		
WB	T	0.899	0.143	48.8	E	11.3	B
	R	0.490	0.943	0.4	A		
SB	L	0.927	0.333	37.8	D	16.9	C
	R	0.877	0.943	4.6	A		

INTERSECTION: Delay = 19.1 (sec/veh) V/C = 1.494 LOS = C

ARTERIAL ANALYSIS LOS
EXISTING CONDITIONS

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... WHITEHEAD
ARTERIAL CLASS OF THE FACILITY..... 3
NUMBER OF SEGMENTS ON THE ARTERIAL.. 2
OTHER INFORMATION.....
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... NORTHBOUND

LIST OF INTERSECTIONS

1. SOUTHARD	11.
2. FLEMING	12.
3.	13.
4.	14.
5.	15.
6.	16.
7.	17.
8.	18.
9.	19.
10.	20.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	59.0	0.542	0.274	866	5.6	0.85	4.7	A	6.1
2	60.0	0.617	0.356	912	4.4	0.85	3.7	A	4.9

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft/mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	1640	3	25	43.0	6.1	0.0	49.1	22.8	B
2	505	3	25	13.2	4.9	0.0	18.1	19.1	B

Grand Sum of Time = 67.21 sec. Average Speed 21.8
Grand Sum of Length = 0.41 mi. Overall LOS = B

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WHITEHEAD
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... WHITEHEAD
ARTERIAL CLASS OF THE FACILITY..... 3
NUMBER OF SEGMENTS ON THE ARTERIAL.. 2
OTHER INFORMATION.....
ARTERIAL DIRECTION..... NORTH/SOUTH
ANALYSIS DIRECTION..... SOUTHBOUND

LIST OF INTERSECTIONS

1.	SOUTHARD	11.	
2.	TRUMAN	12.	
3.		13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	59.0	0.542	0.545	688	7.4	0.85	6.3	B	8.1
2	44.0	0.455	0.923	734	21.0	0.85	17.9	C	23.8

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	505	3	25	13.2	8.1	0.0	21.3	16.2	C
2	1640	3	25	43.0	23.8	0.0	66.8	16.7	C

Grand Sum of Time = 88.10 sec. Average Speed 16.6
Grand Sum of Length = 0.41 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WHITEHEAD
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... TRUMAN
ARTERIAL CLASS OF THE FACILITY..... 3
NUMBER OF SEGMENTS ON THE ARTERIAL.. 6
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... EASTBOUND

LIST OF INTERSECTIONS

1.	DUVAL	11.	
2.	SIMONTON	12.	
3.	WINDSOR	13.	
4.	GRINNELL	14.	
5.	WHITE	15.	
6.	EISENHOWER	16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	52.0	0.519	0.359	800	5.7	0.85	4.9	A	6.3
2	93.0	0.344	0.524	563	19.3	0.85	16.4	C	21.3
3	55.0	0.727	0.403	1303	2.3	0.85	2.0	A	2.6
4	70.0	0.657	0.617	1056	6.1	0.85	5.1	B	6.7
5	75.0	0.493	0.718	793	13.5	0.85	11.5	B	14.9
6	120.0	0.642	1.062	848	60.8	0.85	51.7	E	67.2

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	445	3	25	16.4	6.3	0.0	22.7	13.3	C
2	530	3	25	19.6	21.3	0.0	40.9	8.8	E
3	1020	3	25	37.8	2.6	0.0	40.4	17.2	C
4	815	3	25	30.2	6.7	0.0	36.9	15.1	C
5	880	3	25	32.6	14.9	0.0	47.5	12.6	D
6	1250	3	25	46.3	67.2	0.0	113.5	7.5	E

Grand Sum of Time = 301.88 sec.
Grand Sum of Length = 0.94 mi.

Average Speed 11.2
Overall LOS = D

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... TRUMAN
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... TRUMAN
ARTERIAL CLASS OF THE FACILITY..... 3
NUMBER OF SEGMENTS ON THE ARTERIAL.. 6
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... WESTBOUND

LIST OF INTERSECTIONS

1.	WHITE	11.	
2.	GRINNELL	12.	
3.	WINDSOR	13.	
4.	SIMONTON	14.	
5.	DUVAL	15.	
6.	WHITEHEAD	16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	75.0	0.493	0.868	578	22.1	0.85	18.8	C	23.1
2	70.0	0.657	0.647	681	7.0	0.85	5.9	B	7.2
3	55.0	0.727	0.480	657	2.8	0.85	2.4	A	3.0
4	93.0	0.495	0.742	1132	16.1	0.85	13.7	B	19.2
5	52.0	0.519	0.563	1006	7.0	0.85	6.0	B	8.1
6	44.0	0.409	0.559	676	8.4	0.85	7.1	B	9.4

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft|mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	1250	3	25	46.9	23.1	0.0	70.0	12.2	D
2	880	3	25	33.0	7.2	0.0	40.2	14.9	C
3	815	3	25	30.5	3.0	0.0	33.5	16.6	C
4	1020	3	25	38.2	19.2	0.0	57.4	12.1	D
5	530	3	25	19.9	8.1	0.0	28.0	12.9	D
6	445	3	25	16.7	9.4	0.0	26.1	11.6	D

Grand Sum of Time = 255.15 sec.
Grand Sum of Length = 0.94 mi.

Average Speed 13.2
Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... TRUMAN
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
ARTERIAL CLASS OF THE FACILITY..... 1
NUMBER OF SEGMENTS ON THE ARTERIAL.. 3
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... EASTBOUND

LIST OF INTERSECTIONS

1.	PALM	11.	
2.	5TH STREET	12.	
3.	KENNEDY	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	90.0	0.400	0.790	1412	20.2	1.00	20.2	C	26.2
2	55.0	0.673	0.767	2384	5.7	0.85	4.9	A	6.3
3	87.0	0.540	0.721	1905	12.4	0.85	10.5	B	13.7

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	1630	1	35	39.6	26.2	0.0	65.8	16.9	E
2	1650	1	35	40.0	6.3	0.0	46.3	24.3	C
3	4120	1	35	100.0	13.7	0.0	113.7	24.7	C

Grand Sum of Time = 225.87 sec. Average Speed 22.3
Grand Sum of Length = 1.40 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
ARTERIAL CLASS OF THE FACILITY..... 1
NUMBER OF SEGMENTS ON THE ARTERIAL.. 3
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... WESTBOUND

LIST OF INTERSECTIONS

1.	5TH STREET	11.	
2.	PALM	12.	
3.	EISENHOWER	13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	55.0	0.673	0.540	1202	3.9	0.85	3.3	A	4.2
2	90.0	0.400	0.502	1426	15.7	1.00	15.7	C	20.4
3	120.0	0.725	0.606	2398	6.5	0.85	5.5	B	7.5

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft/mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	4120	1	35	95.7	4.2	0.0	99.9	28.1	B
2	1650	1	35	38.3	20.4	0.0	58.7	19.2	D
3	1630	1	35	37.8	7.5	0.0	45.3	24.5	C

Grand Sum of Time = 203.81 sec. Average Speed 24.8
Grand Sum of Length = 1.40 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
ARTERIAL CLASS OF THE FACILITY..... 1
NUMBER OF SEGMENTS ON THE ARTERIAL.. 1
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... EASTBOUND

LIST OF INTERSECTIONS

1. US1	11.
2.	12.
3.	13.
4.	14.
5.	15.
6.	16.
7.	17.
8.	18.
9.	19.
10.	20.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	105.0	0.438	0.937	2987	36.4	0.85	30.9	C	40.2

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft|mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	6300	1	35	124.6	40.2	0.0	164.8	26.1	C

Grand Sum of Time = 164.80 sec. Average Speed 26.1
Grand Sum of Length = 1.19 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
OTHER INFORMATION.....

****

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
ARTERIAL CLASS OF THE FACILITY..... 1
NUMBER OF SEGMENTS ON THE ARTERIAL.. 1
OTHER INFORMATION.....
ARTERIAL DIRECTION..... EAST/WEST
ANALYSIS DIRECTION..... WESTBOUND

LIST OF INTERSECTIONS

1.	KENNEDY	11.	
2.		12.	
3.		13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH THROUGH MOVEMENT: g/C	v/c	CAPACITY	INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ. STOP DELAY	INT LOS	EST. APP. DELAY
1	87.0	0.540	0.708	1877	12.2	0.85	10.4	B	13.5

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

SEG.	SEGMENT LENGTH (ft!mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	6300	1	35	121.4	13.5	0.0	134.9	31.8	B

Grand Sum of Time = 134.88 sec.
Grand Sum of Length = 1.19 mi.

Average Speed 31.8
Overall LOS = B

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... ROOSEVELT
OTHER INFORMATION.....

INTERSECTION ANALYSES
LOS C THRESHOLD

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT
****

INTERSECTION..FLEMING/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=2.10

VOLUMES	EB	WB	NB	SB	GEOMETRY	EB	WB		NB		SB
LT	110	0	0	20	L	14.0	12.0	TR	11.0	LT	11.0
TH	140	0	210	162	TR	14.0	12.0		12.0		12.0
RT	104	0	95	0		12.0	12.0		12.0		12.0
RR	0	0	0	0		12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0
						12.0	12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	Y	0	0	0.74	8	Y	10.8	3
WB	0.00	0.00	N	0	0	0.90	18	Y	10.8	3
NB	0.00	1.00	N	0	0	0.94	47	Y	12.3	3
SB	0.00	2.00	Y	0	0	0.86	46	Y	12.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 73.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT				
	TH				
	RT				
	PD				
GREEN		30.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT				
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT				
	PD	X			
GREEN		33.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.499	0.438	11.7	B	26.0	D
	TR	0.985	0.438	32.4	D		
NB	TR	0.961	0.479	27.3	D	27.3	D
SB	LT	0.855	0.479	18.7	C	18.7	C

INTERSECTION: Delay = 24.9 (sec/veh) V/C = 0.973 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..SOUTHARD/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.53

VOLUMES

	EB	WB	NB	SB
LT	45	45	27	0
TH	0	82	175	254
RT	104	81	0	50
RR	50	10	0	0

GEOMETRY

	EB		WB		NB		SB
LR	12.0	L	11.0	LT	11.0	TR	11.0
	12.0	TR	11.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. BUT. Y/N	min T	ARR. TYPE
EB	0.00	1.00	N	0	0	0.62	7	N	8.1	3
WB	0.00	4.00	Y	0	0	0.87	15	N	8.1	3
NB	0.00	3.00	N	0	0	0.85	49	N	11.1	3
SB	0.00	3.00	Y	0	0	0.76	46	N	11.1	3

SIGNAL SETTINGS

CYCLE LENGTH = 79.0

		PH-1	PH-2	PH-3	PH-4
EB	LT		X		
	TH				
	RT		X		
	PD				
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		16.0	13.0	0.0	0.0
YELLOW		3.0	5.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT				
	PD	X			
SB	LT				
	TH	X			
	RT	X			
	PD	X			
GREEN		37.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LR	0.889	0.190	36.7	D	36.7	D
WB	L	0.269	0.203	20.3	C	36.2	D
	TR	0.927	0.203	40.9	E		
NB	LT	0.597	0.494	10.3	B	10.3	B
SB	TR	0.916	0.494	22.6	C	22.6	C

INTERSECTION: Delay = 24.9 (sec/veh) V/C = 0.987 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/WHITEHEAD
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.30

VOLUMES	EB	WB	NB	SB
LT	5	12	15	130
TH	50	127	159	277
RT	13	81	28	12
RR	0	0	0	0

GEOMETRY	EB	WB	NB	SB
LTR	11.0	10.0	15.0	12.0
	12.0	12.0	12.0	12.0
	12.0	12.0	12.0	12.0
	12.0	12.0	12.0	12.0
	12.0	12.0	12.0	12.0
	12.0	12.0	12.0	12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ PKG Y/N	Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.71	12	Y	9.3	3
WB	0.00	1.00	N	0	0	0.68	8	Y	9.3	3
NB	0.00	3.00	N	0	0	0.81	23	Y	8.0	3
SB	0.00	1.00	N	0	0	0.66	16	Y	8.0	3

SIGNAL SETTINGS — CYCLE LENGTH = 65.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		18.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		37.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.287	0.308	11.1	B	11.1	B
WB	LTR	0.967	0.308	36.1	D	36.1	D
NB	LTR	0.339	0.600	4.3	A	4.3	A
SB	LTR	0.995	0.600	27.8	D	27.8	D

INTERSECTION: Delay = 24.1 (sec/veh) V/C = 0.985 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/DUVAL
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; F=1.54

	VOLUMES EB	WB	NB	SB	GEOMETRY EB		WB		NB		SB	
LT	17	166	34	14	LTR	11.0	LTR	13.0	LT	8.0	LTR	15.0
TH	200	111	120	167		12.0		12.0	TR	8.0		12.0
RT	13	34	7	103		12.0		12.0		12.0		12.0
RR	0	0	0	0		12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0
						12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	2.00	N	0	0	0.80	18	Y	10.8	3
WB	0.00	1.00	N	0	0	0.81	24	Y	10.8	3
NB	0.00	1.00	N	0	0	0.88	43	Y	8.6	3
SB	0.00	2.00	N	0	0	0.73	99	Y	8.6	3

SIGNAL SETTINGS — CYCLE LENGTH = 44.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
WB	LT	X				SB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD	X					PD	X			
GREEN		20.0	0.0	0.0	0.0	GREEN		14.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0	YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.571	0.500	5.6	B	5.6	B
WB	LTR	1.028	0.500	38.3	D	38.3	D
NB	LTR	0.387	0.364	6.8	B	6.8	B
SB	LTR	1.008	0.364	34.9	D	34.9	D

INTERSECTION: Delay = 25.0 (sec/veh) V/C = 1.020 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..TRUMAN/SIMONTON
AREA TYPE.....OTHER
ANALYST.....TAP
DATE.....06/04/90
TIME.....PM PEAK
COMMENT.....LOS C; DROP LEADS; F=1.53

VOLUMES

	EB	WB	NB	SB
LT	9	67	20	105
TH	247	290	158	264
RT	21	67	75	16
RR	0	0	0	0

GEOMETRY

	EB		WB		NB		SB
LTR	14.0	LTR	10.0	LTR	13.0	LT	9.0
	12.0		12.0		12.0	TR	9.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0
	12.0		12.0		12.0		12.0

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	3.00	N	0	0	0.94	9	Y	10.6	3
WB	0.00	1.00	N	0	0	0.87	26	Y	10.6	3
NB	0.00	2.00	N	0	0	0.94	32	Y	8.8	3
SB	0.00	1.00	N	0	0	0.86	25	Y	8.8	3

SIGNAL SETTINGS — CYCLE LENGTH = 67.0

		PH-1	PH-2	PH-3	PH-4
EB	LT	X			
	TH	X			
	RT	X			
	PD	X			
WB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		38.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

		PH-1	PH-2	PH-3	PH-4
NB	LT	X			
	TH	X			
	RT	X			
	PD	X			
SB	LT	X			
	TH	X			
	RT	X			
	PD	X			
GREEN		19.0	0.0	0.0	0.0
YELLOW		5.0	0.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	LTR	0.457	0.597	5.0	B	5.0	B
WB	LTR	0.964	0.597	23.3	C	23.3	C
NB	LTR	0.939	0.313	31.8	D	31.8	D
SB	LTR	0.991	0.313	34.9	D	34.9	D

INTERSECTION: Delay = 24.9 (sec/veh) V/C = 0.973 LOS = C